



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Dave Cortese, Chair Jake Mackenzie, Vice Chair*

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Wednesday, May 25, 2016

10:15 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 10:15 a.m. or immediately following the 10:10 a.m. Bay Area Infrastructure Financing Authority meeting.

#### 1. Roll Call / Confirm Quorum

*Quorum - A quorum of this Commission shall be a majority of its regular non ex-officio voting members (10).*

#### 2. Chair's Report – Cortese

##### 2a. Welcome to 375 Beale Street/Appreciation Remarks

- 2b. [15-1591](#) Resolution No. 4237 - Resolution of Appreciation to Valerie Knepper on the Occasion of her Retirement from MTC after 32 years of service.

Action: Commission Approval

#### 3. Policy Advisory Council Report – Castellanos

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

#### 5. Commissioner Comments

#### 6. Consent Calendar:

- 6a. [15-1590](#) Minutes - April 27, 2016

Attachments: [6a Commission Minutes April 27, 2016](#)

### **Administration Committee**

- 6b. [15-1415](#) MTC Resolution No. 1198, Revised. Revisions to MTC's Conflict of Interest Code to update list of designated positions - Release for Public Comment
- Action:** Commission Approval
- Presenter:** Adrienne Weil
- Attachments:** [6b Reso-1198 Conflict of Interest Code](#)  
[2d Reso-1198 Conflict of Interest Code .pdf](#)
- 6c. [15-1561](#) MTC Resolution 4181, Revised - FY 2015-16 MTC Agency Budget
- Action:** Commission Approval
- Presenter:** Brian Mayhew
- Attachments:** [6c Reso-4181 FY16 MTC Agency Budget Amend](#)  
[2f Reso-4181 FY16 MTC Agency Budget Amend.pdf](#)

### **Programming and Allocations Committee**

- 6d. [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:** [6d Resolution-3914](#)  
[2c Resolution-3914.pdf](#)
- 6e. [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:** [6e Resolution-3925-4035](#)  
[2d Resolution-3925-4035.pdf](#)

- 6f. [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:** [6f Resolution-4172 ATP](#)  
[2e Resolution-4172 ATP.pdf](#)
- 6g. [15-1536](#) MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-30.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [6g Resolution-4175 TIP-Amend-2015-30](#)  
[2f Resolution-4175 TIP-Amend-2015-30.pdf](#)
- 6h. [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:** [6h Resolution-4179 Lifeline Transp Revisions](#)  
[2g Resolution-4179 Lifeline Transp Revisions.pdf](#)
- 6i. [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:** [6i Resolution-3916-4035-4212 TCP](#)  
[2h Resolution-3916-4035-4212 TCP.pdf](#)
- 6j. [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:** [6j Resolution-4213-4214 AB664 Revisions](#)  
[2i Resolution-4213-4214 AB664 Revisions.pdf](#)

- 6k. [15-1573](#) MTC Resolution No. 4235. Approval of the FY 2016-17 State Transit Assistance (STA) Regional Coordination Program.

Action: Commission Approval

Presenter: Raymond Odumlami

Attachments: [6k Resolution-4235 FY2016-17 STA Regional Program](#)  
[2k Resolution-4235 FY2016-17 STA Regional Program.pdf](#)

### **Operations Committee**

- 6l. [15-1501](#) MTC Resolution No. 4226: Right of Way Certification Authority for MTC Projects

Action: Commission Approval

Presenter: Rosalynn Chongchaikit

Attachments: [6l Resolution No. 4226](#)  
[4e MTC Resolution No. 4226](#)

### **Legislation Committee**

- 6m. [15-1559](#) AB 2292 (Gordon): Disadvantaged Communities/CalEnviroScreen Definition

Require the agency, no later than July 1, 2017, to update the California Communities Environmental Health Screening to include specified factors when identifying disadvantaged communities for investment opportunities related to the 3-year investment plan.

Action: Support and Seek Amendment / Commission Approval

Presenter: Rebecca Long

Attachments: [6m AB 2292 SupportSeekAmend](#)  
[5b AB 2292 SupportSeekAmend](#)



- 6n. [15-1571](#) AB 2014 (Melendez): Freeway Service Patrol
- Requires the Department of Transportation to provide a regular Freeway Service Patrol program assessment to the Legislature.
- Action:** Support / Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [6n AB 2014 Support](#)  
[5c AB 2014 Support](#)

## Committee Reports

### 7. Programming and Allocations Committee – Wiener

- 7a. [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:** [7a Resolution-4220 FY2016-17 Fund Estimate.1](#)  
[3a Resolution-4220 FY2016-17 Fund Estimate.pdf](#)

- 7b. [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:** [7b Resolution-4185-4228\\_RM2](#)  
[3b Resolution-4185-4228\\_RM2.pdf](#)

- 7c. [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:** [7c Resolution-4035\\_TPI](#)  
[4 Resolution-4035\\_TPI.pdf](#)

## 8. Legislation Committee - Aguirre

- 8a. [15-1576](#) Solano County Measures G and H

Five-year 0.5 percent general sales tax (Measure H), with advisory measure (Measure G) to invest funds in local street and road, safety, and senior / disabled mobility projects.

**Action:** Support / Commission Approval

**Presenter:** Randy Rentschler

**Attachments:** [8a Solano Cty. Measures G and H](#)  
[4a Solano Cty. Measures G and H](#)

- 8b. [15-1585](#) Affordable Housing: FY 2016-17 Budget Request; SB 1069 (Wieckowski), AB 2441 (Thurmond), AB 2502 (Mullin); SB 1053 (Leno)

Action: Support / Support / Support / Support / Commission Approval

Presenter: Rebecca Long

Attachments: [8b Affordable Housing](#)  
[5a Affordable Housing](#)

- 8c. [15-1574](#) State Transit Assistance Clean-Up Bill

Distribution of Revenue-Based Funds.

Action: Support / Commission Approval

Presenter: Rebecca Long

Attachments: [8c State Transit Assistance Clean-Up Bill](#)  
[5d State Transit Assistance Clean-Up Bill](#)

## 9. Planning Committee - Spering

- 9a. [15-1663](#) Plan Bay Area 2040 Project Performance Assessment: Final Performance Results and Guidelines for Applying Results.

Approval of the project performance guidance and performance thresholds.

Action: Commission Approval

Attachments: [9a ProjectPerformanceThresholds.docx](#)

## 10. Special Joint MTC Planning/ABAG Administrative Committee - Spering

- 10a. [15-1662](#) MTC Resolution No. 4245. MTC/ABAG Merger Study Recommendation.

Consider Policy Support for Merger Study Report Option 7, Consolidation of all MTC and ABAG staff Functions within MTC and Pursuit of New Governance Options.

Action: Commission Approval

Attachments: [10a MTC Resolution No. 4225. MTCABAG Merger Study Recommendation](#)  
[10a Handout-NPHLetter\\_ABAGMTCMerger\\_Item10](#)

## Closed Session

11. [15-1528](#)

Closed Session - Conference with Real Property Negotiators

MTC will meet in Closed Session pursuant to Government Code Section 54956.8: to confer with real property negotiators to discuss a potential commercial purchase and sale agreement as follows:

Property: 101 - 8th Street, the MTC Condominium Unit consisting of the entire 2nd and 3rd floors and the ABAG Condominium Unit consisting of a portion of the 1st floor, subject to MTC/BAHA acquiring the unit, and the Cafeteria, Meeting, Parking and Library Tenancy in Common units, Oakland, CA 94607

Agency Negotiators:

For MTC: Metropolitan Transportation Commission, Cushman & Wakefield

- MTC Negotiators: Steve Heminger, Executive Director, Andrew Fremier, Deputy Executive Director, Brian Mayhew, Chief Financial Officer, Teri Green, Director

- Cushman & Wakefield Negotiators: Mark McGranahan, Managing Broker and Ryan Hattersly, Executive Director

Negotiating Parties: MTC with broker Cushman & Wakefield and East Bay Asian Local Development Corporation for itself, Asian Health Services (AHS), an AHS affiliate, and/or a joint venture formed by East Bay Asian Local Development Corporation and AHS and/or its affiliate (collectively, "EBALDC") with advisor Carolyn E. Johnson and counsel Goldfarb & Lipman LLP

Under Negotiation: Both price and terms

12. [15-1529](#) Closed Session - Conference with Real Property Negotiators  
MTC will meet in Closed Session pursuant to Government Code Section 54956.8: to confer with real property negotiators to discuss a potential commercial purchase and sale agreement opportunity as follows:  
Property: 101 - 8th Street, the MTC Condominium Unit consisting of the entire 2nd and 3rd floors and the ABAG Condominium Unit consisting of a portion of the 1st floor, subject to MTC/BAHA acquiring the unit, and the Cafeteria, Meeting, Parking and Library Tenancy in Common units, Oakland, CA 94607  
Agency negotiators:  
For MTC: Metropolitan Transportation Commission, Cushman & Wakefield  
· MTC Negotiators: Steve Heminger, Executive Director, Andrew Fremier, Deputy Executive Director, Brian Mayhew, Chief Financial Officer, Teri Green, Director  
· Cushman & Wakefield Negotiators: Mark McGranahan, Managing Broker and Ryan Hattersly, Executive Director  
  
Negotiating Parties: MTC with broker Cushman & Wakefield and the San Francisco Bay Area Rapid Transit District  
Under Negotiation: Both price and terms
13. [15-1530](#) Closed Session - Conference with Real Property Negotiators  
MTC will meet in Closed Session pursuant to Government Code Section 54956.8: to confer with real property negotiators to discuss a potential commercial purchase and sale agreement opportunity as follows:  
Property: 101 - 8th Street, the MTC Condominium Unit consisting of ground floor Space G-5, Oakland, CA 94607  
Agency negotiators:  
For MTC: Metropolitan Transportation Commission, Cushman & Wakefield  
· MTC Negotiators: Steve Heminger, Executive Director, Andrew Fremier, Deputy Executive Director, Brian Mayhew, Chief Financial Officer, Teri Green, Director  
· Cushman & Wakefield Negotiators: Mark McGranahan, Managing Broker and Ryan Hattersly, Executive Director  
  
Negotiating Parties: MTC with broker Cushman & Wakefield and the San Francisco Bay Area Rapid Transit District  
Under Negotiation: Both price and terms

## Open Session

14. [15-1531](#) Open Session - Authority to enter into a purchase and sale agreement with EBALDC for entire 2nd and 3rd floors and the Cafeteria, Parking, Meeting and Library Tenancy in Common Units, as well as the ABAG Condominium Unit consisting of a portion of the 1st floor, subject to MTC/BAHA acquiring the ABAG Unit, all located at 101 - 8th Street, Oakland, CA 94607.

Action: Commission Approval

15. [15-1532](#) Open Session - Authority to enter into purchase and sale agreement with the San Francisco Bay Area Rapid Transit District for the entire 2nd and 3rd floors, and the Cafeteria, Parking, Meeting and Library Tenancy in Common Units, as well as the ABAG Condominium Unit consisting of a portion of the 1st floor, subject to MTC/BAHA acquiring the ABAG Unit, all located at 101 - 8th Street, Oakland, CA 94607.

Action: Commission Approval

16. [15-1533](#) Open Session - Authority to enter into purchase and sale agreement with the San Francisco Bay Area Rapid Transit District for the ground floor Space G-5, located at 101 - 8th Street, Oakland, CA 94607.

Action: Commission Approval

## 17. Other Business / Public Comment

## 18. Adjournment / Next Meeting

**The next meeting of the Commission will be held on Wednesday, June 22, 2016 at 9:30 a.m. in the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's 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 #:** 15-1591      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 4/29/2016      **In control:** Metropolitan Transportation Commission  
**On agenda:** 5/25/2016      **Final action:**  
**Title:** Resolution No. 4237 - Resolution of Appreciation to Valerie Knepper on the Occasion of her Retirement from MTC after 32 years of service.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Resolution No. 4237 - Resolution of Appreciation to Valerie Knepper on the Occasion of her Retirement from MTC after 32 years of service.

### Recommended Action:

Commission Approval





# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1590      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Commission Approval

**File created:** 4/29/2016      **In control:** Metropolitan Transportation Commission

**On agenda:** 5/25/2016      **Final action:**

**Title:** Minutes - April 27, 2016

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6a Commission Minutes April 27, 2016](#)

Date	Ver.	Action By	Action	Result
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Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Minutes

### Metropolitan Transportation Commission

*Dave Cortese, Chair Jake Mackenzie, Vice Chair*

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Wednesday, April 27, 2016

10:10 AM

Meeting Location:  
The Tech Museum of Innovation  
201 S. Market Street  
San Jose, CA 95113

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#### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 18 - Chairperson Cortese, Vice Chair Mackenzie, Commissioner Aguirre, Commissioner Baker, Commissioner Bates, Commissioner Campos, Commissioner Glover, Commissioner Haggerty, Commissioner Halsted, Commissioner Kinsey, Commissioner Liccardo, Commissioner Luce, Commissioner Pierce, Commissioner Rein Worth, Commissioner Schaaf, Commissioner Sperling, Commissioner Tissier, and Commissioner Wiener

Non-Voting Members Present: Commissioner Giacomini and Commissioner Sartipi

Non-Voting Member Absent: Commissioner Azumbrado

#### 2. Chair's Report – Cortese

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

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

#### 5. Commissioner Comments

#### 6. Consent Calendar:

Upon the motion by Commission Haggerty and second by Commissioner Tissier, the Consent Calendar was adopted. Commissioner Haggerty abstained from the vote on item 6h. The motion carried by the following vote:

**Aye:** 17 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Sperling, Tissier and Wiener

**Abstain:** 1 - Haggerty

6a. [15-1490](#) Minutes - March 23, 2016.

**Action:** Commission Approval

**Administration Committee**

- 6b. [15-1418](#) Contract Amendment - Professional Auditing Services: PricewaterhouseCoopers, LLP (\$1,630,906).
- Contract amendment with PricewaterhouseCoopers, LLP for professional auditing services.
- Action:** Commission Approval
- 6c. [15-1416](#) MTC Resolution No. 4183, Revised - FY 2015-16 Overall Work Program (OWP) Amendment No. 16-04.
- An amendment to the OWP to add \$141,802 in FTA 5303 and FHWA PL funds due to final allocation adjustments.
- Action:** Commission Approval

**Programming and Allocations Committee**

- 6d. [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
- 6e. [15-1430](#) MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-29.
- Action:** Commission Approval
- 6f. [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

**Legislation Committee**

- 6g. [15-1400](#) AB 1780 (Medina) & AB 2170 (Frazier): Trade Corridor Improvement Fund.
- Transfers funds from the new National Highway Freight Program into the Trade Corridor Improvement Fund (TCIF). Dedicates 25% of Cap and Trade Funds to TCIF.
- Action:** Support and Seek Amendment / Support / Commission Approval

- 6h.**     [15-1401](#)     SB 1259 (Runner): Exemption from Tolls for Veterans
- Exempts from tolls vehicles displaying a veteran license plate when being driven by a veteran.
- Action:** Oppose / Commission Approval
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- 6i.**     [15-1475](#)     AB 2783 (Garcia): Density Requirements for Affordable Housing & Sustainable Communities Program
- Density Requirements for Affordable Housing and Sustainable Communities Program.
- Action:** Oppose / Commission Approval
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- 6j.**     [15-1374](#)     AB 1746 (Stone): Bus on Shoulder Authorization.
- Expansion of Program to Allow Use of Buses on Highway Shoulders for Santa Clara VTA, AC Transit and County Connection.
- Action:** Support / Commission Approval
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- 6k.**     [15-1385](#)     SB 1030 (McGuire): Extension of Sonoma County Regional Climate Protection Authority
- Removes 2017 sunset on the Sonoma County Regional Climate Protection Authority.
- Action:** Support / Commission Approval

## Committee Reports

### Administration Committee – Tissier

7. [15-1417](#) MTC Resolution No. 4224 - FY 2016-17 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreement for Federal Planning Grants.

A request for approval of the FY 2016-17 OWP, which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, Caltrans, and other local transportation partners and the authorization to enter in to agreements for \$11,263,337 in Transportation Planning funds.

**Action:** Commission Approval

**Upon the motion by Commissioner Tissier and a second by Commissioner Bates, the Commission unanimously adopted Resolution No. 4224. The motion carried by the following vote:**

**Aye:** 18 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

### 8. Programming and Allocations Committee – Wiener

- 8a. [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

**Upon the motion by Commissioner Wiener and a second by Commissioner Haggerty, the Commission unanimously adopted Resolution No. 4130, Revised. The motion carried by the following vote:**

**Aye:** 18 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

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

Recommended regional support strategy for the \$500 million federal TIGER 8 discretionary funding program.

**Action:** Commission Approval

**Upon the motion by Commissioner Wiener and a second by Commissioner Tissier, the Commission unanimously approved Regional Support of Bay Area Projects for Federal TIGER 8 Grants, clarifying that the City of Oakley's project should be included in the support letter. The motion carried by the following vote:**

**Aye:** 18 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

**8c.     [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.**

Recommended regional endorsement list for projects applying for federal FASTLANE Grants.

**Action:** Commission Approval

**Upon the motion by Commissioner Wiener and a second by Commissioner Spering, the Commission unanimously approved Regional endorsement for projects applying for federal FASTLANE Grants. The motion carried by the following vote:**

**Aye:** 18 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

**9. Legislation Committee - Aguirre****9a.     [15-1441](#)     SB 824 (Beall): Low Carbon Transit Operations Program.**

Increased flexibility of the Low Carbon Transit Operations Program.

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

**Upon the motion by Commissioner Aguirre and second by Commissioner Liccardo, the Commission unanimously adopted a support and seek amendment position on Senate Bill 824 (Beall). The motion carried by the following vote:**

**Aye:** 18 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

- 9b. [15-1383](#) AB 1964 (Bloom) and Budget Trailer Bill: Clean Air Vehicle Sticker Expansion.

Expansion and extension of program.

**Action:** Oppose Unless Amended / Commission Approval

Upon the motion by Commissioner Aguirre and second by Commissioner Liccardo, the Commission unanimously adopted an oppose unless amended position on Assembly Bill 1964 (Bloom). The motion carried by the following vote:

**Aye:** 18 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

- 9c. [15-1384](#) AB 1550 (Gomez), AB 2722 (Burke) & AB 2332 (Garcia): Disadvantaged Communities: Funding Requirements

Expansion of funding set-asides for census tracts designated as "Disadvantaged Communities" under the state's CalEnviroScreen definition.

**Action:** Oppose Unless Amended / Oppose / Commission Approval

Upon the motion by Commissioner Aguirre and second by Commissioner Liccardo, the Commission unanimously adopted an oppose unless amended position on Assembly Bill 1550 (Gomez).

Upon the motion by Commissioner Aguirre and second by Commissioner Liccardo, the Commission unanimously adopted an oppose unless amended position on Assembly Bill 2722 (Burke).

Upon the motion by Commissioner Aguirre and second by Commissioner Rein Worth, the Commission unanimously adopted an oppose position on Assembly Bill 2332 (Garcia). The motions carried by the following vote:

**Aye:** 18 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

## 10. Planning Committee - Spering

- 10a. [15-1427](#) MTC Resolution No. 4225: Regional Goods Movement- Environmental and Community Impacts

Approve commitment to address environmental and community impacts resulting from freight transportation in regional goods movement planning and policy.

**Action:** Commission Approval

Upon the motion by Commissioner Spering and second by Commissioner Haggerty, the Commission unanimously adopted Resolution No. 4225. The motion carried by the following vote:

**Aye:** 18 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

**10b.**     [15-1485](#)     California High-Speed Rail Authority Draft 2016 Business Plan

Approve a revision to MTC's comments, approved by the Commission on March 23, 2016, to support investments in Northern California passenger rail systems including ACE, Capital Corridor and Amtrak's San Joaquin service.

**Action:** Commission Approval

**Upon the motion by Commissioner Spering and second by Commissioner Halsted, the Commission unanimously approved for MTC to supplement the comments approved on March 23, 2016 through correspondence to the California High Speed Rail Authority (CAGSRA) on its Draft 2016 Business Plan. The motion carried by the following vote:**

**Aye:** 18 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Halsted, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Schaaf, Spering, Tissier and Wiener

## **Closed Session**

Chair Cortese reported that the Commission would not meet in Closed Session.

## **17. Other Business / Public Comment**

Michael Tsai was called to speak.

## **18. Adjournment / Next Meeting**

**The next meeting of the Commission will be held on Wednesday, May 25, 2016 at 9:35 a.m. in the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

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Dave Cortese, Chair





# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1415      **Version:** 1      **Name:**

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

**File created:** 3/11/2016      **In control:** Administration Committee

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

**Title:** MTC Resolution No. 1198, Revised. Revisions to MTC's Conflict of Interest Code to update list of designated positions - Release for Public Comment

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b Reso-1198 Conflict of Interest Code](#)  
[2d Reso-1198 Conflict of Interest Code .pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Administration Committee		

**Subject:**

MTC Resolution No. 1198, Revised. Revisions to MTC's Conflict of Interest Code to update list of designated positions - Release for Public Comment

**Presenter:**

Adrienne Weil

**Recommended Action:**

Commission Approval



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Commission Agenda Item 6b
------------------------------

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## Memorandum

TO: Administration Committee

DATE: May 4, 2016

FR: General Counsel

W.I.: 1111

RE: MTC Resolution No. 1198, Revised – Revisions to MTC’s Conflict of Interest Code to update list of designated positions – Release for Public Comment

The Metropolitan Transportation Commission (MTC) conflict-of-interest code, which also serves as the conflict-of-interest code for the Bay Area Toll Authority (BATA), the MTC Service Authority for Freeways and Expressways (MTC SAFE), the Bay Area Headquarters Authority (BAHA) and the Bay Area Infrastructure Financing Authority (BAIFA) is being updated in order to update the designated positions to reflect MTC’s current organizational structure.

Incumbents of positions designated in the Appendix to MTC’s proposed conflict-of-interest code must file an annual Statement of Economic Interest (FPPC Form 700) with the agency. The attached draft code is amended consistent with FPPC Regulation 18734, which requires individuals serving in newly created positions to file Form 700, the Statement of Economic Interests. The enclosed “track changes” version (*additions in italics and underlined, deletions in strikethrough*) reflects the most recent changes from the version of the conflict of interest code attached to MTC Resolution No. 1198, last approved by the FPPC on February 4, 2015. The changes reflect the split of MTC’s Administrative and Technology Section into two new sections (the Administrative Services Section and the Technology Services Section), the addition of Clipper® Executive Board member as a designated position, and other technical changes. Clipper® Executive Board (Board) member has been added as a designated position given the Board’s role under the Amended and Restated Clipper® Memorandum of Understanding (MOU) between MTC and the transit operators participating in Clipper®. In particular, the MOU requires the Board to approve certain Clipper®-related contract actions before MTC, as the Clipper® contracting agency, can execute on such actions. The disclosure categories are tailored to the responsibilities of each role. All of the proposed changes have been reviewed and given initial approval by the FPPC.

FPPC amendment procedures require that a written notice of intent to amend the conflict-of-interest code must be given 45 days prior to the time MTC takes formal action. A copy of that written notice is attached to this memorandum. The comment period will run from Wednesday, May 11, 2016 through Monday, June 27, 2016. The notice will be posted on MTC’s website, and copies of the proposed revised code will be made available to any interested person who calls Rosy Levya, Secretary to the Commission, during business hours at (510) 817-5700 (until May 20, 2016) or at (415) 778-6700 (starting May 23, 2016). Written requests for copies of the

amendment and written comments on the amendment may be sent to Ms. Leyva at MTC's offices, 375 Beale Street, Suite 800, San Francisco, CA 94105.

Any interested person may request a public hearing to comment on the proposed amendment, if any such request is made no later than 15 days prior to the close of the comment period, or by Friday, June 10, 2016. If no request for a hearing is received, staff will return on July 13, 2016 to seek Committee authorization to submit the proposed code to the FPPC for approval, and to refer the approved code to the Commission for adoption at a date to be determined.

Staff requests this Committee's authorization to circulate the proposed changes for public comment, and for authorization to schedule a public hearing if there is a request from the public to do so.

  
\_\_\_\_\_  
Adrienne D. Weil

AW:BA  
Attachments

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## NOTICE OF INTENTION TO AMEND THE CONFLICT OF INTEREST CODE OF THE METROPOLITAN TRANSPORTATION COMMISSION

NOTICE IS HEREBY GIVEN that the Metropolitan Transportation Commission (MTC), pursuant to the authority vested in it by section 87306 of the Government Code, proposes amendment to its conflict of interest code. A comment period has been established commencing on May 11, 2016 and closing on June 27, 2016. All inquiries should be directed to the contact listed below.

MTC proposes to amend its conflict of interest code to include employee positions that involve the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, as set forth in subdivision (a) of section 87302 of the Government Code. The amendment carries out the purposes of the law and no other alternative would do so and be less burdensome to affected persons.

Changes to the conflict of interest code include: changes reflecting the split of MTC's Administrative and Technology Section into two new sections (the Administrative Services Section and the Technology Services Section), the addition of Clipper® Executive Board member as a designated position, and other technical changes.

The proposed amendment and explanation of the reasons can be obtained from the agency's contact.

Any interested person may submit written comments relating to the proposed amendment by submitting them no later than June 27, 2016, or at the conclusion of the public hearing, if requested, whichever comes later. At this time, no public hearing is scheduled. A person may request a hearing no later than June 10, 2016.

MTC has determined that the proposed amendments:

1. Impose no mandate on local agencies or school districts.
2. Impose no costs or savings on any state agency.
3. Impose no costs on any local agency or school district that are required to be reimbursed under Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.
4. Will not result in any nondiscretionary costs or savings to local agencies.
5. Will not result in any costs or savings in federal funding to the state.
6. Will not have any potential cost impact on private persons, businesses or small businesses.

Copies of the proposed amendment and explanation of the reasons for it will be made available to any interested person who calls Rosy Levya, Secretary to the Commission, during business hours at (510) 817-5700 (until May 20, 2016) or at (415) 778-6700 (starting May 23, 2016). Written requests for copies of the proposed amendment and explanation of the reasons for it, and written comments on the

amendment, may be sent to Ms. Leyva at MTC's offices, 101 – 8th Street, Oakland, CA 94607-4700 (until May 20, 2016) or 375 Beale Street, Suite 800, San Francisco, CA 94105 (starting May 23, 2016). Any inquiries concerning the proposed amendment should be directed to Adrienne D. Weil, General Counsel, at (510) 817-5700 (until May 20, 2016) or (415) 778-5230 (starting May 23, 2016), or [AWeil@mtc.ca.gov](mailto:AWeil@mtc.ca.gov).

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

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

*Individuals holding designated positions shall file their statements of economic interests with MTC, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by MTC.* ~~Individuals holding designated positions shall file their statements of economic interests with MTC, which will make the statements available for public inspection and reproduction. (Government Code Sec. 81008.) Upon receipt of statements for the MTC Commissioners and from the Executive Director, MTC shall make and retain copies and forward the originals to the Fair Political Practices Commission. All other statements will be retained by MTC.~~

## APPENDIX A

### DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative and Technology Services ( <u>ADS</u> )	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
<u>Director, Technology Services (TSS)</u>	<u>2</u>
Principals: <del>ATS</del> <u>ADS</u> , PLN, PAC	2, 3
Principals: OPS, EPS, <u>TSS</u>	<del>2, 3</del>
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
<u>Clipper<sup>®</sup> Executive Board Members</u>	<u>2</u>
Consultants/New Positions	*

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

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

### OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

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

MTC Commissioners  
Chief Financial Officer  
Executive Director

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

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## **APPENDIX B**

### **DISCLOSURE CATEGORIES**

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

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

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

## ABSTRACT

### Resolution No. 1198, Revised

#### Subject

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

Resolution No. 1198 supersedes Resolution No. 859.

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

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

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

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

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

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

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

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

This resolution was revised on May 25, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper® Executive Board member as a designated position.

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

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

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

/s/

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William R. "Bill" Lucius, Chairman

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

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

Attachment A - Resolution No. 1198  
Page 1 of 4

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

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

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

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

Attachment A - Resolution No. 1198  
 Page 2 of 4

## **APPENDIX A**

### **DESIGNATED POSITIONS**

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
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Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative Services (ADS)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
Principals: ADS, PLN, PAC	2, 3
Principals: OPS, EPS, TSS	2
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
Clipper® Executive Board Members	2
Consultants/New Positions	*

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

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such

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11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
05/25/16-C

Attachment A - Resolution No. 1198  
Page 3 of 4

determination shall include a description of the consultant's or new position's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

## **OFFICIALS WHO MANAGE PUBLIC INVESTMENTS**

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11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
05/25/16-C

Attachment A - Resolution No. 1198  
Page 4 of 4

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

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Agenda Item 2d

## Memorandum

TO: Administration Committee

DATE: May 4, 2016

FR: General Counsel

W.I.: 1111

RE: MTC Resolution No. 1198, Revised – Revisions to MTC’s Conflict of Interest Code to update list of designated positions – Release for Public Comment

The Metropolitan Transportation Commission (MTC) conflict-of-interest code, which also serves as the conflict-of-interest code for the Bay Area Toll Authority (BATA), the MTC Service Authority for Freeways and Expressways (MTC SAFE), the Bay Area Headquarters Authority (BAHA) and the Bay Area Infrastructure Financing Authority (BAIFA) is being updated in order to update the designated positions to reflect MTC’s current organizational structure.

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amendment and written comments on the amendment may be sent to Ms. Leyva at MTC's offices, 375 Beale Street, Suite 800, San Francisco, CA 94105.

Any interested person may request a public hearing to comment on the proposed amendment, if any such request is made no later than 15 days prior to the close of the comment period, or by Friday, June 10, 2016. If no request for a hearing is received, staff will return on July 13, 2016 to seek Committee authorization to submit the proposed code to the FPPC for approval, and to refer the approved code to the Commission for adoption at a date to be determined.

Staff requests this Committee's authorization to circulate the proposed changes for public comment, and for authorization to schedule a public hearing if there is a request from the public to do so.



---

Adrienne D. Weil

AW:BA  
Attachments

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Changes to the conflict of interest code include: changes reflecting the split of MTC's Administrative and Technology Section into two new sections (the Administrative Services Section and the Technology Services Section), the addition of Clipper® Executive Board member as a designated position, and other technical changes.

The proposed amendment and explanation of the reasons can be obtained from the agency's contact.

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MTC has determined that the proposed amendments:

1. Impose no mandate on local agencies or school districts.
2. Impose no costs or savings on any state agency.
3. Impose no costs on any local agency or school district that are required to be reimbursed under Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.
4. Will not result in any nondiscretionary costs or savings to local agencies.
5. Will not result in any costs or savings in federal funding to the state.
6. Will not have any potential cost impact on private persons, businesses or small businesses.

Copies of the proposed amendment and explanation of the reasons for it will be made available to any interested person who calls Rosy Levya, Secretary to the Commission, during business hours at (510) 817-5700 (until May 20, 2016) or at (415) 778-6700 (starting May 23, 2016). Written requests for copies of the proposed amendment and explanation of the reasons for it, and written comments on the

amendment, may be sent to Ms. Leyva at MTC's offices, 101 – 8th Street, Oakland, CA 94607-4700 (until May 20, 2016) or 375 Beale Street, Suite 800, San Francisco, CA 94105 (starting May 23, 2016). Any inquiries concerning the proposed amendment should be directed to Adrienne D. Weil, General Counsel, at (510) 817-5700 (until May 20, 2016) or (415) 778-5230 (starting May 23, 2016), or [AWeil@mtc.ca.gov](mailto:AWeil@mtc.ca.gov).

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

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

*Individuals holding designated positions shall file their statements of economic interests with MTC, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by MTC.* ~~Individuals holding designated positions shall file their statements of economic interests with MTC, which will make the statements available for public inspection and reproduction. (Government Code Sec. 81008.) Upon receipt of statements for the MTC Commissioners and from the Executive Director, MTC shall make and retain copies and forward the originals to the Fair Political Practices Commission. All other statements will be retained by MTC.~~

## **APPENDIX A**

### **DESIGNATED POSITIONS**

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative and Technology Services ( <u>ADS</u> )	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
<u>Director, Technology Services (TSS)</u>	<u>2</u>
Principals: <del>ATS</del> <u>ADS</u> , PLN, PAC	2, 3
Principals: OPS, EPS, <u>TSS</u>	<del>2, 3</del>
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
<u>Clipper<sup>®</sup> Executive Board Members</u>	<u>2</u>
Consultants/New Positions	*

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

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

### **OFFICIALS WHO MANAGE PUBLIC INVESTMENTS**

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

MTC Commissioners  
Chief Financial Officer  
Executive Director

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

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## **APPENDIX B**

### **DISCLOSURE CATEGORIES**

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

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

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

## ABSTRACT

### Resolution No. 1198, Revised

#### Subject

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

Resolution No. 1198 supersedes Resolution No. 859.

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

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

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

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

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

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

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

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

This resolution was revised on May 25, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper® Executive Board member as a designated position.

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

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

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

/s/

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William R. "Bill" Lucius, Chairman

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

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

Attachment A - Resolution No. 1198  
Page 1 of 4

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

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

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

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

Attachment A - Resolution No. 1198  
 Page 2 of 4

## **APPENDIX A**

### **DESIGNATED POSITIONS**

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
General Counsel	1, 3, 4
Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Director, Administrative Services (ADS)	2, 3
Director, Planning (PLN)	2, 3
Director, Operations (OPS)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, Bay Area Headquarters Authority ("BAHA")	1, 3
Principals: ADS, PLN, PAC	2, 3
Principals: OPS, EPS, TSS	2
Principals: LPA	1
Principals: BAHA	1, 3
Principals: Finance	1
Clipper® Executive Board Members	2
Consultants/New Positions	*

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

The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such

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

Attachment A - Resolution No. 1198  
Page 3 of 4

determination shall include a description of the consultant's or new position's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

## **OFFICIALS WHO MANAGE PUBLIC INVESTMENTS**

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

MTC Commissioners  
Chief Financial Officer  
Executive Director

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



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

Attachment A - Resolution No. 1198  
Page 4 of 4

## **APPENDIX B**

### **DISCLOSURE CATEGORIES**

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

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



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1561      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 4/15/2016      **In control:** Administration Committee  
**On agenda:** 5/11/2016      **Final action:**  
**Title:** MTC Resolution 4181, Revised - FY 2015-16 MTC Agency Budget  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6c Reso-4181 FY16 MTC Agency Budget Amend](#)  
[2f Reso-4181 FY16 MTC Agency Budget Amend.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Administration Committee		

**Subject:**  
MTC Resolution 4181, Revised - FY 2015-16 MTC Agency Budget

**Presenter:**  
Brian Mayhew

**Recommended Action:**  
Commission Approval



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 6c

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## Memorandum

TO: Administration Committee

DATE: May 4, 2016

FR: Executive Director

W.I.: 1152

RE: MTC Resolution No. 4181, Revised – FY 2015-16 MTC Agency Budget

The recommended budget changes include the addition of the final allocation amount for FHWA Planning and FTA 5303 for FY 2015-16 that was received from Caltrans. This additional amount of \$141,802 is now being amended into the current FY 2015-16 MTC Agency Budget for approval after it was amended in the OWP in April 2016. The funds will be used for staff costs under Work Element 1122 – Analyze Regional Data GIS and Planning Models.

The second budget change is the removal of the \$10 million transfer in for the TOD project from the MTC operating budget as it is included in the Exchange fund budget.

The breakdown of the Final Allocation increase is as follows:

	<u>Final Allocation Increase</u>
FHWA PL Funds	\$119,071
FTA 5303 Funds	<u>22,731</u>
Total Increase in the Final Allocation numbers	<u>\$141,802</u>

**Recommendation:**

Staff recommends that the Administration Committee refer MTC Resolution No. 4181, Revised, to the Commission for approval.

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

Attachment

Date: June 24, 2015  
W.I.: 1152  
Referred By: Administration  
Revised: 11/18/15-C  
01/27/16-C  
05/25/16-C

### ABSTRACT

#### Resolution No. 4181, Revised

This resolution approves the Agency Budget for FY 2015-16.

This resolution was revised on November 18, 2015 for budget changes. The changes include FY 2014-15 Budget amendments as well as carryover funding approved in prior years. In addition a transfer of \$275,000 from reserve is required for a study of the MTC/ABAG merger implementation plan.

This resolution was revised on January 27, 2016 for budget changes. The changes include FY 2015-16 Budget amendments for the addition of approximately \$1.9 million in revenue and expenses that were not known when the budget was originally adopted; and the conversion of 25 contract based positions to regular employees as a result of findings from the 2015 CalPERS audit report.

This resolution was revised on May 25, 2016 for budget changes. The changes include the addition of \$141,802 in FHWA planning and FTA 5303 funds and removal of \$10 million transfer for the TOD project.

Further discussion of the agency budget is contained in the MTC Executive Director's memorandum to the Administration Committee dated June 3, 2015, January 6, 2016 and May 4, 2016. An updated budget is attached as Attachments A, B and C.

Date: June 24, 2015  
W.I.: 1152  
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2015-16

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4181

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

WHEREAS, on April 22, 2015 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2015-16 with the adoption of MTC Resolution No. 4183; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2015-16; and

WHEREAS, the final draft MTC Agency Budget for FY 2015-16 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4183; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2015-16, prepared in accordance to generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2015-16, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2015-16; and, be it further

RESOLVED, that MTC's Executive Director, and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2015-16; and, be it further

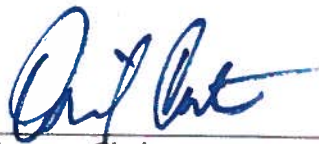
RESOLVED, that the Commission authorizes that the use of funds from the general fund for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2015-16 as follows: Benefits, Liability, Compensated leave, Encumbrances, Building, and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside a \$1,250,000 liability reserve and establish a \$800,000 contract budget against the liability reserve. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2015-16 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 204 and will not be increased without approved increase to the appropriate FY 2015-16 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2015-16 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

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

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 June 24, 2015.

Date: June 24, 2015  
W.I.: 1152  
Referred by: Administration  
Revised: 11/18/15-C  
01/27/16-C  
05/25/16-C

Attachments A, B, C  
Resolution No. 4181, Revised

## **METROPOLITAN TRANSPORTATION COMMISSION**

### **AGENCY BUDGET**

**FY 2015-16**

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Revenue Detail	2
Expense Summary	5
Contractual Services	6

# METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2015-16

Attachment A

## SUMMARY

### PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./(Dec)	Change \$ Inc./(Dec)
General Planning Revenue	\$25,205,751	\$25,347,553	1%	\$141,802
Other MTC Revenue	1,652,067	1,652,067	0%	0
Transfers from other Funds	33,210,820	23,210,820	-30%	(10,000,000)
Local Revenue Grants	4,280,678	4,280,678	0%	0
<b>Total Operating Revenue</b>	<b>\$64,349,314</b>	<b>\$54,491,116</b>	<b>-15%</b>	<b>(\$9,858,198)</b>
<b>Total Operating Expense</b>	<b>\$64,346,402</b>	<b>\$64,346,402</b>	<b>-16%</b>	<b>(\$10,000,000)</b>
<b>Operating Surplus (Shortfall)</b>	<b>\$2,912</b>	<b>\$144,714</b>	<b>4869%</b>	<b>\$141,802</b>
Total Operating Revenue - Prior Year	\$6,131,209	\$6,131,209	0%	\$0
Total Operating Expense - Prior Year	\$6,131,209	\$6,131,209	0%	\$0
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
Total Operating Surplus (Shortfall)	\$2,912	\$144,714	4869%	\$141,802

### PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$1,543,000	\$1,543,000	0%	\$0
Total Annual Capital Expense	\$1,543,000	\$1,543,000	0%	\$0
Capital Surplus(Shortfall)	\$0	\$0	0%	\$0
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>\$2,912</b>	<b>\$144,714</b>	<b>4869%</b>	<b>\$141,802</b>

### PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$2,912	\$144,714	4869%	\$141,802
Current Year Ending Balance	\$0	\$0		



# REVENUE DETAIL

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./Dec	Change \$ Inc./Dec
<b>General Planning Revenue</b>				
FTA Section 5303	\$3,247,073	\$3,247,073	0%	\$0
FTA 5303 carryover FY'15	1,159,642	1,159,642	0%	0
FTA 5303 Final Allocation FY'15	5,506	5,506	0%	0
FTA 5303 Final Allocation FY'16	0	22,731		22,731
Sustainable Transportation Planning Grant	300,000	300,000	0%	0
FHWA SP&R - SACOG	150,000	150,000	0%	0
FHWA 1/2 % PL	7,546,404	7,546,404	0%	0
FHWA PL Final Allocation FY'15	(200,702)	(200,702)	0%	0
FHWA PL Final Allocation FY'16	0	119,071		119,071
FHWA PL carryover FY'15	697,828	697,828	0%	0
TDA (Planning/Administrative)	12,300,000	12,300,000	0%	0
<b>Subtotal: General Planning Revenue</b>	<b>\$25,205,751</b>	<b>\$25,347,553</b>	<b>1%</b>	<b>\$141,802</b>
<b>Other MTC Revenue</b>				
STIP-PPM	\$1,142,067	\$1,142,067	0%	\$0
HOV lane fines	490,000	490,000	0%	0
Interest	20,000	20,000	0%	0
<b>Subtotal: MTC Other Revenue</b>	<b>\$1,652,067</b>	<b>\$1,652,067</b>	<b>0%</b>	<b>\$0</b>
<b>Operating Transfers</b>				
BATA 1%	\$7,087,000	\$7,087,000	0%	\$0
Transfer BATA RM2	1,792,000	1,792,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	1,367,900	1,367,900	0%	0
Express Lanes	375,000	375,000	0%	0
RAFC Management Services	531,769	531,769	0%	0
Service Authority Freeways Expressways (SAFE)	2,527,886	2,527,886	0%	0
Exchange Fund Transfer	10,000,000	0	0%	(10,000,000)
STA Transfer	2,749,000	2,749,000	0%	0
2% Transit Transfers	511,254	511,254	0%	0
Transfer in from Reserve - Move related	1,000,000	1,000,000	0%	0
Transfer in from Reserve - MTC/ABAG Study	275,000	275,000	0%	0
Transfer in from Reserve - to cover shortfall	26,108	26,108	0%	0
Transfer in from Liability Reserve	800,000	800,000	0%	0
Transfer in from SAFE & BATA for computer capital	280,000	280,000	0%	0
Grant Funded - Overhead	2,031,713	2,031,713	0%	0
Capital Programs - Overhead	1,858,190	1,858,190	0%	0
<b>Subtotal: Transfers from other funds</b>	<b>\$33,210,820</b>	<b>\$23,210,820</b>	<b>-30%</b>	<b>(\$10,000,000)</b>
<b>MTC Total Planning Revenue</b>	<b>\$80,068,638</b>	<b>\$50,210,440</b>	<b>-16%</b>	<b>(\$9,858,198)</b>
<b>Local Revenue Grants</b>				
Misc. Revenue (PMP Sales)	\$1,200,000	\$1,200,000	0%	\$0
ABAG	137,500	137,500	0%	\$0
TFCA (Regional Rideshare), Spare the Air	1,204,967	1,204,967	0%	0
BAAQMD	500,000	500,000	0%	0
Motivate	696,898	696,898	0%	0
Cities	541,311	541,311	0%	0
<b>Subtotal: Local Revenue Grants</b>	<b>\$4,280,676</b>	<b>\$4,280,676</b>	<b>0%</b>	<b>\$0</b>
<b>Total Current Year Revenue</b>	<b>\$84,349,314</b>	<b>\$54,491,116</b>	<b>-15%</b>	<b>(\$9,858,198)</b>
<b>MTC Prior Year Project Revenue</b>				
<b>Prior Year Project Revenue - Federal/State</b>				
FTA 5303	774,481	774,481		
FHWA	34,522	34,522		
State Transit Assistance (STA)	630,327	630,327		
<b>Subtotal:</b>	<b>\$1,439,330</b>	<b>\$1,439,330</b>		
<b>Prior Year Project Revenue - Local</b>				
General Fund	1,954,000	1,954,000		
Transportation Funds for Clean Air (TFCA)	76,565	76,565		
Service Authority for Freeways/Expressways (SAFE)	1,422,154	1,422,154		
PTAP LM	174,730	174,730		
PPM	75,017	75,017		
RM2/BATA Reimb.	216,803	216,803		
AB 684	51,525	51,525		
Local Cities	718,830	718,830		
2% Transit	2,255	2,255		
<b>Subtotal:</b>	<b>\$4,691,879</b>	<b>\$4,691,879</b>		
<b>Total Prior Year Project Revenue</b>	<b>\$6,131,209</b>	<b>\$6,131,209</b>		

**EXPENSE SUMMMARY  
BUDGET FY 2015-16**

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./(Dec)	Change \$ Inc./(Dec)
Operating Expense				
I. Salaries and Benefits	\$22,865,039	\$22,865,039	0%	\$0
MTC Staff - Regular	\$18,439,029	\$18,439,029	0%	\$0
OPEB	1,589,625	1,589,625	0%	0
Temporary Staff	128,688	128,688	0%	0
Project Based Staff & LGS	2,680,697	2,680,697	0%	0
Interns	27,000	27,000	0%	0
II. Travel and Training	\$402,000	\$402,000	0%	\$0
III. Printing, Repro. & Graphics	\$134,100	\$134,100	0%	\$0
IV. Computer Services	\$1,404,500	\$1,404,500	0%	\$0
V. Commissioner Expense	\$70,000	\$70,000	0%	\$0
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$3,708,656	\$3,708,656	0%	\$0
Subtotal Staff Cost	\$28,599,295	\$28,599,295	-1%	\$0
IX. Contractual Services	\$35,747,107	\$25,747,107	-28%	(\$10,000,000)
Total Operating Expense Current Year	\$64,346,402	\$54,346,402	-16%	(\$10,000,000)
IX. Contractual Services - Prior Year	\$6,131,209	\$6,131,209	0%	\$0
Transfer out to BAHA	\$0	\$0	0%	\$0
Total Operating Expense	\$70,477,611	\$60,477,611	-14%	(\$10,000,000)

# **CAPITAL PROJECTS**

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./Dec	Change \$ Inc./Dec
Annual Transfer from Reserve to Capital	\$1,543,000	\$1,543,000	0%	\$0
Annual Capital Expense	\$1,543,000	\$1,543,000	0%	\$0
	LTD Budget Thru FY 2015-16	Amended BUDGET FY 2015-16		LTD Budget Thru FY 2015-16
Hub Signage Program				
Revenue				
Prop. 1B	\$9,856,450	\$0		\$9,856,450
RM2	362,000	0		362,000
Real Time Sign - BART	300,000	0		300,000
Real Flap Sign - STA	166,300	0		166,300
	\$10,654,450	\$0		\$10,684,750
Expense				
Staff	\$1,200,000	\$0		\$1,200,000
Consultants	9,484,750	0		9,484,750
	\$10,654,450	\$0		\$10,684,750

**CONTRACTUAL SERVICES DETAIL**  
**New Contractual and Professional Services**

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./Dec)
1111	Support Commission Standing Committees			
	Planning Programs - Other	\$150,000	\$150,000	\$0
	TOTAL	\$150,000	\$150,000	\$0
1112	Implement Public Information Program			
	LWW Monitor	\$25,000	\$25,000	\$0
	Photography services for MTC/BATA	50,000	50,000	0
	Design & Production Services	150,000	150,000	0
	On-call Facilitation and Outreach	25,000	25,000	0
	PDA Communication	50,000	50,000	0
	Digital Promotion & Analysis	25,000	25,000	0
	Awards Program	15,000	15,000	0
	MTC web integration/portal	125,000	125,000	0
	TOTAL	\$485,000	\$485,000	\$0
1121	Plan Bay Area			
	Develop Public Involvement	175,000	175,000	0
	Event Expenses	100,000	100,000	0
	CBO Outreach	50,000	50,000	0
	Public Opinion/Revenue Polls (2 total)	145,000	145,000	0
	Digital Tools/Visualization	75,000	75,000	0
	EIR Development	520,000	520,000	0
	MTC/ABAG Merger Implementation Plan	275,000	275,000	0
	Express Lane Settlement Agreement	50,000	50,000	0
	Plan Bay Area Implementation	0	0	0
	Plan Bay Area Future Trends	0	0	0
	SCS/RTP Plan Development	0	0	0
	Economic Development Strategy	0	0	0
	TOTAL	\$1,240,000	\$1,390,000	\$0
1122	Analyze Regional Data using GIS and Travel Models			
	Travel Model Assistance	\$150,000	\$150,000	\$0
	Land use Model Research	250,000	250,000	0
	Travel Model Research	50,000	50,000	0
	Technical Support for Web Based Projects	100,000	100,000	0
	Leverage SHRP2 Investment	100,000	100,000	0
	Consolidated household travel	75,000	75,000	0
	Regional Transit on Board	1,974,565	2,974,565	1,000,000
	Freight Modeling Program	50,000	50,000	0
	Evolving Transport Research Program Development	50,000	50,000	0
	Pilot fare Coordination project	0	0	0
	Evolving Transport Research Program Development	0	0	0
	TOTAL	\$2,649,565	\$3,799,565	\$1,000,000
1124	Regional Goods Movement Plan			
	Regional Goods Movement Study	\$0	\$0	\$0
	HUD Follow-up Efforts	150,000	150,000	0
	Sustainable Transportation Planning	450,000	450,000	0
	Zero Emission Freight Study	0	0	0
	TOTAL	\$600,000	\$600,000	\$0
1125	Non-Motorized Transportation			
	Bike Share Program - Operating Expenses	500,000	500,000	0
	Bike Share Program -Assets/Equipment	696,898	696,898	0
	TOTAL	\$1,196,898	\$1,196,898	\$0
1132	Advocacy Coalitions			
	Legislative advocates - Sacramento	\$151,000	\$151,000	\$0
	Mineta Transportation Institute	100,000	100,000	0
	Legislative advocates - Washington D.C.	263,000	263,000	0
	TOTAL	\$514,000	\$514,000	\$0
1152	Agency Financial Management			
	Financial Audit	\$400,000	\$400,000	\$0
	Project Audits	0	0	\$0
	OPEB Actuary	15,000	15,000	0
	Financial System Upgrade	20,000	20,000	0
	TOTAL	\$435,000	\$435,000	\$0
1153	Administrative Services			
	Organizational and Compensation	\$100,000	\$100,000	\$0
	Ergonomics	75,000	75,000	0
	Move related Projects	150,000	150,000	0
	Internship Program	136,000	136,000	0
	TOTAL	\$461,000	\$461,000	\$0

**CONTRACTUAL SERVICES DETAIL**

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./(Dec)
1161	Information Technology Services			
	Network/Security Support	\$0	\$0	\$0
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	50,000	50,000	0
	Enterprise data and process review	350,000	350,000	0
	Document scanning	50,000	50,000	0
	Move Assistance/Project Management	150,000	150,000	0
	TOTAL	\$650,000	\$650,000	\$0
1212	Performance Measuring and Monitoring			
	State of the Region/Performance Monitoring	\$150,000	\$150,000	\$0
	RTP Performance	75,000	75,000	0
	State of Good Repair Performance Analysis	75,000	75,000	0
	TOTAL	\$300,000	\$300,000	\$0
1222	Regional Rideshare Program			
	511 Ridesharing Program Operations	\$1,000,000	\$1,000,000	\$0
	511 Program Marketing	200,000	200,000	0
	SB 1339 Implementation	0	0	0
	TOTAL	\$1,200,000	\$1,200,000	\$0
1223	Operational Support for Regional Programs			
	TMC Legacy Projects and Contingency	\$0	\$0	\$0
	Park N Ride	150,000	150,000	0
	ITS Architecture	200,000	200,000	0
	TMS Technical Advisor & Guidance Bench	0	0	0
	TOTAL	\$350,000	\$350,000	\$0
1224	Regional Traveler Information			
	511 Traffic/Real Time Transit	\$2,191,500	\$2,191,500	\$0
	HSP.511 Real-Time	127,000	127,000	0
	511 Web Services	121,000	121,000	0
	511 Transit	891,000	891,000	0
	511 ESRI License	5,900	5,900	0
	Trip planner License	14,000	14,000	0
	Connected Vehicle	0	0	0
	TOTAL	\$3,350,400	\$3,350,400	\$0
1228	Regional Transportation Emergency Operation			
	Satellite Telephone-Annual Operations	\$50,000	\$50,000	\$0
	Transit Emergency Response	0	0	0
	EOC Training & Support	75,000	75,000	0
	TOTAL	\$125,000	\$125,000	\$0
1229	Regional Transportation Emergency Planning			
	Ongoing Emergency Exercise Support	\$300,000	\$300,000	\$0
	Emergency Response Strategies	100,000	100,000	0
	Joint Operations at @ Beale Street	1,100,000	1,100,000	0
	Transit Service Contingency	334,000	334,000	0
	TOTAL	\$1,834,000	\$1,834,000	\$0
1233	Transportation Asset Management			
	Software Development and Maintenance	\$1,300,000	\$1,300,000	\$0
	Transit Capital Inventory	100,000	100,000	0
	Software Training Support	34,410	34,410	0
	TAM Plan Development and Performance	75,000	75,000	0
	PTAP Projects	183,976	183,976	0
	Quality Assurance Program	50,000	50,000	0
	TOTAL	\$1,743,386	\$1,743,386	\$0
1234	Arterial Operations			
	Arterial Operations - Next Generation	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1235	Incident Management			
	Incident Management Task Force	\$100,000	\$100,000	\$0
	TOTAL	\$100,000	\$100,000	\$0
1237	Freeway Performance Initiative			
	Managed LANES Master Plan (Study)	\$300,000	\$300,000	\$0
	FPI Traffic Operations/Corridor Analysis	50,000	50,000	0
	Active Traffic Management Strategies	625,000	625,000	0
	TOTAL	\$975,000	\$975,000	\$0
1311	Lifeline Planning			
	Community - Based Transportation Plan Funding Ag.	\$360,000	\$360,000	\$0
	CBTP Grant Program	89,000	89,000	0
	Lifeline Cycle 3	800,000	800,000	0
	Coordinated Plan Update	100,000	100,000	0
	TOTAL	\$1,349,000	\$1,349,000	\$0

**CONTRACTUAL SERVICES DETAIL**

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./Dec)
1413	Climate Initiative			
	Climate Adaption Consulting (BARC)	\$80,000	\$80,000	\$0
	EV Strategic Council	35,000	35,000	0
	Regional Transportation Sea Level Rise	0	0	0
	TOTAL	\$115,000	\$115,000	\$0
1512	Federal TIP Development			
	REMI Financial Forcast Model	\$50,000	\$50,000	\$0
	TOTAL	\$50,000	\$50,000	\$0
1514	Regional Assistance Programs			
	Performance audits - TDA audit & RM2 Oversight	\$250,000	\$250,000	\$0
	TOTAL	\$250,000	\$250,000	\$0
1515	Regional Assistance Programs			
	FMS TIP-RTP Linkage & Mapping	\$0	\$0	0
	FMS User interface Upgrade	125,000	125,000	0
	TOTAL	\$125,000	\$125,000	\$0
1517	Transit Sustainability			
	Transit Sustainability Planning	\$1,544,159	\$544,159	(\$1,000,000)
	West Contra Costa Rapid Transit Study	0	0	0
	SRTP	300,000	300,000	0
	Transit Core Capacity Analysis	0	0	0
	TOTAL	\$1,844,159	\$844,159	(\$1,000,000)
1518	New Freedom			
	On Call Facilitation for Mobility Management	\$5,000	\$5,000	\$0
	TOTAL	\$5,000	\$5,000	\$0
1611	Transportation and Land Use Coordination			
	ABAG - FHWA/FTA5303/TDA/Prop.84	\$2,329,699	\$2,329,699	\$0
	Transit Oriented Affordable Housing Fund	10,000,000	0	(10,000,000)
	PDA Assessment	0	0	0
	Complete Streets Technical Assistance	40,000	40,000	0
	Bike/ Ped Counts Program	60,000	60,000	0
	Conference Sponsorship for Rail-Volution	15,000	15,000	0
	Parking Program	125,000	125,000	0
	TOTAL	\$12,406,091	\$2,569,699	(\$10,000,000)
106	Legal Services	\$800,000	\$800,000	\$0
101	Encumbrances Contracts	\$0	\$0	\$0
	Total consultant contracts:	\$33,686,601	\$25,747,107	(\$10,000,000)

## LTD Federal Grants Budget

## Attachment B

		1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
STP Grants		LTD Grant thru FY 2014	LTD Actual thru FY 2015	Balance thru FY 2015	New Grant FY 2015-16	staff budget FY 2015-16	Consultant budget FY 2015-16	Balance FY 2015-16
Grant # / Fund Source #	Project Description							
6084-146 1580	Station Area Planning	\$4,256,088	\$2,096,406	\$2,159,682	\$0	\$0	\$358,500	\$1,801,182
6084-156 1585	Regional Streets and Roads	378,695	\$378,695	0	0	0	0	0
6084-162 1590	Freeway Performance Initiative	424,555	\$215,451	209,104	0	0	0	209,104
6180-018 1595	Freeway Performance Initiative	410,412	\$0	410,412	0	410,412	0	(0)
6084-175 1801	CMA Planning	26,270,089	\$10,683,339	15,586,750	0	1,094,196	8,183,000	6,309,554
6084-176 1803	511 Grant	28,112,035	\$8,569,979	19,542,056	0	1,274,193	13,475,377	4,792,486
6084-178 1805	Regional Streets and Roads	736,817	\$111,042	625,775	0	34,410	265,590	325,775
6084-179 1806	Pavement Management	4,138,596	\$1,478,360	2,658,236	0	0	1,420,000	1,238,236
6084-188 1812	OBAG Regional PDA	8,740,305	\$815,735	8,124,570	0	0	2,834,000	5,290,570
6084-187 1811	OBAG Regional PDA - ABAG	1,340,000	\$660,000	680,000	0	0	660,000	20,000
NEW	Arterial Operations	3,000,000	\$500,000	2,500,000	0	0	2,500,000	0
		<b>\$77,805,592</b>	<b>\$25,309,007</b>	<b>\$52,496,585</b>	<b>\$0</b>	<b>\$2,813,211</b>	<b>\$29,696,467</b>	<b>\$19,986,906</b>

## CMAQ Grants

6084-139 1584	Incident Management & FPI	\$837,149	\$837,149	\$0	\$0	\$0	\$0	\$0
6084-160 1589	Arterial Operations	5,216,365	1,653,858	3,562,507	0	641,756	1,200,000	1,720,751
6084-164 1591	Climate Initiatives Program Public Outreach	3,700,527	1,654,817	2,045,710	0	0	1,542,678	503,032
6084-165 1592	Climate Initiatives Evaluation	2,040,085	984,831	1,055,254	0	141,788	0	913,466
6160-018 1596	Freeway Performance Initiative	7,153,941	1,767,305	5,386,636	0	1,417,423	1,500,000	2,469,213
6160-020 1800	Incident Management	5,935,774	867,620	5,068,154	0	402,040	2,408,000	2,258,114
6084-176 1804	511 Grant	11,273,187	5,297,216	5,975,971	0	1,108,147	1,613,623	3,254,201
6084-180 1809	Freeway Performance Corridor Studies	3,833,946	671,234	3,162,712	0	0	1,500,000	1,662,712
6084-188 1814	Regional Bicycle Program	1,725,000	168,253	1,556,747	0	0	1,185,000	371,747
NEW	Incident Management	0	0	0	10,840,000	0	10,840,000	0
NEW	Climate Initiatives CYCLE 2	0	0	0	7,000,000	0	7,000,000	0
		<b>\$41,715,974</b>	<b>\$13,902,283</b>	<b>\$27,813,691</b>	<b>\$17,840,000</b>	<b>\$3,711,154</b>	<b>\$28,789,301</b>	<b>\$13,153,236</b>

## FTA GRANTS

90-Y555 1613	JARC	\$18,613	14,064	\$4,549	\$0	\$0	\$4,549	\$0
37-X078 1614	JARC	347,421	0	347,421	0	0	265,248	82,173
37-X043 1620	JARC	29,252	0	29,252	0	0	0	29,252
37-X064 1622	JARC	88,993	0	88,993	0	0	0	88,993
37-X104 1625	JARC	304,533	0	304,533	0	0	0	304,533
37-X133 1627	JARC	369,493	82,311	287,182	0	0	0	287,182
37-X164 1629	JARC	684,619	2,200	682,419	0	15,526	0	666,893
37-X177 1630	JARC	2,430,952	276,685	2,154,267	0	0	0	2,154,267
34-001 1631	FTA 5339	10,506,277	840,438	9,665,839	0	0	9,665,839	0
34-0024 1633	FTA 5339	12,240,015	0	12,240,015	0	0	12,240,015	0
NEW	FTA 5339	0	0	0	11,565,979	0	11,565,979	0
NEW	TIGER GRANT	1,000,000	112,140	887,860	0	0	887,860	0
57-X023 1623	New Freedom	150,928	24,334	126,594	0	0	0	126,594
57-X032 1624	New Freedom	41,250	34,157	7,093	0	0	0	7,093
57-X050 1626	New Freedom	375,031	179,106	195,925	0	0	0	195,925
57-X074 1628	New Freedom	1,308,460	1,014,849	293,611	0	0	0	293,611
57-X109 1632	New Freedom	1,383,631	425,793	957,838	0	0	100,166	857,672
		<b>\$31,279,468</b>	<b>\$3,006,077</b>	<b>\$28,273,391</b>	<b>\$11,565,979</b>	<b>\$15,526</b>	<b>\$34,729,656</b>	<b>\$5,094,188</b>

## HPP/VPP GRANTS

1739	VPPL Value PRICING	\$482,045	362,769	\$119,276	\$0	\$0	\$0	\$119,276
		<b>\$482,045</b>	<b>\$362,769</b>	<b>\$119,276</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$119,276</b>

## HUD Grant

1737	HUD Grant	\$2,997,213	\$2,694,396	\$302,817	\$0	\$0	\$0	\$302,817
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## Other Grants

1111	FHWA - Climate Change	\$167,356	167,251	\$105	0	\$0	\$0	\$105
1110	HEPP Travel Model (Reobligated)	\$90,000	\$0	\$90,000	0	0	\$90,000	0
1112	FHWA - SHRP2	700,000	41,944	658,056	0	0	0	658,056
NEW	FTA 5310	0	0	0	454,430	0	0	454,430
		<b>\$957,356</b>	<b>\$209,195</b>	<b>\$748,161</b>	<b>\$454,430</b>	<b>\$0</b>	<b>\$90,000</b>	<b>\$1,112,591</b>

## Total Federal Grants Budget

<b>\$155,237,648</b>	<b>\$45,483,727</b>	<b>\$109,753,921</b>	<b>\$29,860,409</b>	<b>\$6,539,891</b>	<b>\$93,305,424</b>	<b>\$39,789,015</b>
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**CONTRACTUAL SERVICES DETAIL Federal Grants**

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./(Dec)
1122	Analyze Regional Data using GIS and Travel Models Travel Model TOTAL	\$90,000 \$90,000	\$90,000 \$90,000	\$0 \$0
1152	Agency Financial Management Project Audits TOTAL	\$200,000 \$200,000	\$200,000 \$200,000	\$0 \$0
1222	Regional Rideshare Program 511 Program Operations 511 Program Marketing Rideshare: Employer Services (CMAs) SB 1339 TOTAL	\$2,549,000 \$374,000 450,000 93,000 \$3,466,000	\$2,549,000 \$374,000 450,000 93,000 \$3,466,000	\$0 \$0 0 0 \$0
1223	Operational Support for Regional Programs TMS Technical Advisor & Guidance Bench TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1224	Regional Traveler Information 511 Traffic Real Time Transit 511 Transit RG Connected Vehicles 511 ESRI License TOTAL	\$6,103,000 5,302,000 0 0 111,000 \$11,516,000	\$6,103,000 5,302,000 0 0 111,000 \$11,516,000	\$0 0 0 0 0 \$0
1233	Pavement Management System Software Training Support P-TAP Projects TOTAL	\$265,590 1,420,000 \$1,685,590	\$265,590 1,420,000 \$1,685,590	\$0 0 \$0
1234	Arterial Operations Coordination Program for Arterial System Arterial Operations - Next Generation TOTAL	\$1,200,000 2,500,000 \$3,700,000	\$1,200,000 2,500,000 \$3,700,000	\$0 0 \$0
1235	Incident Management Incident Management Task Force I-880 ICM TOTAL	\$140,000 13,108,000 \$13,248,000	\$140,000 13,108,000 \$13,248,000	\$0 0 \$0
1237	Freeway Performance Initiative FPI Implementation and Ramp Metering FPI Traffic Operations/Corridor Analysis TOTAL	\$1,500,000 1,500,000 \$3,000,000	\$1,500,000 1,500,000 \$3,000,000	\$0 0 \$0
1310	Implement Lifeline Transportation Program Lifeline Planning TOTAL	\$269,797 \$269,797	\$269,797 \$269,797	\$0 \$0
1413	Climate Initiative Bike to Work Day Climate Initiative Outreach and Marketing program TOTAL	\$150,000 \$9,484,678 \$17,347,678	\$150,000 \$9,484,678 \$9,634,678	\$0 \$0 \$0
1512	Federal TIP Development Transit Capital Inventory Transit Operators TOTAL	\$0 33,471,833 \$33,471,833	\$0 33,471,833 \$33,471,833	\$0 0 \$0
1517	Transit Sustainability Transit Core Capacity Analysis TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1518	New Freedom New Freedom Projects TOTAL	\$100,166 \$100,166	\$100,166 \$100,166	\$0 \$0
1519	Transit Core Transit Core Study TOTAL	\$887,860 \$887,860	\$887,860 \$887,860	\$0 \$0
1611	Transportation and Land Use Coordination ABAG - STP BCDC STP CMAs - STP Access Public Lands near Transit PDA Implementation Studies SR 82 Study PDA Planning Grant TOTAL	\$1,359,000 351,000 7,133,000 500,000 515,000 275,000 1,902,500 \$12,035,500	\$1,359,000 351,000 7,133,000 500,000 515,000 275,000 1,902,500 \$12,035,500	\$0 0 0 0 0 0 0 \$0
	Total Federal funded Consultants	\$101,018,424	\$93,305,424	\$0



## Attachment C

**Clipper Operating:**

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./Dec)
Revenue:			
CMAQ	\$0	\$0 0%	\$0
RM2	2,825,000	2,825,000 0%	0
STA	17,856,667	17,856,667 0%	0
Transit Operators	17,914,400	17,914,400 0%	0
	<u>\$38,596,067</u>	<u>\$38,596,067 0%</u>	<u>\$0</u>
Expenses:			
Salaries and Benefits	\$1,574,567	\$1,574,567 0%	\$0
Temporary Agency	0	0 0%	0
Travel & Membership	72,100	72,100 0%	0
Promotion/Outreach/Fare Inc.	3,890,000	3,890,000 0%	0
Bad Debt	0	0 0%	0
Clipper Operations	33,059,400	33,059,400 0%	0
	<u>\$38,596,067</u>	<u>\$38,596,067 0%</u>	<u>\$0</u>

**Clipper Capital:**

	LTD Budget Thru FY2015-16	Amended BUDGET FY 2015-16	LTD Budget Thru FY2015-16
Revenue:			
CMAQ	\$71,495,201	\$0	\$71,495,201
Card Sales	\$4,851,267	0	\$4,851,267
ARRA	\$11,000,000	0	\$11,000,000
FTA	\$25,177,072	0	\$25,177,072
STP	\$43,605,002	0	\$43,605,002
STA	\$21,207,597	0	\$21,207,597
Prop 1B	\$1,000,000	0	\$1,000,000
SFMTA	\$8,005,421	0	\$8,005,421
GGGHTD	\$2,975,000	0	\$2,975,000
BART	\$725,000	0	\$725,000
MTC Exchange Fund	\$8,269,158	0	\$8,269,158
BATA	\$27,124,813	0	\$27,124,813
Transit Operators	\$11,807,000	0	\$11,807,000
WETA	\$603,707	0	\$603,707
Sales Tax	\$99,311	0	\$99,311
	<u>\$237,945,549</u>	<u>\$0</u>	<u>\$237,945,549</u>
Expense:			
Staff Costs	\$11,022,524	\$0	\$11,022,524
Travel	\$3,208	0	\$3,208
Pilot Equipment Maintenance	\$3,093,834	0	\$3,093,834
Transit Agency Funded Projects	\$11,860,707	0	\$11,860,707
Design	\$54,690,574	0	\$54,690,574
Site Preparation	\$3,899,437	0	\$3,899,437
Construction	\$21,867,682	0	\$21,867,682
Consultants	\$26,285,903	0	\$26,285,903
Engineering	\$7,953,061	0	\$7,953,061
Communications	\$1,583,000	0	\$1,583,000
Marketing	\$2,212,029	0	\$2,212,029
Financial Services	\$391,600	0	\$391,600
Equipment	\$44,074,714	0	\$44,074,714
Clipper Cards	\$13,140,095	0	\$13,140,095
Other	\$35,867,181	0	\$35,867,181
	<u>\$237,945,549</u>	<u>\$0</u>	<u>\$237,945,549</u>

**CONTRACTUAL SERVICES DETAIL**

Prior Year Contractual and Professional Services

**AMENDED BUDGET  
FY 2015-16**

Work Element Description/Purpose

1121	Plan Bay Area	
	Bay Area Council Economic	\$82,775
	Barabary Coast	\$43,707
	Visual Strategies	\$10,000
	Rose Foundation for Communities	\$5,000
	Richmond Main Street	\$5,000
	Southern Hayward Parish	\$5,000
	SELA Learning	\$5,000
	Sound of Hope Radio Network	\$5,000
	TOTAL	\$161,482
1122	Analyze Regional Data using GIS and Travel Models	
	Corey, Canapary	\$238,410
	ETC Institute	\$145,255
	Redhill Group	\$25,274
	Syntheticity LLC	\$218,000
	Parsons Brinkerhoff	\$142,151
	TOTAL	\$767,090
1124	Regional Goods Movement Plan	
	ACTC	\$137,854
	San Francisco Transp. Authority	\$32,625
	Cambridge Systematics	\$174,920
	TOTAL	\$345,199
1152	Agency Financial Management	
	Pricewaterhouse Coopers	\$184,422
	TOTAL	\$184,422
1153	Administrative Services	
	Pathways for Students	\$5,794
	Carl Warren	\$20,000
	Cushman & Wakefield	\$5,000
	Koff & Associates	\$9,990
	Pamela Hurt	\$18,241
	International Effectiveness	\$4,941
	GovDelivery	\$11,918
	Customized	\$11,666
	Ergonomic	\$955
	Share Squared	\$38,873
	TOTAL	\$127,378
1212	Performance Measuring and Monitoring	
	Lowercase Productions	\$26,025
	TOTAL	\$26,025
1222	Regional Rideshare Program	
	Parsons Brinkerhoff	\$83,626
	TOTAL	\$83,626
1223	Operational Support for Regional Programs	
	Atkins North America Inc. (PBS & J)	\$84
	Iteris, Inc.	\$57,000
	Delcan	\$122,263
	Kimley Horn	\$10,559
	Cambridge Systematics	\$52
	TOTAL	\$189,958
1224	Regional Traveler Information	
	Civic Resource Group	\$41,381
	LEIDOS	\$619,707
	LEIDOS	\$289,457
	Kimley Horn	\$12,366
	CALTRANS	\$4,254
	TOTAL	\$967,165
1229	Regional Transportation Emergency Planning	
	URS	\$39,619
	DKS & Associates	\$41,628
	TOTAL	\$81,247
1233	Pavement Management System	
	Adhara Systems	\$103,908
	Quality Engng Solutions	\$6,916
	DevMecca.com	\$25,017
	Nichols Consulting	\$51
	CA State University Chico	\$50,000
	AMS Consulting	\$31,967
	JG3 Consulting	\$6,446
	Bellecci & Associates	\$2,039
	Capitol Asset & Pavement	\$32,024
	Harris & Associates	\$54,152
	Nichols Consulting	\$35,993
	TOTAL	\$348,513
1234	Arterial Operations Coordination	
	Kimley Horn & Assoc.	\$12,665
	Iteris	\$306,768
	TOTAL	\$319,433
1235	Incident Management	
	Kimley Horn	\$40,000
	TOTAL	\$40,000

1237	Freeway Performance Initiative	
	Fehr & Peers	\$1,859
	Kimley Horn	\$1,348
	Kittleson	\$26,837
	Cambridge	\$27,437
	URS	\$100,000
	TOTAL	\$157,479
1311	Implement Lifeline Program	
	CH2M Hill	\$199,940
	TOTAL	\$199,940
1512	Federal TIP Development	
	CH2M Hill	\$161,865
	TOTAL	\$161,865
1514	Regional Assistance Programs	
	Perlott & Associates	\$18,047
	TOTAL	\$18,047
1517	Transit Sustainability	
	MIG, Inc	\$20,629
	PCJPB	\$40,000
	AC Transit	\$40,000
	Nelson Nygaard	\$100,000
	ARUP North America Ltd.	\$762,669
	WETA	\$30,000
	Sonoma County Transit	\$30,000
	ECCTA	\$30,000
	Marin Transit	\$20,000
	CCCTA	\$30,000
	WCCTA	\$30,000
	Vacaville, City of	\$10,000
	Sonoma Cnty Transp. Authority	\$20,000
	LAVTA	\$30,000
	Union, City of	\$30,000
	West Contra Costa Transit	\$89,921
	TOTAL	\$1,313,219
1611	Transportation for Livable Communities	
	Toole Design	\$53,085
	Economic & Planning	\$62,000
	TOTAL	\$115,085
1161	Information Technology Services	
	Share Squared	\$103,871
	TOTAL	\$103,871
Fund 106		
	Thomas Law Group	\$302,922
	Glynn & Finley	\$80,000
	Hanson Bridgett	\$33,059
	Myers Nave	\$4,184
	TOTAL	\$420,165
	Total Prior Year Contractual and Professional Services	\$6,131,209



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 2f

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## Memorandum

TO: Administration Committee

DATE: May 4, 2016

FR: Executive Director

W.I.: 1152

RE: MTC Resolution No. 4181, Revised – FY 2015-16 MTC Agency Budget

The recommended budget changes include the addition of the final allocation amount for FHWA Planning and FTA 5303 for FY 2015-16 that was received from Caltrans. This additional amount of \$141,802 is now being amended into the current FY 2015-16 MTC Agency Budget for approval after it was amended in the OWP in April 2016. The funds will be used for staff costs under Work Element 1122 – Analyze Regional Data GIS and Planning Models.

The second budget change is the removal of the \$10 million transfer in for the TOD project from the MTC operating budget as it is included in the Exchange fund budget.

The breakdown of the Final Allocation increase is as follows:

	<u>Final Allocation Increase</u>
FHWA PL Funds	\$119,071
FTA 5303 Funds	<u>22,731</u>
Total Increase in the Final Allocation numbers	<u>\$141,802</u>

**Recommendation:**

Staff recommends that the Administration Committee refer MTC Resolution No. 4181, Revised, to the Commission for approval.

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

Attachment

Date: June 24, 2015  
W.I.: 1152  
Referred By: Administration  
Revised: 11/18/15-C  
01/27/16-C  
05/25/16-C

ABSTRACT

Resolution No. 4181, Revised

This resolution approves the Agency Budget for FY 2015-16.

This resolution was revised on November 18, 2015 for budget changes. The changes include FY 2014-15 Budget amendments as well as carryover funding approved in prior years. In addition a transfer of \$275,000 from reserve is required for a study of the MTC/ABAG merger implementation plan.

This resolution was revised on January 27, 2016 for budget changes. The changes include FY 2015-16 Budget amendments for the addition of approximately \$1.9 million in revenue and expenses that were not known when the budget was originally adopted; and the conversion of 25 contract based positions to regular employees as a result of findings from the 2015 CalPERS audit report.

This resolution was revised on May 25, 2016 for budget changes. The changes include the addition of \$141,802 in FHWA planning and FTA 5303 funds and removal of \$10 million transfer for the TOD project.

Further discussion of the agency budget is contained in the MTC Executive Director's memorandum to the Administration Committee dated June 3, 2015, January 6, 2016 and May 4, 2016. An updated budget is attached as Attachments A, B and C.

Date: June 24, 2015  
W.I.: 1152  
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2015-16

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4181

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

WHEREAS, on April 22, 2015 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2015-16 with the adoption of MTC Resolution No. 4183; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2015-16; and

WHEREAS, the final draft MTC Agency Budget for FY 2015-16 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4183; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2015-16, prepared in accordance to generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2015-16, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2015-16; and, be it further

RESOLVED, that MTC's Executive Director, and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2015-16; and, be it further

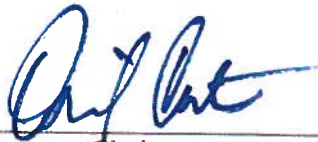
RESOLVED, that the Commission authorizes that the use of funds from the general fund for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2015-16 as follows: Benefits, Liability, Compensated leave, Encumbrances, Building, and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside a \$1,250,000 liability reserve and establish a \$800,000 contract budget against the liability reserve. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2015-16 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 204 and will not be increased without approved increase to the appropriate FY 2015-16 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2015-16 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

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

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 June 24, 2015.

Date: June 24, 2015  
W.I.: 1152  
Referred by: Administration  
Revised: 11/18/15-C  
01/27/16-C  
05/25/16-C

Attachments A, B, C  
Resolution No. 4181, Revised

## **METROPOLITAN TRANSPORTATION COMMISSION**

### **AGENCY BUDGET**

**FY 2015-16**

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# METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2015-16

Attachment A

## SUMMARY

### PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./Dec)	Change \$ Inc./Dec)
General Planning Revenue	\$25,205,751	\$25,347,553	1%	\$141,802
Other MTC Revenue	1,652,067	1,652,067	0%	0
Transfers from other Funds	33,210,820	23,210,820	-30%	(10,000,000)
Local Revenue Grants	4,280,676	4,280,676	0%	0
<b>Total Operating Revenue</b>	<b>\$64,349,314</b>	<b>\$54,491,116</b>	<b>-15%</b>	<b>(\$9,858,198)</b>
<b>Total Operating Expense</b>	<b>\$64,346,402</b>	<b>\$64,346,402</b>	<b>-16%</b>	<b>(\$10,000,000)</b>
<b>Operating Surplus (Shortfall)</b>	<b>\$2,912</b>	<b>\$144,714</b>	<b>4869%</b>	<b>\$141,802</b>
Total Operating Revenue - Prior Year	\$6,131,209	\$6,131,209	0%	\$0
Total Operating Expense - Prior Year	\$6,131,209	\$6,131,209	0%	\$0
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
Total Operating Surplus (Shortfall)	\$2,912	\$144,714	4869%	\$141,802

### PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$1,543,000	\$1,543,000	0%	\$0
Total Annual Capital Expense	\$1,543,000	\$1,543,000	0%	\$0
Capital Surplus(Shortfall)	\$0	\$0	0%	\$0
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>\$2,912</b>	<b>\$144,714</b>	<b>4869%</b>	<b>\$141,802</b>

### PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$2,912	\$144,714	4869%	\$141,802
Current Year Ending Balance	\$0	\$0		

# REVENUE DETAIL

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./Dec	Change \$ Inc./Dec
<b>General Planning Revenue</b>				
FTA Section 5303	\$3,247,073	\$3,247,073	0%	\$0
FTA 5303 carryover FY'15	1,159,642	1,159,642	0%	0
FTA 5303 Final Allocation FY'15	5,506	5,506	0%	0
FTA 5303 Final Allocation FY'16	0	22,731		22,731
Sustainable Transportation Planning Grant	300,000	300,000	0%	0
FHWA SP&R - SACOG	150,000	150,000	0%	0
FHWA 1/2 % PL	7,546,404	7,546,404	0%	0
FHWA PL Final Allocation FY'15	(200,702)	(200,702)	0%	0
FHWA PL Final Allocation FY'16	0	119,071		119,071
FHWA PL carryover FY'15	697,828	697,828	0%	0
TDA (Planning/Administrative)	12,300,000	12,300,000	0%	0
<b>Subtotal: General Planning Revenue</b>	<b>\$25,205,751</b>	<b>\$25,347,553</b>	<b>1%</b>	<b>\$141,802</b>
<b>Other MTC Revenue</b>				
STIP-PPM	\$1,142,067	\$1,142,067	0%	\$0
HOV lane fines	490,000	490,000	0%	0
Interest	20,000	20,000	0%	0
<b>Subtotal: MTC Other Revenue</b>	<b>\$1,652,067</b>	<b>\$1,652,067</b>	<b>0%</b>	<b>\$0</b>
<b>Operating Transfers</b>				
BATA 1%	\$7,087,000	\$7,087,000	0%	\$0
Transfer BATA RM2	1,792,000	1,792,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	1,367,900	1,367,900	0%	0
Express Lanes	375,000	375,000	0%	0
RAFC Management Services	531,769	531,769	0%	0
Service Authority Freeways Expressways (SAFE)	2,527,886	2,527,886	0%	0
Exchange Fund Transfer	10,000,000	0	0%	(10,000,000)
STA Transfer	2,749,000	2,749,000	0%	0
2% Transit Transfers	511,254	511,254	0%	0
Transfer in from Reserve - Move related	1,000,000	1,000,000	0%	0
Transfer in from Reserve - MTC/ABAG Study	275,000	275,000	0%	0
Transfer in from Reserve - to cover shortfall	26,108	26,108	0%	0
Transfer in from Liability Reserve	800,000	800,000	0%	0
Transfer in from SAFE & BATA for computer capital	280,000	280,000	0%	0
Grant Funded - Overhead	2,031,713	2,031,713	0%	0
Capital Programs - Overhead	1,858,190	1,858,190	0%	0
<b>Subtotal: Transfers from other funds</b>	<b>\$33,210,820</b>	<b>\$23,210,820</b>	<b>-30%</b>	<b>(\$10,000,000)</b>
<b>MTC Total Planning Revenue</b>	<b>\$80,068,638</b>	<b>\$50,210,440</b>	<b>-16%</b>	<b>(\$9,858,198)</b>
<b>Local Revenue Grants</b>				
Misc. Revenue (PMP Sales)	\$1,200,000	\$1,200,000	0%	\$0
ABAG	137,500	137,500	0%	\$0
TFCA (Regional Rideshare), Spare the Air	1,204,967	1,204,967	0%	0
BAAQMD	500,000	500,000	0%	0
Motivate	696,898	696,898	0%	0
Cities	541,311	541,311	0%	0
<b>Subtotal: Local Revenue Grants</b>	<b>\$4,280,676</b>	<b>\$4,280,676</b>	<b>0%</b>	<b>\$0</b>
<b>Total Current Year Revenue</b>	<b>\$84,349,314</b>	<b>\$54,491,116</b>	<b>-15%</b>	<b>(\$9,858,198)</b>
<b>MTC Prior Year Project Revenue</b>				
<b>Prior Year Project Revenue - Federal/State</b>				
FTA 5303	774,481	774,481		
FHWA	34,522	34,522		
State Transit Assistance (STA)	630,327	630,327		
<b>Subtotal:</b>	<b>\$1,439,330</b>	<b>\$1,439,330</b>		
<b>Prior Year Project Revenue - Local</b>				
General Fund	1,954,000	1,954,000		
Transportation Funds for Clean Air (TFCA)	76,565	76,565		
Service Authority for Freeways/Expressways (SAFE)	1,422,154	1,422,154		
PTAP LM	174,730	174,730		
PPM	75,017	75,017		
RM2/BATA Reimb.	216,803	216,803		
AB 684	51,525	51,525		
Local Cities	718,830	718,830		
2% Transit	2,255	2,255		
<b>Subtotal:</b>	<b>\$4,691,879</b>	<b>\$4,691,879</b>		
<b>Total Prior Year Project Revenue</b>	<b>\$6,131,209</b>	<b>\$6,131,209</b>		

**EXPENSE SUMMMARY  
BUDGET FY 2015-16**

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./(Dec)	Change \$ Inc./(Dec)
Operating Expense				
I. Salaries and Benefits	\$22,865,039	\$22,865,039	0%	\$0
MTC Staff - Regular	\$18,439,029	\$18,439,029	0%	\$0
OPEB	1,589,625	1,589,625	0%	0
Temporary Staff	128,688	128,688	0%	0
Project Based Staff & LGS	2,680,697	2,680,697	0%	0
Interns	27,000	27,000	0%	0
II. Travel and Training	\$402,000	\$402,000	0%	\$0
III. Printing, Repro. & Graphics	\$134,100	\$134,100	0%	\$0
IV. Computer Services	\$1,404,500	\$1,404,500	0%	\$0
V. Commissioner Expense	\$70,000	\$70,000	0%	\$0
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$3,708,656	\$3,708,656	0%	\$0
Subtotal Staff Cost	\$28,599,295	\$28,599,295	-1%	\$0
IX. Contractual Services	\$35,747,107	\$25,747,107	-28%	(\$10,000,000)
Total Operating Expense Current Year	\$64,346,402	\$54,346,402	-16%	(\$10,000,000)
IX. Contractual Services - Prior Year	\$6,131,209	\$6,131,209	0%	\$0
Transfer out to BAHA	\$0	\$0	0%	\$0
Total Operating Expense	\$70,477,611	\$60,477,611	-14%	(\$10,000,000)

# CAPITAL PROJECTS

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change % Inc./Dec	Change \$ Inc./Dec
Annual Transfer from Reserve to Capital	\$1,543,000	\$1,543,000	0%	\$0
Annual Capital Expense	\$1,543,000	\$1,543,000	0%	\$0
	LTD Budget Thru FY 2015-16	Amended BUDGET FY 2015-16		LTD Budget Thru FY 2015-16
Hub Signage Program				
Revenue				
Prop. 1B	\$9,856,450	\$0		\$9,856,450
RM2	362,000	0		362,000
Real Time Sign - BART	300,000	0		300,000
Real Flap Sign - STA	166,300	0		166,300
	\$10,654,450	\$0		\$10,684,750
Expense				
Staff	\$1,200,000	\$0		\$1,200,000
Consultants	9,484,750	0		9,484,750
	\$10,654,450	\$0		\$10,684,750

**CONTRACTUAL SERVICES DETAIL**  
**New Contractual and Professional Services**

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./Dec)
1111	Support Commission Standing Committees			
	Planning Programs - Other	\$150,000	\$150,000	\$0
	TOTAL	\$150,000	\$150,000	\$0
1112	Implement Public Information Program			
	LWW Monitor	\$25,000	\$25,000	\$0
	Photography services for MTC/BATA	50,000	50,000	0
	Design & Production Services	150,000	150,000	0
	On-call Facilitation and Outreach	25,000	25,000	0
	PDA Communication	50,000	50,000	0
	Digital Promotion & Analysis	25,000	25,000	0
	Awards Program	15,000	15,000	0
	MTC web integration/portal	125,000	125,000	0
	TOTAL	\$485,000	\$485,000	\$0
1121	Plan Bay Area			
	Develop Public Involvement	175,000	175,000	0
	Event Expenses	100,000	100,000	0
	CBO Outreach	50,000	50,000	0
	Public Opinion/Revenue Polls (2 total)	145,000	145,000	0
	Digital Tools/Visualization	75,000	75,000	0
	EIR Development	520,000	520,000	0
	MTC/ABAG Merger Implementation Plan	275,000	275,000	0
	Express Lane Settlement Agreement	50,000	50,000	0
	Plan Bay Area Implementation	0	0	0
	Plan Bay Area Future Trends	0	0	0
	SCS/RTP Plan Development	0	0	0
	Economic Development Strategy	0	0	0
	TOTAL	\$1,240,000	\$1,390,000	\$0
1122	Analyze Regional Data using GIS and Travel Models			
	Travel Model Assistance	\$150,000	\$150,000	\$0
	Land use Model Research	250,000	250,000	0
	Travel Model Research	50,000	50,000	0
	Technical Support for Web Based Projects	100,000	100,000	0
	Leverage SHRP2 Investment	100,000	100,000	0
	Consolidated household travel	75,000	75,000	0
	Regional Transit on Board	1,974,565	2,974,565	1,000,000
	Freight Modeling Program	50,000	50,000	0
	Evolving Transport Research Program Development	50,000	50,000	0
	Pilot fare Coordination project	0	0	0
	Evolving Transport Research Program Development	0	0	0
	TOTAL	\$2,649,565	\$3,799,565	\$1,000,000
1124	Regional Goods Movement Plan			
	Regional Goods Movement Study	\$0	\$0	\$0
	HUD Follow-up Efforts	150,000	150,000	0
	Sustainable Transportation Planning	450,000	450,000	0
	Zero Emission Freight Study	0	0	0
	TOTAL	\$600,000	\$600,000	\$0
1125	Non-Motorized Transportation			
	Bike Share Program - Operating Expenses	500,000	500,000	0
	Bike Share Program -Assets/Equipment	696,898	696,898	0
	TOTAL	\$1,196,898	\$1,196,898	\$0
1132	Advocacy Coalitions			
	Legislative advocates - Sacramento	\$151,000	\$151,000	\$0
	Mineta Transportation Institute	100,000	100,000	0
	Legislative advocates - Washington D.C.	263,000	263,000	0
	TOTAL	\$514,000	\$514,000	\$0
1152	Agency Financial Management			
	Financial Audit	\$400,000	\$400,000	\$0
	Project Audits	0	0	\$0
	OPEB Actuary	15,000	15,000	0
	Financial System Upgrade	20,000	20,000	0
	TOTAL	\$435,000	\$435,000	\$0
1153	Administrative Services			
	Organizational and Compensation	\$100,000	\$100,000	\$0
	Ergonomics	75,000	75,000	0
	Move related Projects	150,000	150,000	0
	Internship Program	136,000	136,000	0
	TOTAL	\$461,000	\$461,000	\$0

**CONTRACTUAL SERVICES DETAIL**

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./Dec)
1161	Information Technology Services			
	Network/Security Support	\$0	\$0	\$0
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	50,000	50,000	0
	Enterprise data and process review	350,000	350,000	0
	Document scanning	50,000	50,000	0
	Move Assistance/Project Management	150,000	150,000	0
	TOTAL	\$650,000	\$650,000	\$0
1212	Performance Measuring and Monitoring			
	State of the Region/Performance Monitoring	\$150,000	\$150,000	\$0
	RTP Performance	75,000	75,000	0
	State of Good Repair Performance Analysis	75,000	75,000	0
	TOTAL	\$300,000	\$300,000	\$0
1222	Regional Rideshare Program			
	511 Ridesharing Program Operations	\$1,000,000	\$1,000,000	\$0
	511 Program Marketing	200,000	200,000	0
	SB 1339 Implementation	0	0	0
	TOTAL	\$1,200,000	\$1,200,000	\$0
1223	Operational Support for Regional Programs			
	TMC Legacy Projects and Contingency	\$0	\$0	\$0
	Park N Ride	150,000	150,000	0
	ITS Architecture	200,000	200,000	0
	TMS Technical Advisor & Guidance Bench	0	0	0
	TOTAL	\$350,000	\$350,000	\$0
1224	Regional Traveler Information			
	511 Traffic/Real Time Transit	\$2,191,500	\$2,191,500	\$0
	HSP.511 Real-Time	127,000	127,000	0
	511 Web Services	121,000	121,000	0
	511 Transit	891,000	891,000	0
	511 ESRI License	5,900	5,900	0
	Trip planner License	14,000	14,000	0
	Connected Vehicle	0	0	0
	TOTAL	\$3,350,400	\$3,350,400	\$0
1228	Regional Transportation Emergency Operation			
	Satellite Telephone-Annual Operations	\$50,000	\$50,000	\$0
	Transit Emergency Response	0	0	0
	EOC Training & Support	75,000	75,000	0
	TOTAL	\$125,000	\$125,000	\$0
1229	Regional Transportation Emergency Planning			
	Ongoing Emergency Exercise Support	\$300,000	\$300,000	\$0
	Emergency Response Strategies	100,000	100,000	0
	Joint Operations at @ Beale Street	1,100,000	1,100,000	0
	Transit Service Contingency	334,000	334,000	0
	TOTAL	\$1,834,000	\$1,834,000	\$0
1233	Transportation Asset Management			
	Software Development and Maintenance	\$1,300,000	\$1,300,000	\$0
	Transit Capital Inventory	100,000	100,000	0
	Software Training Support	34,410	34,410	0
	TAM Plan Development and Performance	75,000	75,000	0
	PTAP Projects	183,976	183,976	0
	Quality Assurance Program	50,000	50,000	0
	TOTAL	\$1,743,386	\$1,743,386	\$0
1234	Arterial Operations			
	Arterial Operations - Next Generation	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1235	Incident Management			
	Incident Management Task Force	\$100,000	\$100,000	\$0
	TOTAL	\$100,000	\$100,000	\$0
1237	Freeway Performance Initiative			
	Managed LANES Master Plan (Study)	\$300,000	\$300,000	\$0
	FPI Traffic Operations/Corridor Analysis	50,000	50,000	0
	Active Traffic Management Strategies	625,000	625,000	0
		0	0	0
	TOTAL	\$975,000	\$975,000	\$0
1311	Lifeline Planning			
	Community - Based Transportation Plan Funding Ag.	\$360,000	\$360,000	\$0
	CBTP Grant Program	89,000	89,000	0
	Lifeline Cycle 3	800,000	800,000	0
	Coordinated Plan Update	100,000	100,000	0
	TOTAL	\$1,349,000	\$1,349,000	\$0

**CONTRACTUAL SERVICES DETAIL**

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./Dec)
1413	Climate Initiative			
	Climate Adaption Consulting (BARC)	\$80,000	\$80,000	\$0
	EV Strategic Council	35,000	35,000	0
	Regional Transportation Sea Level Rise	0	0	0
	TOTAL	\$115,000	\$115,000	\$0
1512	Federal TIP Development			
	REMI Financial Forcast Model	\$50,000	\$50,000	\$0
	TOTAL	\$50,000	\$50,000	\$0
1514	Regional Assistance Programs			
	Performance audits - TDA audit & RM2 Oversight	\$250,000	\$250,000	\$0
	TOTAL	\$250,000	\$250,000	\$0
1515	Regional Assistance Programs			
	FMS TIP-RTP Linkage & Mapping	\$0	\$0	0
	FMS User interface Upgrade	125,000	125,000	0
	TOTAL	\$125,000	\$125,000	\$0
1517	Transit Sustainability			
	Transit Sustainability Planning	\$1,544,159	\$544,159	(\$1,000,000)
	West Contra Costa Rapid Transit Study	0	0	0
	SRTP	300,000	300,000	0
	Transit Core Capacity Analysis	0	0	0
	TOTAL	\$1,844,159	\$844,159	(\$1,000,000)
1518	New Freedom			
	On Call Facilitation for Mobility Management	\$5,000	\$5,000	\$0
	TOTAL	\$5,000	\$5,000	\$0
1611	Transportation and Land Use Coordination			
	ABAG - FHWA/FTA5303/TDA/Prop.84	\$2,329,699	\$2,329,699	\$0
	Transit Oriented Affordable Housing Fund	10,000,000	0	(10,000,000)
	PDA Assessment	0	0	0
	Complete Streets Technical Assistance	40,000	40,000	0
	Bike/ Ped Counts Program	60,000	60,000	0
	Conference Sponsorship for Rail-Volution	15,000	15,000	0
	Parking Program	125,000	125,000	0
	TOTAL	\$12,406,091	\$2,569,699	(\$10,000,000)
106	Legal Services	\$800,000	\$800,000	\$0
101	Encumbrances Contracts	\$0	\$0	\$0
	Total consultant contracts:	\$33,686,601	\$25,747,107	(\$10,000,000)

## LTD Federal Grants Budget

## Attachment B

		1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
STP Grants		LTD Grant	LTD Actual	Balance	New Grant	staff budget	Consultant budget	Balance
		thru FY 2014	thru FY 2015	thru FY 2015	FY 2015-16	FY 2015-16	FY 2015-16	FY 2015-16
Grant # / Fund Source #	Project Description							
6084-146 1580	Station Area Planning	\$4,256,088	\$2,096,406	\$2,159,682	\$0	\$0	\$358,500	\$1,801,182
6084-156 1585	Regional Streets and Roads	378,695	\$378,695	0	0	0	0	0
6084-162 1590	Freeway Performance Initiative	424,555	\$215,451	209,104	0	0	0	209,104
6180-018 1595	Freeway Performance Initiative	410,412	\$0	410,412	0	410,412	0	(0)
6084-175 1801	CMA Planning	26,270,089	\$10,683,339	15,586,750	0	1,094,196	8,183,000	6,309,554
6084-176 1803	511 Grant	28,112,035	\$8,569,979	19,542,056	0	1,274,193	13,475,377	4,792,486
6084-178 1805	Regional Streets and Roads	736,817	\$111,042	625,775	0	34,410	265,590	325,775
6084-179 1806	Pavement Management	4,138,596	\$1,478,360	2,658,236	0	0	1,420,000	1,238,236
6084-188 1812	OBAG Regional PDA	8,740,305	\$815,735	8,124,570	0	0	2,834,000	5,290,570
6084-187 1811	OBAG Regional PDA - ABAG	1,340,000	\$660,000	680,000	0	0	660,000	20,000
NEW	Arterial Operations	3,000,000	\$500,000	2,500,000	0	0	2,500,000	0
		\$77,805,592	\$25,309,007	\$52,496,585	\$0	\$2,813,211	\$29,696,467	\$19,986,906

## CMAQ Grants

6084-139 1584	Incident Management & FPI	\$837,149	\$837,149	\$0	\$0	\$0	\$0	\$0
6084-160 1589	Arterial Operations	5,216,365	1,653,858	3,562,507	0	641,756	1,200,000	1,720,751
6084-164 1591	Climate Initiatives Program Public Outreach	3,700,527	1,654,817	2,045,710	0	0	1,542,678	503,032
6084-165 1592	Climate Initiatives Evaluation	2,040,085	984,831	1,055,254	0	141,788	0	913,466
6160-018 1596	Freeway Performance Initiative	7,153,941	1,767,305	5,386,636	0	1,417,423	1,500,000	2,469,213
6160-020 1800	Incident Management	5,935,774	867,620	5,068,154	0	402,040	2,408,000	2,258,114
6084-176 1804	511 Grant	11,273,187	5,297,216	5,975,971	0	1,108,147	1,613,623	3,254,201
6084-180 1809	Freeway Performance Corridor Studies	3,833,946	671,234	3,162,712	0	0	1,500,000	1,662,712
6084-188 1814	Regional Bicycle Program	1,725,000	168,253	1,556,747	0	0	1,185,000	371,747
NEW	Incident Management	0	0	0	10,840,000	0	10,840,000	0
NEW	Climate Initiatives CYCLE 2	0	0	0	7,000,000	0	7,000,000	0
		\$41,715,974	\$13,902,283	\$27,813,691	\$17,840,000	\$3,711,154	\$28,789,301	\$13,153,236

## FTA GRANTS

90-Y555 1613	JARC	\$18,613	14,064	\$4,549	\$0	\$0	\$4,549	\$0
37-X078 1614	JARC	347,421	0	347,421	0	0	265,248	82,173
37-X043 1620	JARC	29,252	0	29,252	0	0	0	29,252
37-X064 1622	JARC	88,993	0	88,993	0	0	0	88,993
37-X104 1625	JARC	304,533	0	304,533	0	0	0	304,533
37-X133 1627	JARC	369,493	82,311	287,182	0	0	0	287,182
37-X164 1629	JARC	684,619	2,200	682,419	0	15,526	0	666,893
37-X177 1630	JARC	2,430,952	276,685	2,154,267	0	0	0	2,154,267
34-001 1631	FTA 5339	10,506,277	840,438	9,665,839	0	0	9,665,839	0
34-0024 1633	FTA 5339	12,240,015	0	12,240,015	0	0	12,240,015	0
NEW	FTA 5339	0	0	0	11,565,979	0	11,565,979	0
NEW	TIGER GRANT	1,000,000	112,140	887,860	0	0	887,860	0
57-X023 1623	New Freedom	150,928	24,334	126,594	0	0	0	126,594
57-X032 1624	New Freedom	41,250	34,157	7,093	0	0	0	7,093
57-X050 1626	New Freedom	375,031	179,106	195,925	0	0	0	195,925
57-X074 1628	New Freedom	1,308,460	1,014,849	293,611	0	0	0	293,611
57-X109 1632	New Freedom	1,383,631	425,793	957,838	0	0	100,166	857,672
		\$31,279,468	\$3,006,077	\$28,273,391	\$11,565,979	\$15,526	\$34,729,656	\$5,094,188

## HPP/VPP GRANTS

1739	VPPL Value PRICING	\$482,045	362,769	\$119,276	\$0	\$0	\$0	\$119,276
		\$482,045	\$362,769	\$119,276	\$0	\$0	\$0	\$119,276

## HUD Grant

1737	HUD Grant	\$2,997,213	\$2,694,396	\$302,817	\$0	\$0	\$0	\$302,817
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## Other Grants

1111	FHWA - Climate Change	\$167,356	167,251	\$105	0	\$0	\$0	\$105
1110	HEPP Travel Model (Reobligated)	\$90,000	\$0	\$90,000	0	0	\$90,000	0
1112	FHWA - SHRP2	700,000	41,944	658,056	0	0	0	658,056
NEW	FTA 5310	0	0	0	454,430	0	0	454,430
		\$957,356	\$209,195	\$748,161	\$454,430	\$0	\$90,000	\$1,112,591

## Total Federal Grants Budget

\$155,237,648	\$45,483,727	\$109,753,921	\$29,860,409	\$6,539,891	\$93,305,424	\$39,789,015
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**CONTRACTUAL SERVICES DETAIL Federal Grants**

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./(Dec)
1122	Analyze Regional Data using GIS and Travel Models Travel Model TOTAL	\$90,000 \$90,000	\$90,000 \$90,000	\$0 \$0
1152	Agency Financial Management Project Audits TOTAL	\$200,000 \$200,000	\$200,000 \$200,000	\$0 \$0
1222	Regional Rideshare Program 511 Program Operations 511 Program Marketing Rideshare: Employer Services (CMAs) SB 1339 TOTAL	\$2,549,000 \$374,000 450,000 93,000 \$3,466,000	\$2,549,000 \$374,000 450,000 93,000 \$3,466,000	\$0 \$0 0 0 \$0
1223	Operational Support for Regional Programs TMS Technical Advisor & Guidance Bench TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1224	Regional Traveler Information 511 Traffic Real Time Transit 511 Transit RG Connected Vehicles 511 ESRI License TOTAL	\$6,103,000 5,302,000 0 0 111,000 \$11,516,000	\$6,103,000 5,302,000 0 0 111,000 \$11,516,000	\$0 0 0 0 0 \$0
1233	Pavement Management System Software Training Support P-TAP Projects TOTAL	\$265,590 1,420,000 \$1,685,590	\$265,590 1,420,000 \$1,685,590	\$0 0 \$0
1234	Arterial Operations Coordination Program for Arterial System Arterial Operations - Next Generation TOTAL	\$1,200,000 2,500,000 \$3,700,000	\$1,200,000 2,500,000 \$3,700,000	\$0 0 \$0
1235	Incident Management Incident Management Task Force I-880 ICM TOTAL	\$140,000 13,108,000 \$13,248,000	\$140,000 13,108,000 \$13,248,000	\$0 0 \$0
1237	Freeway Performance Initiative FPI Implementation and Ramp Metering FPI Traffic Operations/Corridor Analysis TOTAL	\$1,500,000 1,500,000 \$3,000,000	\$1,500,000 1,500,000 \$3,000,000	\$0 0 \$0
1310	Implement Lifeline Transportation Program Lifeline Planning TOTAL	\$269,797 \$269,797	\$269,797 \$269,797	\$0 \$0
1413	Climate Initiative Bike to Work Day Climate Initiative Outreach and Marketing program TOTAL	\$150,000 \$9,484,678 \$17,347,678	\$150,000 \$9,484,678 \$9,634,678	\$0 \$0 \$0
1512	Federal TIP Development Transit Capital Inventory Transit Operators TOTAL	\$0 33,471,833 \$33,471,833	\$0 33,471,833 \$33,471,833	\$0 0 \$0
1517	Transit Sustainability Transit Core Capacity Analysis TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1518	New Freedom New Freedom Projects TOTAL	\$100,166 \$100,166	\$100,166 \$100,166	\$0 \$0
1519	Transit Core Transit Core Study TOTAL	\$887,860 \$887,860	\$887,860 \$887,860	\$0 \$0
1611	Transportation and Land Use Coordination ABAG - STP BCDC STP CMAs - STP Access Public Lands near Transit PDA Implementation Studies SR 82 Study PDA Planning Grant TOTAL	\$1,359,000 351,000 7,133,000 500,000 515,000 275,000 1,902,500 \$12,035,500	\$1,359,000 351,000 7,133,000 500,000 515,000 275,000 1,902,500 \$12,035,500	\$0 0 0 0 0 0 0 \$0
	Total Federal funded Consultants	\$101,018,424	\$93,305,424	\$0

## Attachment C

**Clipper Operating:**

	Amended BUDGET FY 2015-16	Amended BUDGET FY 2015-16	Change \$ Inc./Dec)
Revenue:			
CMAQ	\$0	\$0 0%	\$0
RM2	2,825,000	2,825,000 0%	0
STA	17,856,667	17,856,667 0%	0
Transit Operators	17,914,400	17,914,400 0%	0
	<u>\$38,596,067</u>	<u>\$38,596,067 0%</u>	<u>\$0</u>
Expenses:			
Salaries and Benefits	\$1,574,567	\$1,574,567 0%	\$0
Temporary Agency	0	0 0%	0
Travel & Membership	72,100	72,100 0%	0
Promotion/Outreach/Fare Inc.	3,890,000	3,890,000 0%	0
Bad Debt	0	0 0%	0
Clipper Operations	33,059,400	33,059,400 0%	0
	<u>\$38,596,067</u>	<u>\$38,596,067 0%</u>	<u>\$0</u>

**Clipper Capital:**

	LTD Budget Thru FY2015-16	Amended BUDGET FY 2015-16	LTD Budget Thru FY2015-16
Revenue:			
CMAQ	\$71,495,201	\$0	\$71,495,201
Card Sales	\$4,851,267	0	\$4,851,267
ARRA	\$11,000,000	0	\$11,000,000
FTA	\$25,177,072	0	\$25,177,072
STP	\$43,605,002	0	\$43,605,002
STA	\$21,207,597	0	\$21,207,597
Prop 1B	\$1,000,000	0	\$1,000,000
SFMTA	\$8,005,421	0	\$8,005,421
GGGHTD	\$2,975,000	0	\$2,975,000
BART	\$725,000	0	\$725,000
MTC Exchange Fund	\$8,269,158	0	\$8,269,158
BATA	\$27,124,813	0	\$27,124,813
Transit Operators	\$11,807,000	0	\$11,807,000
WETA	\$603,707	0	\$603,707
Sales Tax	\$99,311	0	\$99,311
	<u>\$237,945,549</u>	<u>\$0</u>	<u>\$237,945,549</u>
Expense:			
Staff Costs	\$11,022,524	\$0	\$11,022,524
Travel	\$3,208	0	\$3,208
Pilot Equipment Maintenance	\$3,093,834	0	\$3,093,834
Transit Agency Funded Projects	\$11,860,707	0	\$11,860,707
Design	\$54,690,574	0	\$54,690,574
Site Preparation	\$3,899,437	0	\$3,899,437
Construction	\$21,867,682	0	\$21,867,682
Consultants	\$26,285,903	0	\$26,285,903
Engineering	\$7,953,061	0	\$7,953,061
Communications	\$1,583,000	0	\$1,583,000
Marketing	\$2,212,029	0	\$2,212,029
Financial Services	\$391,600	0	\$391,600
Equipment	\$44,074,714	0	\$44,074,714
Clipper Cards	\$13,140,095	0	\$13,140,095
Other	\$35,867,181	0	\$35,867,181
	<u>\$237,945,549</u>	<u>\$0</u>	<u>\$237,945,549</u>

**CONTRACTUAL SERVICES DETAIL**

Prior Year Contractual and Professional Services

**AMENDED BUDGET  
FY 2015-16**

Work Element Description/Purpose

1121	Plan Bay Area	
	Bay Area Council Economic	\$82,775
	Barabary Coast	\$43,707
	Visual Strategies	\$10,000
	Rose Foundation for Communities	\$5,000
	Richmond Main Street	\$5,000
	Southern Hayward Parish	\$5,000
	SELA Learning	\$5,000
	Sound of Hope Radio Network	\$5,000
	TOTAL	\$161,482
1122	Analyze Regional Data using GIS and Travel Models	
	Corey, Canapary	\$238,410
	ETC Institute	\$145,255
	Redhill Group	\$25,274
	Syntheticity LLC	\$218,000
	Parsons Brinkerhoff	\$142,151
	TOTAL	\$767,090
1124	Regional Goods Movement Plan	
	ACTC	\$137,854
	San Francisco Transp. Authority	\$32,625
	Cambridge Systematics	\$174,920
	TOTAL	\$345,199
1152	Agency Financial Management	
	Pricewaterhouse Coopers	\$184,422
	TOTAL	\$184,422
1153	Administrative Services	
	Pathways for Students	\$5,794
	Carl Warren	\$20,000
	Cushman & Wakefield	\$5,000
	Koff & Associates	\$9,990
	Pamela Hurt	\$18,241
	International Effectiveness	\$4,941
	GovDelivery	\$11,918
	Customized	\$11,666
	Ergonomic	\$955
	Share Squared	\$38,873
	TOTAL	\$127,378
1212	Performance Measuring and Monitoring	
	Lowercase Productions	\$26,025
	TOTAL	\$26,025
1222	Regional Rideshare Program	
	Parsons Brinkerhoff	\$83,626
	TOTAL	\$83,626
1223	Operational Support for Regional Programs	
	Atkins North America Inc. (PBS & J)	\$84
	Iteris, Inc.	\$57,000
	Delcan	\$122,263
	Kimley Horn	\$10,559
	Cambridge Systematics	\$52
	TOTAL	\$189,958
1224	Regional Traveler Information	
	Civic Resource Group	\$41,381
	LEIDOS	\$619,707
	LEIDOS	\$289,457
	Kimley Horn	\$12,366
	CALTRANS	\$4,254
	TOTAL	\$967,165
1229	Regional Transportation Emergency Planning	
	URS	\$39,619
	DKS & Associates	\$41,628
	TOTAL	\$81,247
1233	Pavement Management System	
	Adhara Systems	\$103,908
	Quality Engng Solutions	\$6,916
	DevMecca.com	\$25,017
	Nichols Consulting	\$51
	CA State University Chico	\$50,000
	AMS Consulting	\$31,967
	JG3 Consulting	\$6,446
	Bellecci & Associates	\$2,039
	Capitol Asset & Pavement	\$32,024
	Harris & Associates	\$54,152
	Nichols Consulting	\$35,993
	TOTAL	\$348,513
1234	Arterial Operations Coordination	
	Kimley Horn & Assoc.	\$12,665
	Iteris	\$306,768
	TOTAL	\$319,433
1235	Incident Management	
	Kimley Horn	\$40,000
	TOTAL	\$40,000

1237	Freeway Performance Initiative	
	Fehr & Peers	\$1,859
	Kimley Horn	\$1,346
	Kittleson	\$26,837
	Cambridge	\$27,437
	URS	\$100,000
	TOTAL	\$157,479
1311	Implement Lifeline Program	
	CH2M Hill	\$199,940
	TOTAL	\$199,940
1512	Federal TIP Development	
	CH2M Hill	\$161,865
	TOTAL	\$161,865
1514	Regional Assistance Programs	
	Perlott & Associates	\$18,047
	TOTAL	\$18,047
1517	Transit Sustainability	
	MIG, Inc	\$20,629
	PCJPB	\$40,000
	AC Transit	\$40,000
	Nelson Nygaard	\$100,000
	ARUP North America Ltd.	\$762,669
	WETA	\$30,000
	Sonoma County Transit	\$30,000
	ECCTA	\$30,000
	Marin Transit	\$20,000
	CCCTA	\$30,000
	WCCTA	\$30,000
	Vacaville, City of	\$10,000
	Sonoma Cnty Transp. Authority	\$20,000
	LAVTA	\$30,000
	Union, City of	\$30,000
	West Contra Costa Transit	\$89,921
	TOTAL	\$1,313,219
1611	Transportation for Livable Communities	
	Toole Design	\$53,085
	Economic & Planning	\$62,000
	TOTAL	\$115,085
1161	Information Technology Services	
	Share Squared	\$103,871
	TOTAL	\$103,871
Fund 106		
	Thomas Law Group	\$302,922
	Glynn & Finley	\$80,000
	Hanson Bridgett	\$33,059
	Myers Nave	\$4,184
	TOTAL	\$420,165
	Total Prior Year Contractual and Professional Services	\$6,131,209



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1553      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 4/12/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:**  
**Title:** 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:** [6d\\_Resolution-3914](#)  
[2c\\_Resolution-3914.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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 6d**

**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

Page 2

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

Page 3

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

Page 4

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

Page 5

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

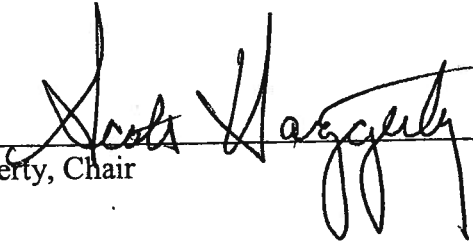
RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

  
\_\_\_\_\_  
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  
 Page 1 of 31

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  
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

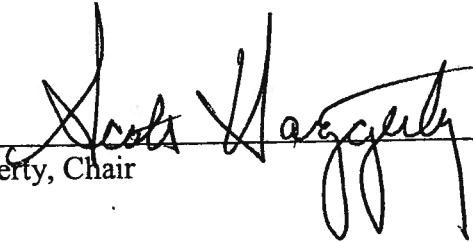
RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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  
 Page 1 of 31

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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**File #:** 15-1446      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 3/17/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:**  
**Title:** 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:** [6e Resolution-3925-4035](#)  
[2d Resolution-3925-4035.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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 6e

## 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

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>
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
Fieldfield/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

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 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/Norrbay 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
<b>SUBTOTAL</b>		<b>\$1,886,899</b>	<b>\$7,084,688</b>	<b>\$8,971,587</b>	<b>\$0</b>	<b>\$8,971,587</b>
<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>\$8,971,587</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>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3925\_ongoing\Temp-3925\_Attach-B\_05-25-16.xlsx\Attach B 5-25-16

\*\* 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 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  
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 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

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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	SFPDPW		\$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

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>
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  
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 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  
 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 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/Norrbay 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
<b>SUBTOTAL</b>		<b>\$1,886,899</b>	<b>\$7,084,688</b>	<b>\$8,971,587</b>	<b>\$0</b>	<b>\$8,971,587</b>
<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>\$8,971,587</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:** [6f Resolution-4172 ATP](#)  
[2e Resolution-4172 ATP.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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 6f

## 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 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  
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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

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**2015 Active Transportation Program (ATP)**  
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**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

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<b>TOTAL:</b>			<b>\$30,225,000</b>

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# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**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:** [6g\\_Resolution-4175\\_TIP-Amend-2015-30](#)  
[2f\\_Resolution-4175\\_TIP-Amend-2015-30.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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 6g

## 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%

## TIP Revision Summary 2015-30

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>					

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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 (SFPDWP)	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%

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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%



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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%

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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
<b>Current:</b>	\$1,504,156,551	\$3,048,287,365	\$302,858,428	\$710,844,611	\$5,566,146,955	\$2,095,916,714
<b>Proposed:</b>	\$1,611,956,557	\$3,353,513,626	\$302,858,428	\$911,614,730	\$6,179,943,341	\$2,504,088,315
<b>Delta:</b>	\$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

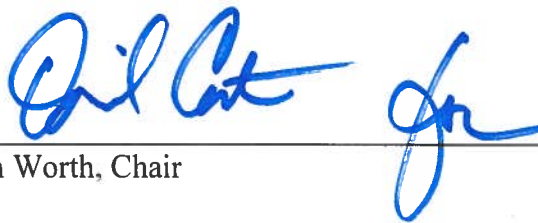
RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2015 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

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 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%

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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%

## TIP Revision Summary 2015-30

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%



## TIP Revision Summary 2015-30

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%

## TIP Revision Summary 2015-30

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
<b>Current:</b>	\$1,504,156,551	\$3,048,287,365	\$302,858,428	\$710,844,611	\$5,566,146,955	\$2,095,916,714
<b>Proposed:</b>	\$1,611,956,557	\$3,353,513,626	\$302,858,428	\$911,614,730	\$6,179,943,341	\$2,504,088,315
<b>Delta:</b>	\$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

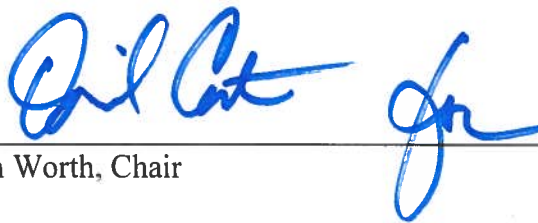
RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2015 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

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



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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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**File #:** 15-1538      **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. 4179, Revised. Revisions to the Lifeline Transportation Cycle 4 Program in Marin County.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6h Resolution-4179 Lifeline Transp Revisions](#)  
[2g Resolution-4179 Lifeline Transp Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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 6h

## 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 Programming and Allocations Committee

May 11, 2016

Item Number 2g

## Resolution No. 4179, Revised

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**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)

**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:** [6i Resolution-3916-4035-4212 TCP](#)  
[2h Resolution-3916-4035-4212 TCP.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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 6i**

**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

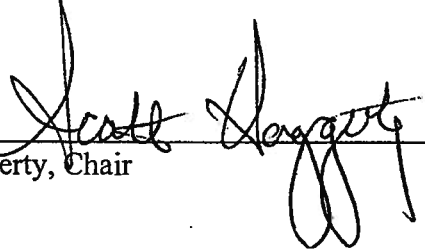
RESOLVED, that MTC adopts the FY 2009-10 through FY 2011-12 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A; and, be it further

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	UTA	ADA Bus Stop Improvements	417,818	
SCL990046	UTA	Preventive Maintenance	24,826,384	
SCL090039	UTA	Security Improvements for Light Rail	439,084	
SCL050002	UTA	Rail Rehabilitation & Replacement on Guadalupe Light Rail System		2,301,750
SCL050049	UTA	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	Floors & 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:**

- 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.
- 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.
- 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.
- 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.
- 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.
- 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	VTa	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  
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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:**

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- WestCAT deferred \$380,657 for replacement of one 40' bus to FY13 in exchange for \$31,721 for replacement of one service vehicle.
- 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.
- WETA deferred \$1,000,000 of fixed guideway cap funding to FY13.
- Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- 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.
- 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

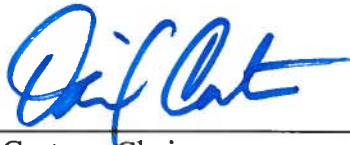
RESOLVED, that MTC adopts the FY 2015-16 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further



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 CCCCCP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCCCP 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 CCCCCP 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 CCCCCP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCCCP 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  
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

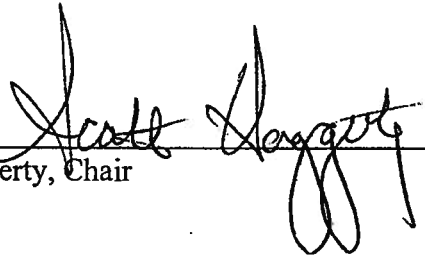
RESOLVED, that MTC adopts the FY 2009-10 through FY 2011-12 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A; and, be it further

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	
ALA900060	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	
ALA900035	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:**

- 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.
- 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.
- 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.
- 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.
- 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.
- 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  
Page 6 of 6

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:**

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- WestCAT deferred \$380,657 for replacement of one 40' bus to FY13 in exchange for \$31,721 for replacement of one service vehicle.
- 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.
- WETA deferred \$1,000,000 of fixed guideway cap funding to FY13.
- Unobligated funds programmed to Vallejo were reprogrammed to SolTrans as part of the consolidation of Benicia and Vallejo transit services under SolTrans.
- 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.
- 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

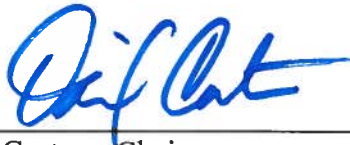
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

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 (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCGP 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 CCCGP 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 (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCGP 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)

**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:** [6j\\_Resolution-4213-4214\\_AB664\\_Revisions](#)  
[2i\\_Resolution-4213-4214\\_AB664\\_Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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 6j**

**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  
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		
	<b>Total Amount Programmed to ECCTA Transit Capital Priorities projects</b>		<b>\$74,922</b>	<b>\$0</b>
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		
	<b>Total Amount Programmed to LAVTA Transit Capital Priorities projects</b>		<b>\$535,578</b>	<b>\$0</b>
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		
	<b>Total Amount Programmed to SolTrans Transit Capital Priorities projects</b>		<b>\$130,133</b>	
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		
	<b>Total Amount Programmed to Union City Transit Capital Priorities projects</b>		<b>\$15,203</b>	<b>\$0</b>
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		
	<b>Total Amount Programmed to WestCAT Transit Capital Priorities projects</b>		<b>\$16,644</b>	<b>\$0</b>

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

---

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)

**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:** [6k Resolution-4235 FY2016-17 STA Regional Program](#)  
[2k Resolution-4235 FY2016-17 STA Regional Program.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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 6k

## 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 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

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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

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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

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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

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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.



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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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  
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2700  
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Attachment B  
MTC Resolution No. 4235  
Page 1 of 3

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### **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)

**File #:** 15-1501      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 4/5/2016      **In control:** Operations Committee  
**On agenda:** 5/13/2016      **Final action:**  
**Title:** MTC Resolution No. 4226: Right of Way Certification Authority for MTC Projects  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6l Resolution No. 4226](#)  
[4e MTC Resolution No. 4226](#)

Date	Ver.	Action By	Action	Result
5/13/2016	1	Operations Committee		

**Subject:**  
MTC Resolution No. 4226: Right of Way Certification Authority for MTC Projects

**Presenter:**  
Rosalynn Chongchaikit

**Recommended Action:**  
Commission Approval

### Attachments



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Agenda Item 6I**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

***Memorandum***

TO: Operations Committee

DATE: May 6, 2016

FR: Executive Director

RE: MTC Resolution No. 4226: Right of Way Certification Authority for MTC Projects

MTC Resolution No. 4226 would authorize MTC's Executive Director or his designee to execute California Department of Transportation (Caltrans) right of way certifications required for capital improvement projects being sponsored and implemented by MTC within the State Highway System.

**Background**


Caltrans requires local agencies completing highway improvements inside state owned right-of-way to complete a Caltrans right of way certification. Each project must have its own certification before Caltrans will issue an encroachment permit to construct the improvements.

MTC Resolution No. 4226 allows for completion of right of way certifications required for MTC capital improvement projects on the State Highway System in the nine-county Bay Area. This certification confirms to Caltrans that the planned improvements are within state right-of-way, publicly owned right-of-way, or that MTC has obtained all of the required property rights necessary to complete the highway improvements. Caltrans requires that each local agency assign a designated employee within the local agency to execute the certification.

On April 27, 2016, The Bay Area Toll Authority (BATA) adopted a similar resolution (BATA Resolution No. 119) for capital improvement projects on the seven state-owned toll bridges and toll bridge approaches.

**Recommendation**

Staff recommends that this Committee refer MTC Resolution No. 4226, which would delegate the authority to execute Right of Way Certifications to the MTC Executive Director or his designee, to the Commission for approval.

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

SH: rc

J:\COMMITTEE\Operations\2016 Operations Comm Packet\05\_OPS\_May 2016\4e\_Res\_4226-RWCertification\_v2.docx

Date: May 25, 2016  
Referred By: Operations

ABSTRACT

Resolution No. 4226

This resolution authorizes the Metropolitan Transportation Commission (MTC) Executive Director, or designee, to execute Right of Way Certifications for MTC Projects on the State Highway System.

Further discussion of this resolution is contained in the Executive Director's Memorandum to the Operations Committee dated May 6, 2016.

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Date: May 25, 2016  
Referred By: Operations

RE: Authority to Execute Right of Way Certifications for MTC Projects on the State Highway System.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4226

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

WHEREAS, MTC undertakes capital and operational projects within the State Highway System; and

WHEREAS, with regard to such projects, Caltrans requires, as part of the project approval process, the execution of Caltrans' Right of Way Certifications by a local agency prior to issuing Caltrans Encroachment Permits; and

WHEREAS, Caltrans further requires the Right of Way Certifications be submitted with a resolution by the governing body that formally delegates the authority to execute the document to a designated employee; now, therefore, be it

RESOLVED, that the MTC Executive Director, or his designee, is hereby authorized to execute all Right of Way Certifications on behalf of the Metropolitan Transportation Commission as required for projects to be constructed within the State Highway System.

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





METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 4e

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Operations Committee

DATE: May 6, 2016

FR: Executive Director

RE: MTC Resolution No. 4226: Right of Way Certification Authority for MTC Projects

MTC Resolution No. 4226 would authorize MTC's Executive Director or his designee to execute California Department of Transportation (Caltrans) right of way certifications required for capital improvement projects being sponsored and implemented by MTC within the State Highway System.

### **Background**

Caltrans requires local agencies completing highway improvements inside state owned right-of-way to complete a Caltrans right of way certification. Each project must have its own certification before Caltrans will issue an encroachment permit to construct the improvements.

MTC Resolution No. 4226 allows for completion of right of way certifications required for MTC capital improvement projects on the State Highway System in the nine-county Bay Area. This certification confirms to Caltrans that the planned improvements are within state right-of-way, publicly owned right-of-way, or that MTC has obtained all of the required property rights necessary to complete the highway improvements. Caltrans requires that each local agency assign a designated employee within the local agency to execute the certification.

On April 27, 2016, The Bay Area Toll Authority (BATA) adopted a similar resolution (BATA Resolution No. 119) for capital improvement projects on the seven state-owned toll bridges and toll bridge approaches.

### **Recommendation**

Staff recommends that this Committee refer MTC Resolution No. 4226, which would delegate the authority to execute Right of Way Certifications to the MTC Executive Director or his designee, to the Commission for approval.

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

SH: rc

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Date: May 25, 2016  
Referred By: Operations

ABSTRACT

Resolution No. 4226

This resolution authorizes the Metropolitan Transportation Commission (MTC) Executive Director, or designee, to execute Right of Way Certifications for MTC Projects on the State Highway System.

Further discussion of this resolution is contained in the Executive Director's Memorandum to the Operations Committee dated May 6, 2016.

Date: May 25, 2016  
Referred By: Operations

RE: Authority to Execute Right of Way Certifications for MTC Projects on the State Highway System.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4226

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

WHEREAS, MTC undertakes capital and operational projects within the State Highway System; and

WHEREAS, with regard to such projects, Caltrans requires, as part of the project approval process, the execution of Caltrans' Right of Way Certifications by a local agency prior to issuing Caltrans Encroachment Permits; and

WHEREAS, Caltrans further requires the Right of Way Certifications be submitted with a resolution by the governing body that formally delegates the authority to execute the document to a designated employee; now, therefore, be it

RESOLVED, that the MTC Executive Director, or his designee, is hereby authorized to execute all Right of Way Certifications on behalf of the Metropolitan Transportation Commission as required for projects to be constructed within the State Highway System.

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



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1559      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 4/14/2016      **In control:** Legislation Committee  
**On agenda:** 5/13/2016      **Final action:**  
**Title:** AB 2292 (Gordon): Disadvantaged Communities/CalEnviroScreen Definition

Require the agency, no later than July 1, 2017, to update the California Communities Environmental Health Screening to include specified factors when identifying disadvantaged communities for investment opportunities related to the 3-year investment plan.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [6m AB 2292 SupportSeekAmend](#)  
[5b AB 2292 SupportSeekAmend](#)

Date	Ver.	Action By	Action	Result
5/13/2016	1	Legislation Committee		

### Subject:

AB 2292 (Gordon): Disadvantaged Communities/CalEnviroScreen Definition

Require the agency, no later than July 1, 2017, to update the California Communities Environmental Health Screening to include specified factors when identifying disadvantaged communities for investment opportunities related to the 3-year investment plan.

### Presenter:

Rebecca Long

### Recommended Action:

Support and Seek Amendment / Commission Approval

### Attachments



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 6m

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## *Memorandum*

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: AB 2292 (Gordon): Disadvantaged Communities/CalEnviroScreen Definition

### **Background**

AB 2292 (Gordon) would require the California Environmental Protection Agency (CalEPA) by July 1, 2017 to revise its methodology for defining California's disadvantaged communities (DAC) to include areas of the state that are disproportionately impacted by any of the following: (1) high poverty rates; (2) high rent burden and severe rent burden where households pay more than 50 percent of their household income in gross rent; and (3) high cost of living.

### **Recommendation: Support and Seek Amendment**

### **Discussion**

In 2012, the Legislature enacted Senate Bill 535 (De Leon, 2012), requiring 10 percent of Cap and Trade funds to be spent on projects located within DACs, and 25 percent to fund projects that benefit them. The statute delegated to CalEPA responsibility for identifying the DACs. Unfortunately, the methodology CalEPA ultimately selected, known as the CalEnviroScreen 2.0 or CES2.0, greatly understates the Bay Area's DACs — as well as low-income census tracts statewide. For instance, only 4 percent of the total DACs statewide are located in the Bay Area, despite the fact that approximately 17 percent of the state's low-income households live in the Bay Area, when adjusted for cost-of-living.

We are very grateful to Assembly Member Gordon and Assembly Member Ting for authoring this bill to address the limitations of CES2.0, which is well overdue. Staff recommends MTC adopt a "support and seek amendment position" with the following two amendments:

1. Provide greater direction to CalEPA as to what types of communities the revised DAC should ultimately incorporate. For instance, the bill should direct CalEPA to ensure that low-income communities are included in the definition of a DAC, regardless of how they score on an environmental basis.
2. To ensure the definition of DAC is regularly reviewed and updated in a manner that is transparent and provides for public involvement, add language requiring such update every three years, in coordination with the three-year Cap and Trade Expenditure Plan.

**Known Positions**

**Support**

Bay Area Air Quality Management District  
Sierra Club

**Oppose**

None on file

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

Steve Heminger

SH: rl

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METROPOLITAN  
TRANSPORTATION  
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Agenda Item 5b

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## *Memorandum*

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: AB 2292 (Gordon): Disadvantaged Communities/CalEnviroScreen Definition

### **Background**

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### **Recommendation: Support and Seek Amendment**

### **Discussion**

In 2012, the Legislature enacted Senate Bill 535 (De Leon, 2012), requiring 10 percent of Cap and Trade funds to be spent on projects located within DACs, and 25 percent to fund projects that benefit them. The statute delegated to CalEPA responsibility for identifying the DACs. Unfortunately, the methodology CalEPA ultimately selected, known as the CalEnviroScreen 2.0 or CES2.0, greatly understates the Bay Area's DACs — as well as low-income census tracts statewide. For instance, only 4 percent of the total DACs statewide are located in the Bay Area, despite the fact that approximately 17 percent of the state's low-income households live in the Bay Area, when adjusted for cost-of-living.

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1. Provide greater direction to CalEPA as to what types of communities the revised DAC should ultimately incorporate. For instance, the bill should direct CalEPA to ensure that low-income communities are included in the definition of a DAC, regardless of how they score on an environmental basis.
2. To ensure the definition of DAC is regularly reviewed and updated in a manner that is transparent and provides for public involvement, add language requiring such update every three years, in coordination with the three-year Cap and Trade Expenditure Plan.

**Known Positions**

**Support**

Bay Area Air Quality Management District  
Sierra Club

**Oppose**

None on file



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Steve Heminger

SH: rl

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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 #:** 15-1571      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 4/18/2016      **In control:** Legislation Committee  
**On agenda:** 5/13/2016      **Final action:**  
**Title:** AB 2014 (Melendez): Freeway Service Patrol

Requires the Department of Transportation to provide a regular Freeway Service Patrol program assessment to the Legislature.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6n AB 2014 Support](#)  
[5c AB 2014 Support](#)

Date	Ver.	Action By	Action	Result
5/13/2016	1	Legislation Committee		

**Subject:**

AB 2014 (Melendez): Freeway Service Patrol

Requires the Department of Transportation to provide a regular Freeway Service Patrol program assessment to the Legislature.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / Commission Approval

**Attachments**



METROPOLITAN  
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Agenda Item 6n

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## Memorandum

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: AB 2014 (Melendez): Freeway Service Patrol

### Background

AB 2014 (Melendez) would require the Department of Transportation (Caltrans), in coordination with the California Highway Patrol (CHP) and regional agencies (such as MTC) that operate freeway service patrol programs (FSP), to publish a review of the FSP program that includes an assessment of current FSP service levels, the benefit of increased service, as well as the financial resources needed to sustain and increase FSP tow service. The review would be required by June 20, 2018 and updated every five years.

### Recommendation: Support

### Discussion

Since its inception in 1990, the Bay Area's FSP fleet has assisted millions of motorists and mitigated congestion caused by incidents — by changing a flat tire, jumpstarting a dead battery, refilling a radiator, or providing a gallon of fuel — *free of charge*. Seventy-one FSP trucks now patrol some 450 miles of Bay Area highways during weekday commute periods to aid stranded motorists, clear the lanes for traffic, and respond to requests for assistance from the CHP. Over 97 percent of motorists who have received FSP assistance rate the service as 'Excellent.'

State funding for FSP has remained flat since 2006 at \$25 million despite the program's extremely high benefit-cost ratio and expanded service during that time. Since 2006, operating costs for the Bay Area's FSP service have risen by more than 12 percent, with local funds absorbing the entirety of this increase. While MTC had been using federal Surface Transportation Program funds to support FSP, local funding for the program is now entirely dependent upon a \$1 regional annual vehicle registration fee. The lack of increased state funding has already led MTC to reduce FSP tow service in several key corridors, including Interstate 80 in Solano County; Interstate 280 along the Peninsula; and State Routes 12 and 29 in Napa County.

By requiring a study of FSP service and funding needs on a regular basis, AB 2014 would ensure the Legislature is informed about the effectiveness of FSP in its budget deliberations. Staff believes the state ought to increase its investment in the program, commensurate with local funding increases. While AB 2014 does not increase state funding directly, it would make key information available to help inform future budget discussions.

It is worth noting that the Riverside County Transportation Commission, the bill's sponsor, is also pursuing a budget increase for FSP in the FY 2016-17 State Budget. MTC is supporting this effort, which would result in an additional \$1.2 million for the Bay Area's program, slightly above its inflation-adjusted 2006 state funding level. Such increase will prevent the region from having to cut back on FSP beats in key locations, including U.S. 101 in the South Bay.

For the reasons outlined above, staff recommends a support position on AB 2014 (Melendez).


**Known Positions**

**Support**

Riverside County Transportation Commission (sponsor)  
Automobile Club of Southern California

**Oppose**

None on file

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

SH: rl

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 5c

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## Memorandum

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: AB 2014 (Melendez): Freeway Service Patrol

### Background

AB 2014 (Melendez) would require the Department of Transportation (Caltrans), in coordination with the California Highway Patrol (CHP) and regional agencies (such as MTC) that operate freeway service patrol programs (FSP), to publish a review of the FSP program that includes an assessment of current FSP service levels, the benefit of increased service, as well as the financial resources needed to sustain and increase FSP tow service. The review would be required by June 20, 2018 and updated every five years.

### Recommendation: Support

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For the reasons outlined above, staff recommends a support position on AB 2014 (Melendez).

**Known Positions**

**Support**

Riverside County Transportation Commission (sponsor)  
Automobile Club of Southern California

**Oppose**

None on file

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

SH: rl

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# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1424      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Passed  
**File created:** 3/11/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:** 5/11/2016  
**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:** [7a Resolution-4220 FY2016-17 Fund Estimate.1](#)  
[3a Resolution-4220 FY2016-17 Fund Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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

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Agenda Item 7a

## Memorandum

TO: Commission

DATE: May 18, 2016

FR: Executive Director

RE: MTC FY 2016-17 Fund Estimate – Downward Revision of STA Revenue

On May 13<sup>th</sup> Governor Brown released his Revised Fiscal Year (FY) 2016-17 State Budget (May Revise) which included updated projections for State Transit Assistance (STA) funding for both the remainder of FY 2015-16 and for FY 2016-17. STA revenues are derived from the statewide sales tax on diesel fuel and are divided into two funding categories:

- Revenue-Based funds which are distributed to transit operators directly and;
- Population-Based funds which are distributed by the Commission and currently supports a range of programs including paratransit, Lifeline services, additional funding for small operators, and regional initiatives like 511 and Clipper.


Due to the 20% decrease in the price of diesel fuel over the last year, revenues flowing into the STA program have decreased significantly. The state has decreased its projections for STA revenue in the state budget at each opportunity it has had since January 2015. Table 1 below highlights the series of downward revisions the state has made to its STA revenue forecast over the last year and half.

Table 1.

	FY 2015-16 STA Statewide Forecast	FY 2016-17 STA Statewide Forecast
January 2015	\$388 million	N/A
May 2015	\$352 million	N/A
January 2016	\$299 million	\$315 million
May 2016	\$298 million	\$267 million

Since the May Revise, which was released after the May Programming and Allocations Committee, includes a 15% decrease in FY 2016-17 STA funding, staff is recommending an update to the Fund Estimate before its adoption by the Commission to provide STA claimants with the most current estimate of the amount of STA revenue available. The changes contained in the May Revise result in a \$454,000 reduction in total STA revenue in the region in FY 2015-16 and a \$22 million reduction in FY 2016-17 compared to what was presented at the Committee.

Together with the expected cuts to the STIP next month, these STA reductions are proof once again of the old adage: “when it rains it pours.”



Steve Heminger

Attachments  
SH:wb

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Metropolitan Transportation Commission  
Programming and Allocations Committee

May 11, 2016

Agenda Item 3a

**Resolution No. 4220, Revised**

**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.

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

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Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on 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 Outstanding Commitments, Refunds, & Interest <sup>2</sup>	FY2015-16	FY2015-16	FY2015-16	FY2016-17	FY2016-17	FY2016-17
Apportionment Jurisdictions	Balance <sup>1</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>
Fund Source	6/30/2015 Balance (w/ interest) <sup>1</sup>	FY2014-16 Outstanding Commitments <sup>2</sup>	FY2015-16 Revenue Estimate	FY2016-17 Revenue Estimate		FY2016-17 Available for Allocation
<b>State Transit Assistance</b>						
Revenue-Based	12,656,340	(92,387,294)	82,689,232	74,159,127		77,117,405
Population-Based	53,989,754	(46,740,679)	28,799,198	25,890,283		61,387,717
<b>SUBTOTAL</b>	<b>53,989,754</b>	<b>(139,127,973)</b>	<b>111,488,430</b>	<b>100,049,410</b>		<b>138,505,122</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>\$225,782,084</b>	<b>\$226,472,519</b>		<b>\$279,548,382</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**

Attachment A  
Res No. 4220  
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**FY2015-16 TDA Revenue Estimate**

**FY2015-16 Generation Estimate Adjustment**

1. Original County Auditor Estimate (Feb, 15)	73,546,000	
2. Revised Estimate (Feb, 15)	74,618,000	
3. Revenue Adjustment (Lines 2-1)		1,072,000

**FY2015-16 Planning and Administration Charges Adjustment**

4. MTC Administration (0.5% of Line 3)	5,360	
5. County Administration (Up to 0.5% of Line 3)	5,360	
6. MTC Planning (3.0% of Line 3)	32,160	
7. Total Charges (Lines 4+5+6)		42,880
8. Adjusted Generations Less Charges (Lines 3-7)		1,029,120

**FY2015-16 TDA Adjustment By Article**

9. Article 3 Adjustment (2.0% of line 8)	20,582	
10. Funds Remaining (Lines 8-9)		1,008,538
11. Article 4.5 Adjustment (5.0% of Line 10)	50,427	
12. Article 4 Adjustment (Lines 10-11)		958,111

**FY2016-17 TDA Revenue Estimate**

**FY2016-17 County Auditor's Generation Estimate**

13. County Auditor Estimate	76,110,000
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**FY2016-17 Planning and Administration Charges**

14. MTC Administration (0.5% of Line 13)	380,550
15. County Administration (0.5% of Line 13)	380,550
16. MTC Planning (3.0% of Line 13)	2,283,300
17. Total Charges (Lines 14+15+16)	3,044,400
18. TDA Generations Less Charges (Lines 13-17)	73,065,600

**FY2016-17 TDA Apportionment By Article**

19. Article 3.0 (2.0% of Line 18)	1,461,312
20. Funds Remaining (Lines 18-19)	71,604,288
21. Article 4.5 (5.0% of Line 20)	3,580,214
22. TDA Article 4 (Lines 20-21)	68,024,074

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2015 Balance (w/o interest)	FY2014-15 Interest	6/30/2015 Balance (w/ interest) <sup>1</sup>	FY2014-16 Outstanding Commitments <sup>2</sup>	FY2015-16 Transfers/ Refunds	FY2015-16 Original Estimate	FY2015-16 Revenue Adjustment	6/30/2016 Projected Carryover	FY2016-17 Revenue Estimate	FY 2016-17 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**

Attachment A  
Res No. 4220  
Page 3 of 17  
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**FY2015-16 TDA Revenue Estimate**

**FY2015-16 Generation Estimate Adjustment**

1. Original County Auditor Estimate (Feb, 15)	40,146,919	
2. Revised Estimate (Feb, 15)	39,678,304	
3. Revenue Adjustment (Lines 2-1)		(468,615)

**FY2015-16 Planning and Administration Charges Adjustment**

4. MTC Administration (0.5% of Line 3)	(2,343)	
5. County Administration (Up to 0.5% of Line 3)	(2,343)	
6. MTC Planning (3.0% of Line 3)	(14,058)	
7. Total Charges (Lines 4+5+6)		(18,744)
8. Adjusted Generations Less Charges (Lines 3-7)		(449,871)

**FY2015-16 TDA Adjustment By Article**

9. Article 3 Adjustment (2.0% of line 8)	(8,997)	
10. Funds Remaining (Lines 8-9)		(440,874)
11. Article 4.5 Adjustment (5.0% of Line 10)	(22,044)	
12. Article 4 Adjustment (Lines 10-11)		(418,830)

**FY2016-17 TDA Revenue Estimate**

**FY2016-17 County Auditor's Generation Estimate**

13. County Auditor Estimate	41,463,827
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**FY2016-17 Planning and Administration Charges**

14. MTC Administration (0.5% of Line 13)	207,319
15. County Administration (0.5% of Line 13)	207,319
16. MTC Planning (3.0% of Line 13)	1,243,915
17. Total Charges (Lines 14+15+16)	1,658,553
18. TDA Generations Less Charges (Lines 13-17)	39,805,274

**FY2016-17 TDA Apportionment By Article**

19. Article 3.0 (2.0% of Line 18)	796,105
20. Funds Remaining (Lines 18-19)	39,009,169
21. Article 4.5 (5.0% of Line 20)	1,950,458
22. TDA Article 4 (Lines 20-21)	37,058,711

**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**

Attachment A  
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**FY2015-16 TDA Revenue Estimate**

**FY2015-16 Generation Estimate Adjustment**

1. Original County Auditor Estimate (Feb, 15)	12,713,895	
2. Revised Estimate (Feb, 15)	13,023,830	
3. Revenue Adjustment (Lines 2-1)		309,935

**FY2015-16 Planning and Administration Charges Adjustment**

4. MTC Administration (0.5% of Line 3)	1,550	
5. County Administration (Up to 0.5% of Line 3)	1,550	
6. MTC Planning (3.0% of Line 3)	9,298	
7. Total Charges (Lines 4+5+6)		12,398
8. Adjusted Generations Less Charges (Lines 3-7)		297,537

**FY2015-16 TDA Adjustment By Article**

9. Article 3 Adjustment (2.0% of line 8)	5,951	
10. Funds Remaining (Lines 8-9)		291,586
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		291,586

**FY2016-17 TDA Revenue Estimate**

**FY2016-17 County Auditor's Generation Estimate**

13. County Auditor Estimate	13,362,830
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**FY2016-17 Planning and Administration Charges**

14. MTC Administration (0.5% of Line 13)	66,814
15. County Administration (0.5% of Line 13)	66,814
16. MTC Planning (3.0% of Line 13)	400,885
17. Total Charges (Lines 14+15+16)	534,513
18. TDA Generations Less Charges (Lines 13-17)	12,828,317

**FY2016-17 TDA Apportionment By Article**

19. Article 3.0 (2.0% of Line 18)	256,566
20. Funds Remaining (Lines 18-19)	12,571,751
21. Article 4.5 (5.0% of Line 20)	0
22. TDA Article 4 (Lines 20-21)	12,571,751

**TDA APPORTIONMENT BY JURISDICTION**

Column	A 6/30/2015 Balance (w/o interest)	B FY2014-15 Interest	C=Sum(A:B) 6/30/2015 Balance (w/ interest) <sup>1</sup>	D FY2014-16 Outstanding Commitments <sup>2</sup>	E FY2015-16 Transfers/ Refunds	F FY2015-16 Original Estimate	G FY2015-16 Revenue Adjustment	H=Sum(C:G) 6/30/2016 Projected Carryover	I FY2016-17 Revenue Estimate	J=Sum(H:I) FY 2016-17 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										
<b>SUBTOTAL</b>	<b>417,608</b>	<b>4,066</b>	<b>421,673</b>	<b>(665,748)</b>	<b>0</b>	<b>244,107</b>	<b>5,951</b>	<b>5,984</b>	<b>256,566</b>	<b>262,550</b>
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
<b>SUBTOTAL</b>	<b>420,679</b>	<b>872</b>	<b>421,551</b>	<b>(12,381,914)</b>	<b>0</b>	<b>11,961,233</b>	<b>291,586</b>	<b>292,456</b>	<b>12,571,751</b>	<b>12,864,207</b>
<b>GRAND TOTAL</b>	<b>\$838,286</b>	<b>\$4,938</b>	<b>\$843,224</b>	<b>(\$13,047,662)</b>	<b>\$0</b>	<b>\$12,205,340</b>	<b>\$297,537</b>	<b>\$298,440</b>	<b>\$12,828,317</b>	<b>\$13,126,757</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. 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>FY2015-16 Generation Estimate Adjustment</b>				<b>FY2016-17 County Auditor's Generation Estimate</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>FY2016-17 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)			400,000	14. MTC Administration (0.5% of Line 13)		40,800	
<b>FY2015-16 Planning and Administration Charges Adjustment</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>FY2016-17 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)			384,000	19. Article 3.0 (2.0% of Line 18)		156,672	
<b>FY2015-16 TDA Adjustment By Article</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				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A 6/30/2015	B FY2014-15	C=Sum(A:B) 6/30/2015	D FY2014-16	E FY2015-16	F FY2015-16	G FY2015-16	H=Sum(C:G) 6/30/2016	I FY2016-17	J=Sum(H:I) 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	496,722	2,847	499,569	(421,689)	0	145,920	7,680	231,480	156,672	388,152
Article 4.5	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>
Article 4/8										
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**

Attachment A  
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**FY2015-16 TDA Revenue Estimate**

**FY2015-16 Generation Estimate Adjustment**

1. Original County Auditor Estimate (Feb, 15)	48,421,155	
2. Revised Estimate (Feb, 15)	52,465,784	
3. Revenue Adjustment (Lines 2-1)		4,044,629

**FY2015-16 Planning and Administration Charges Adjustment**

4. MTC Administration (0.5% of Line 3)	20,223	
5. County Administration (Up to 0.5% of Line 3)	20,223	
6. MTC Planning (3.0% of Line 3)	121,339	
7. Total Charges (Lines 4+5+6)		161,785
8. Adjusted Generations Less Charges (Lines 3-7)		3,882,844

**FY2015-16 TDA Adjustment By Article**

9. Article 3 Adjustment (2.0% of line 8)	77,657	
10. Funds Remaining (Lines 8-9)		3,805,187
11. Article 4.5 Adjustment (5.0% of Line 10)	190,259	
12. Article 4 Adjustment (Lines 10-11)		3,614,928

**FY2016-17 TDA Revenue Estimate**

**FY2016-17 County Auditor's Generation Estimate**

13. County Auditor Estimate	50,724,425
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**FY2016-17 Planning and Administration Charges**

14. MTC Administration (0.5% of Line 13)	253,622
15. County Administration (0.5% of Line 13)	253,622
16. MTC Planning (3.0% of Line 13)	1,521,733
17. Total Charges (Lines 14+15+16)	2,028,977
18. TDA Generations Less Charges (Lines 13-17)	48,695,448

**FY2016-17 TDA Apportionment By Article**

19. Article 3.0 (2.0% of Line 18)	973,909
20. Funds Remaining (Lines 18-19)	47,721,539
21. Article 4.5 (5.0% of Line 20)	2,386,077
22. TDA Article 4 (Lines 20-21)	45,335,462

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2015 Balance (w/o interest)	FY2014-15 Interest	6/30/2015 Balance (w/ interest) <sup>1</sup>	FY2014-16 Outstanding Commitments <sup>2</sup>	FY2015-16 Transfers/ Refunds	FY2015-16 Original Estimate	FY2015-16 Revenue Adjustment	6/30/2016 Projected Carryover	FY2016-17 Revenue Estimate	FY 2016-17 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			
FY2015-16 Generation Estimate Adjustment				FY2016-17 County Auditor's Generation Estimate			
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		FY2016-17 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)			2,004,326	14. MTC Administration (0.5% of Line 13)		196,029	
FY2015-16 Planning and Administration Charges Adjustment				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	FY2016-17 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)			1,924,152	19. Article 3.0 (2.0% of Line 18)		752,752	
FY2015-16 TDA Adjustment By Article				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
SUBTOTAL	3,385,516	42,656	3,428,172	(5,326,429)	0	2,445,222	132,766	679,731	2,596,995	3,276,726
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
SUBTOTAL	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
GRAND TOTAL	\$5,372,178	\$48,561	\$5,420,739	(\$37,539,152)	\$0	\$35,438,005	\$1,924,152	\$5,243,744	\$37,637,604	\$42,881,348

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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**FY2015-16 TDA Revenue Estimate**

**FY2015-16 Generation Estimate Adjustment**

1. Original County Auditor Estimate (Feb, 15)	102,299,000	
2. Revised Estimate (Feb, 15)	103,988,058	
3. Revenue Adjustment (Lines 2-1)		1,689,058

**FY2015-16 Planning and Administration Charges Adjustment**

4. MTC Administration (0.5% of Line 3)	8,445	
5. County Administration (Up to 0.5% of Line 3)	8,445	
6. MTC Planning (3.0% of Line 3)	50,672	
7. Total Charges (Lines 4+5+6)		67,562
8. Adjusted Generations Less Charges (Lines 3-7)		1,621,496

**FY2015-16 TDA Adjustment By Article**

9. Article 3 Adjustment (2.0% of line 8)	32,430	
10. Funds Remaining (Lines 8-9)		1,589,066
11. Article 4.5 Adjustment (5.0% of Line 10)	79,453	
12. Article 4 Adjustment (Lines 10-11)		1,509,613

**FY2016-17 TDA Revenue Estimate**

**FY2016-17 County Auditor's Generation Estimate**

13. County Auditor Estimate	108,772,000
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**FY2016-17 Planning and Administration Charges**

14. MTC Administration (0.5% of Line 13)	543,860
15. County Administration (0.5% of Line 13)	543,860
16. MTC Planning (3.0% of Line 13)	3,263,160
17. Total Charges (Lines 14+15+16)	4,350,880
18. TDA Generations Less Charges (Lines 13-17)	104,421,120

**FY2016-17 TDA Apportionment By Article**

19. Article 3.0 (2.0% of Line 18)	2,088,422
20. Funds Remaining (Lines 18-19)	102,332,698
21. Article 4.5 (5.0% of Line 20)	5,116,635
22. TDA Article 4 (Lines 20-21)	97,216,063

**TDA APPORTIONMENT BY JURISDICTION**

Column	A 6/30/2015 Balance (w/o interest)	B FY2014-15 Interest	C=Sum(A:B) 6/30/2015 Balance (w/ interest) <sup>1</sup>	D FY2014-16 Outstanding Commitments <sup>2</sup>	E FY2015-16 Transfers/ Refunds	F FY2015-16 Original Estimate	G FY2015-16 Revenue Adjustment	H=Sum(C:G) 6/30/2016 Projected Carryover	I FY2016-17 Revenue Estimate	J=Sum(H:I) FY 2016-17 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**

**FY2015-16 Generation Estimate Adjustment**

1. Original County Auditor Estimate (Feb, 15)	17,358,114	
2. Revised Estimate (Feb, 15)	17,773,436	
3. Revenue Adjustment (Lines 2-1)		415,322

**FY2015-16 Planning and Administration Charges Adjustment**

4. MTC Administration (0.5% of Line 3)	2,077	
5. County Administration (Up to 0.5% of Line 3)	2,077	
6. MTC Planning (3.0% of Line 3)	12,460	
7. Total Charges (Lines 4+5+6)		16,614
8. Adjusted Generations Less Charges (Lines 3-7)		398,708

**FY2015-16 TDA Adjustment By Article**

9. Article 3 Adjustment (2.0% of line 8)	7,974	
10. Funds Remaining (Lines 8-9)		390,734
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		390,734

**FY2016-17 TDA Revenue Estimate**

**FY2016-17 County Auditor's Generation Estimate**

13. County Auditor Estimate	17,773,436
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**FY2016-17 Planning and Administration Charges**

14. MTC Administration (0.5% of Line 13)	88,867
15. County Administration (0.5% of Line 13)	88,867
16. MTC Planning (3.0% of Line 13)	533,203
17. Total Charges (Lines 14+15+16)	710,937
18. TDA Generations Less Charges (Lines 13-17)	17,062,499

**FY2016-17 TDA Apportionment By Article**

19. Article 3.0 (2.0% of Line 18)	341,250
20. Funds Remaining (Lines 18-19)	16,721,249
21. Article 4.5 (5.0% of Line 20)	0
22. TDA Article 4 (Lines 20-21)	16,721,249

**TDA APPORTIONMENT BY JURISDICTION**

Column	A 6/30/2015 Balance (w/o interest)	B FY2014-15 Interest	C=Sum(A:B) 6/30/2015 Balance (w/ interest) <sup>1</sup>	D FY2014-16 Outstanding Commitments <sup>2</sup>	E FY2015-16 Transfers/ Refunds	F FY2015-16 Original Estimate	G FY2015-16 Revenue Adjustment	H=Sum(C:G) 6/30/2016 Projected Carryover	I FY2016-17 Revenue Estimate	J=Sum(H:I) FY 2016-17 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										
SUBTOTAL	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
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
SUBTOTAL	13,929,299	62,128	13,991,427	(18,797,550)	75,432	16,330,513	390,734	11,990,557	16,721,249	28,711,806
GRAND TOTAL	\$14,703,366	\$66,054	\$14,769,419	(\$19,659,578)	\$75,432	\$16,663,789	\$398,708	\$12,247,771	\$17,062,499	\$29,310,270

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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**FY2015-16 TDA Revenue Estimate**

**FY2015-16 Generation Estimate Adjustment**

1. Original County Auditor Estimate (Feb, 15)	22,900,000	
2. Revised Estimate (Feb, 15)	22,100,000	
3. Revenue Adjustment (Lines 2-1)		(800,000)

**FY2015-16 Planning and Administration Charges Adjustment**

4. MTC Administration (0.5% of Line 3)	(4,000)	
5. County Administration (Up to 0.5% of Line 3)	(4,000)	
6. MTC Planning (3.0% of Line 3)	(24,000)	
7. Total Charges (Lines 4+5+6)		(32,000)
8. Adjusted Generations Less Charges (Lines 3-7)		(768,000)

**FY2015-16 TDA Adjustment By Article**

9. Article 3 Adjustment (2.0% of line 8)	(15,360)	
10. Funds Remaining (Lines 8-9)		(752,640)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(752,640)

**FY2016-17 TDA Revenue Estimate**

**FY2016-17 County Auditor's Generation Estimate**

13. County Auditor Estimate	22,800,000
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**FY2016-17 Planning and Administration Charges**

14. MTC Administration (0.5% of Line 13)	114,000
15. County Administration (0.5% of Line 13)	114,000
16. MTC Planning (3.0% of Line 13)	684,000
17. Total Charges (Lines 14+15+16)	912,000
18. TDA Generations Less Charges (Lines 13-17)	21,888,000

**FY2016-17 TDA Apportionment By Article**

19. Article 3.0 (2.0% of Line 18)	437,760
20. Funds Remaining (Lines 18-19)	21,450,240
21. Article 4.5 (5.0% of Line 20)	0
22. TDA Article 4 (Lines 20-21)	21,450,240

**TDA APPORTIONMENT BY JURISDICTION**

Column	A 6/30/2015 Balance (w/o interest)	B FY2014-15 Interest	C=Sum(A:B) 6/30/2015 Balance (w/ interest) <sup>1</sup>	D FY2014-16 Outstanding Commitments <sup>2</sup>	E FY2015-16 Transfers/ Refunds	F FY2015-16 Original Estimate	G FY2015-16 Revenue Adjustment	H=Sum(C:G) 6/30/2016 Projected Carryover	I FY2016-17 Revenue Estimate	J=Sum(H:I) FY 2016-17 Available for Allocation
Article 3	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(15,360)	705,349	437,760	1,143,109
Article 4.5										
<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>
Article 4/8										
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)**

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<b>FY2015-16 STA Revenue Estimate</b>	<b>FY2016-17 STA Revenue Estimate</b>
1. State Estimate (May, 16) \$82,689,232	4. Projected Carryover (May, 16) \$2,958,278
2. Actual Revenue (Aug, 16)	5. State Estimate (May, 16) \$74,159,127
3. Revenue Adjustment (Lines 2-1)	6. Total Funds Available (Lines 4+5) \$77,117,405

<b>STA REVENUE-BASED APPORTIONMENT BY OPERATOR</b>						
<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D=Sum(A:C)</b>	<b>E</b>	<b>F=Sum(D:E)</b>
<b>Apportionment Jurisdictions</b>	<b>6/30/2015 Balance (w/Interest)<sup>1</sup></b>	<b>FY2014-16 Outstanding Commitments<sup>2</sup></b>	<b>FY2015-16 Revenue Estimate*<sup>3</sup></b>	<b>6/30/2016 Projected Carryover<sup>4</sup></b>	<b>FY2016-17 Revenue Estimate*<sup>5</sup></b>	<b>Total Available For Allocation</b>
ACCMA - Corresponding to ACE	429,655	(450,000)	78,302	57,957	70,225	128,182
Caltrain	487,279	(5,046,388)	4,324,040	(235,070)	3,877,978	3,642,908
CCCTA	9	(563,842)	488,719	(75,114)	438,304	363,190
City of Dixon	4,930	0	3,792	8,722	3,400	12,122
ECCTA	2	(277,297)	226,341	(50,954)	202,992	152,038
City of Fairfield	16,405	(102,080)	95,506	9,831	85,654	95,485
GGBHTD	9	(3,370,520)	3,827,641	457,130	3,432,787	3,889,917
City of Healdsburg	376	0	401	776	360	1,136
LAVTA	199,818	(199,577)	197,546	197,787	177,167	374,954
Marin Transit	1,406,662	(1,009,970)	712,905	1,109,597	639,362	1,748,959
NVTA	5	(45,260)	49,366	4,111	44,273	48,384
City of Petaluma	(7,312)	(11,389)	11,087	(7,614)	9,943	2,329
City of Rio Vista	0	0	872	872	782	1,654
SamTrans	1	(3,125,451)	2,659,252	(466,199)	2,384,927	1,918,728
City of Santa Rosa	140,746	(128,585)	108,542	120,703	97,345	218,048
Solano County Transit	0	(188,209)	222,976	34,768	199,974	234,742
Sonoma County Transit	44,800	(110,683)	117,522	51,639	105,399	157,038
City of Union City	1	(35,690)	33,420	(2,269)	29,972	27,703
VTA	922,200	(11,263,409)	10,231,289	(109,920)	9,175,843	9,065,923
VTA - Corresponding to ACE	47,826	(231,943)	93,377	(90,739)	83,745	(6,994)
WCCTA	6	(278,312)	256,123	(22,183)	229,702	207,519
WETA	3,912,726	0	1,052,088	4,964,814	943,556	5,908,370
<b>SUBTOTAL</b>	<b>7,606,143</b>	<b>(26,438,605)</b>	<b>24,791,107</b>	<b>5,958,645</b>	<b>22,233,691</b>	<b>28,192,336</b>
AC Transit	1,332,353	(8,045,389)	7,736,927	1,023,891	6,938,796	7,962,687
BART	2,427,827	(21,523,603)	17,775,361	(1,320,415)	15,941,680	14,621,265
SFMTA	1,290,017	(36,379,697)	32,385,838	(2,703,843)	29,044,960	26,341,117
<b>SUBTOTAL</b>	<b>5,050,197</b>	<b>(65,948,689)</b>	<b>57,898,126</b>	<b>(3,000,367)</b>	<b>51,925,436</b>	<b>48,925,069</b>
<b>GRAND TOTAL</b>	<b>\$12,656,340</b>	<b>(\$92,387,294)</b>	<b>\$82,689,232</b>	<b>\$2,958,278</b>	<b>\$74,159,127</b>	<b>\$77,117,405</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 4/15/16.

3. FY2015-16 STA revenue generation based on the \$297.6 million in the Governor's May 2016 revised FY2016-17 State Budget.

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 \$266.9 million in the Governor's May 2016 revised 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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<b>FY2015-16 STA Revenue Estimate</b>		<b>FY2016-17 STA Revenue Estimate</b>	
1. State Revised Estimate <sup>3</sup> (May, 16)	\$28,799,198	4. Projected Carryover (May, 16)	\$35,497,434
2. Actual Revenue (Aug, 16)		5. State Estimate <sup>4</sup> (May, 16)	\$25,890,283
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$61,387,717

<b>STA POPULATION-BASED APPORTIONMENT BY JURISDICTION &amp; OPERATOR</b>						
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 <sup>3</sup>	6/30/2016 Projected Carryover	FY2016-17 Revenue Estimate <sup>4</sup>	Total Available For Allocation
<b>Northern Counties/Small Operators</b>						
Marin	81,537	(1,094,305)	855,989	(156,779)	768,516	611,737
Napa	41,253	(547,351)	462,588	(43,509)	415,316	371,807
Solano/Vallejo <sup>5</sup>	4,345,719	(1,095,745)	1,393,115	4,643,089	1,250,753	5,893,842
Sonoma	154,310	(1,937,160)	1,637,168	(145,682)	1,469,867	1,324,185
CCCTA	144,556	(2,004,761)	1,622,703	(237,502)	1,456,880	1,219,378
ECCTA	88,114	(1,159,791)	980,185	(91,492)	880,020	788,528
LAVTA	910,297	(884,220)	670,586	696,663	602,059	1,298,722
Union City	155,508	(195,686)	234,757	194,579	210,768	405,347
WCCTA	19,283	(267,089)	216,188	(31,618)	194,096	162,478
<b>SUBTOTAL</b>	<b>5,940,577</b>	<b>(9,186,108)</b>	<b>8,073,281</b>	<b>4,827,749</b>	<b>7,248,275</b>	<b>12,076,024</b>
<b>Regional Paratransit</b>						
Alameda	31,558	(1,041,462)	886,451	(123,453)	795,864	672,411
Contra Costa	42,344	(816,245)	627,503	(146,398)	563,379	416,981
Marin	4,470	(147,718)	121,074	(22,174)	108,702	86,528
Napa	8,753	(116,182)	98,190	(9,239)	88,156	78,917
San Francisco	25,924	(832,201)	703,327	(102,950)	631,454	528,504
San Mateo	30,922	(410,315)	346,774	(32,619)	311,337	278,718
Santa Clara	88,454	(1,175,189)	993,199	(93,536)	891,704	798,168
Solano	902,071	(445,000)	271,151	728,222	243,442	971,664
Sonoma	42,703	(459,545)	388,380	(28,462)	348,692	320,230
<b>SUBTOTAL</b>	<b>1,177,199</b>	<b>(5,443,857)</b>	<b>4,436,047</b>	<b>169,391</b>	<b>3,982,729</b>	<b>4,152,121</b>
<b>Lifeline</b>						
Alameda	5,080,482	(5,841,385)	1,723,531	962,628	1,689,721	2,652,349
Contra Costa	2,864,977	(2,990,587)	1,089,889	964,279	1,068,509	2,032,788
Marin	556,377	0	199,527	755,905	195,613	951,518
Napa	463,078	(471,543)	154,755	146,290	151,720	298,010
San Francisco	3,909,710	(4,192,025)	954,199	671,884	935,481	1,607,365
San Mateo	1,637,260	0	641,661	2,278,921	629,074	2,907,995
Santa Clara	5,077,735	(1,000,000)	1,759,697	5,837,432	1,725,178	7,562,610
Solano	733,154	(671,934)	487,318	548,538	477,758	1,026,296
Sonoma	1,690,827	(443,268)	600,471	1,848,030	588,692	2,436,722
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
<b>SUBTOTAL</b>	<b>22,871,972</b>	<b>(15,810,682)</b>	<b>8,311,049</b>	<b>14,821,496</b>	<b>7,461,746</b>	<b>22,283,242</b>
<b>MTC Regional Coordination Program<sup>7</sup></b>	<b>23,631,214</b>	<b>(16,300,031)</b>	<b>7,645,488</b>	<b>14,976,671</b>	<b>6,864,199</b>	<b>21,840,870</b>
<b>BART to Warm Springs</b>	<b>328,985</b>	<b>0</b>	<b>0</b>	<b>328,985</b>	<b>0</b>	<b>328,985</b>
<b>eBART</b>	<b>1,029</b>	<b>0</b>	<b>0</b>	<b>1,029</b>	<b>0</b>	<b>1,029</b>
<b>Transit Emergency Service Contingency Fund<sup>8</sup></b>	<b>0</b>	<b>0</b>	<b>333,333</b>	<b>333,333</b>	<b>333,333</b>	<b>666,666</b>
<b>SamTrans</b>	<b>38,780</b>	<b>0</b>	<b>0</b>	<b>38,780</b>	<b>0</b>	<b>38,780</b>
<b>GRAND TOTAL</b>	<b>\$53,989,754</b>	<b>(\$46,740,679)</b>	<b>\$28,799,198</b>	<b>\$35,497,434</b>	<b>\$25,890,283</b>	<b>\$61,387,717</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. FY2015-16 STA revenue generation based on the \$297.6 million in the Governor's May 2016 revised FY2016-17 State Budget.

4. FY2016-17 STA revenue generation based on the \$266.9 million in the Governor's May 2016 revised FY2016-17 State Budget.

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>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D=Sum(A:C)</b>	<b>E</b>	<b>F=D+E</b>
	<b>6/30/2015</b>	<b>FY2014-16</b>	<b>FY2015-16</b>	<b>6/30/2016</b>	<b>FY2016-17</b>	<b>Total</b>
<b>Fund Source</b>	<b>Balance<sup>3</sup></b>	<b>Outstanding Commitments<sup>4</sup></b>	<b>Programming Amount<sup>5</sup></b>	<b>Projected Carryover</b>	<b>Programming Amount<sup>5</sup></b>	<b>Available for Allocation</b>
<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**

1. Original MTC Estimate (Feb, 15)	\$77,560,800
2. Revised Estimate (Feb, 16)	\$79,166,509
3. Revenue Adjustment (Lines 2-1)	\$1,605,709

**FY2016-17 AB1107 Estimate**

4. Projected Carryover (Feb, 16)	\$0
5. MTC Estimate (Feb, 16)	\$80,749,839
6. Total Funds Available (Lines 4+5)	\$80,749,839

**AB1107 APPORTIONMENT BY OPERATOR**

Column	A 6/30/2015 Balance (w/o interest)	B FY2014-15 Interest	C=Sum(A:B) 6/30/2015 Balance (w/ interest) <sup>1</sup>	D FY2014-16 Outstanding Commitments <sup>2</sup>	E FY2015-16 Original Estimate	F FY2015-16 Revenue Adjustment	G=Sum(A:F) 6/30/2016 Projected Carryover	H FY2016-17 Revenue Estimate	I=Sum(G:H) FY2016-17 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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<b>ARTICLE 4.5 &amp; STA PARATRANSIT SUBAPPORTIONMENT</b>				
<b>Apportionment Jurisdictions</b>	<b>Alameda</b>		<b>Contra Costa</b>	
	<b>Article 4.5</b>	<b>STA Paratransit</b>	<b>Article 4.5</b>	<b>STA Paratransit</b>
<b>Total Available</b>	<b>\$470,719</b>	<b>\$672,411</b>	<b>\$2,048,188</b>	<b>\$416,981</b>
AC Transit	\$3,319,767	\$607,711	\$666,727	\$119,170
LAVTA	\$123,457	\$29,506		
Pleasanton	\$67,174			
Union City	\$122,052	\$35,194		
CCCTA			\$791,132	\$162,988
ECCTA			\$417,191	\$108,850
WCCTA			\$173,139	\$25,973
<b>IMPLEMENTATION OF OPERATOR AGREEMENTS</b>				
<b>Fund Source</b>	<b>Apportionment Jurisdictions</b>	<b>Claimant</b>	<b>Amount<sup>1</sup></b>	<b>Program</b>
<b>Total Available BART STA Revenue-Based Funds</b>			<b>\$14,621,265</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>\$7,607,217</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>\$1,918,728</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>\$1,117,704</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 Spillover Payment Schedule	%	FY 2007-08 Spillover Distribution	FY2009-15 Spillover Distribution	MTC Res-3833 (RM 1 Funding)	MTC Res-3925 (STP/CMAQ Funding)	FY2016-17 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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FY2015-16 LCTOP Revenue Estimate <sup>1</sup>		FY2016-17 LCTOP Revenue Estimate <sup>2</sup>	
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  
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  
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**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**

Attachment A  
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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						
<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	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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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)		22,900,000	13. County Auditor Estimate		22,800,000
2. Revised Estimate (Feb, 15)		22,100,000	<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(800,000)	14. MTC Administration (0.5% of Line 13)		114,000
<b>FY2015-16 Planning and Administration Charges Adjustment</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>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(768,000)	19. Article 3.0 (2.0% of Line 18)		437,760
<b>FY2015-16 TDA Adjustment By Article</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)			

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	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(15,360)	705,349	437,760	1,143,109
Article 4.5										
<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>
Article 4/8										
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)**

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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**

*Attachment A  
Res No. 4220  
Page 16 of 17  
5/25/2016*

**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)**

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

<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:** Passed  
**File created:** 4/8/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:** 5/11/2016  
**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:** [7b Resolution-4185-4228\\_RM2](#)  
[3b Resolution-4185-4228\\_RM2.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

### 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 7b

### 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



BOARD OF DIRECTORS 2016

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EXECUTIVE DIRECTOR

May 10, 2016

Ms. Alix Bockelman  
Deputy Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

**RECEIVED**

**MAY 17 2016**

**MTC**

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 San Mateo County Transportation Authority (TA) 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 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 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 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 may be easier to implement 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.

Per the three party agreement between the TA, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the City of South San Francisco, Measure A Ferry Program category funds were awarded to help fund the construction of the South San Francisco Ferry terminal with the expectation that WETA would provide scheduled ferry service to South San Francisco for a

Ms. Alix Bockelman

May 10, 2016

Page 2 of 2

minimum of 5 years. Based on the solid upward trajectory of ridership growth from the inception of this service, we strongly support the continuation of RM2 operational funding for this service.

Please feel free to contact April Chan if you would like additional reasons why the TA supports the South San Francisco Ferry service. We look forward to working together to improve Transbay transit service.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Hartnett", is written over the word "Sincerely," and extends upwards and to the right.

Jim Hartnett  
Executive Director

cc: SMCTA Board of Directors  
Nina Rannells, WETA



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## 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

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Foster Enterprises  
Emeritus Advisor to the Chair

**Paul Shepherd**  
Cargill  
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





## EXECUTIVE COMMITTEE

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Keech Properties, LLC

**Sunil Pandya**  
Wells Fargo

**Mario Puccinelli**  
Recology San Mateo County

**Jonathan Scharfman**  
Universal Paragon Corporation

**Randy Smith**  
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**Cathy Widener**  
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 the first name "John" being the most prominent.

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

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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.

**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

## 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

MARK ADDIEGO, MAYOR  
PRADEEP GUPTA, PH.D., VICE MAYOR  
RICHARD A. GARBARINO, COUNCILMEMBER  
KARYL MATSUMOTO, COUNCILMEMBER  
LIZA NORMANDY, COUNCILMEMBER

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

**Sherri Sager**  
Chair of the Board  
Lucile Packard Children's Hospital

**Ariane Hogan**  
Vice Chair  
Genentech

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**Steve Mincey**  
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**Rosanne Foust**  
President & CEO  
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Foster Enterprises  
Emeritus Advisor to the Chair

**Paul Shepherd**  
Cargill  
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



## EXECUTIVE COMMITTEE

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**Sunil Pandya**  
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Recology San Mateo County

**Jonathan Scharfman**  
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**Randy Smith**  
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**Cathy Widener**  
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 the first name "John" being the most prominent.

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

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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.

**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:** Passed  
**File created:** 4/8/2016      **In control:** Programming and Allocations Committee  
**On agenda:** 5/11/2016      **Final action:** 5/11/2016  
**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:** [7c Resolution-4035 TPI](#)  
[4 Resolution-4035 TPI.pdf](#)

Date	Ver.	Action By	Action	Result
5/11/2016	1	Programming and Allocations Committee		

**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 7c

## MTC Resolution No. 4035, Revised

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**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.

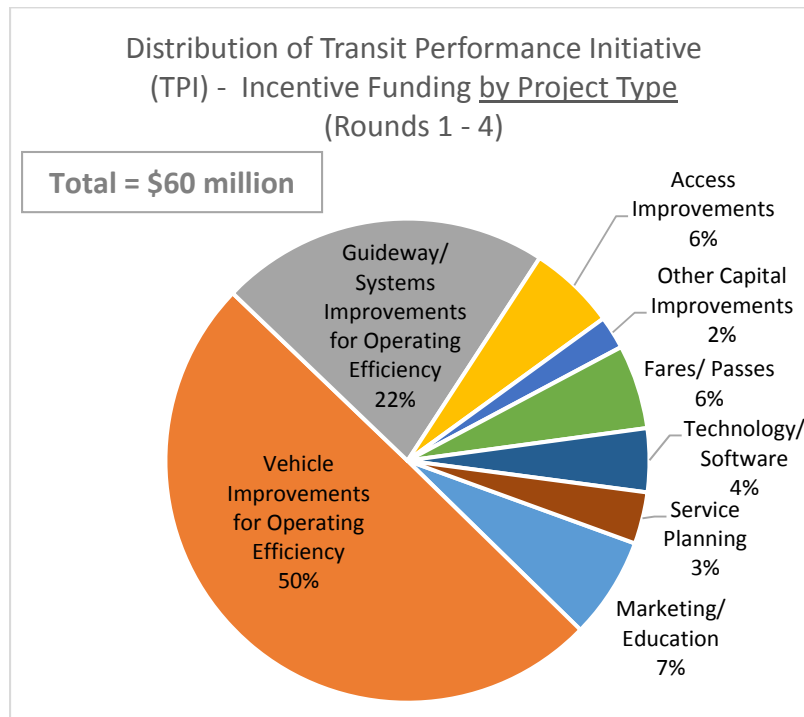
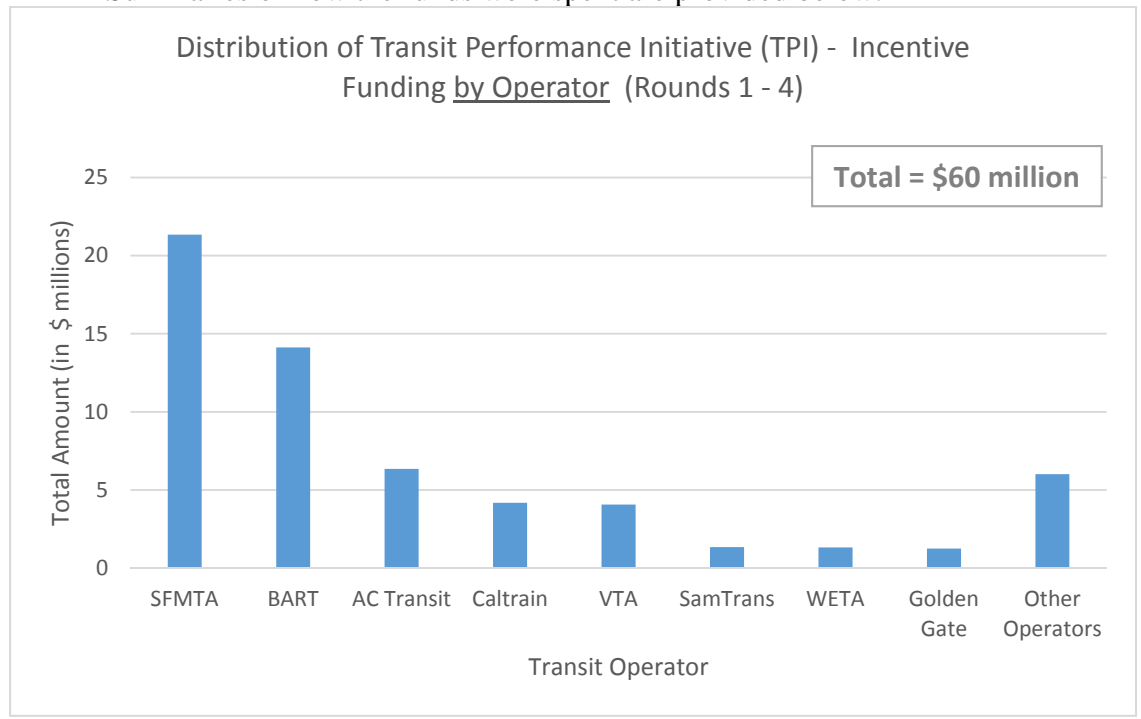
In March 2016, MTC issued a Call for Projects for Round 4. Since this is the 4th and last cycle of the TPI Incentive Program, operators will not be able to reserve these funds for a future programming round. Operators have been asked to submit applications for both their FY 2015-16 funding and any carryover 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

MTC Resolution No. 4035, Revised

Page 3

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

MTC Resolution No. 4035, Revised

Page 4

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.

## ABSTRACT

MTC Resolution No. 4035, Revised

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

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

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

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

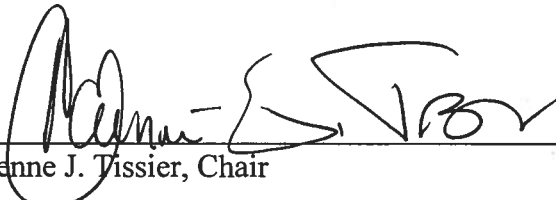
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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  
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>
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

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>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
<b>TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29</b>	<b>NCTPA NVTA</b>	<b>\$91,757</b>	<b>\$0</b>	<b>\$91,757</b>
<b>TPI - NCTPA NVTA - Bus Mobility Device Retrofits</b>	<b>NCTPA NVTA</b>	<b>\$120,988</b>	<b>\$0</b>	<b>\$120,988</b>
<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

# 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>
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 Programming and Allocations Committee

May 11, 2016

Agenda Item 4

## MTC Resolution No. 4035, Revised

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**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.

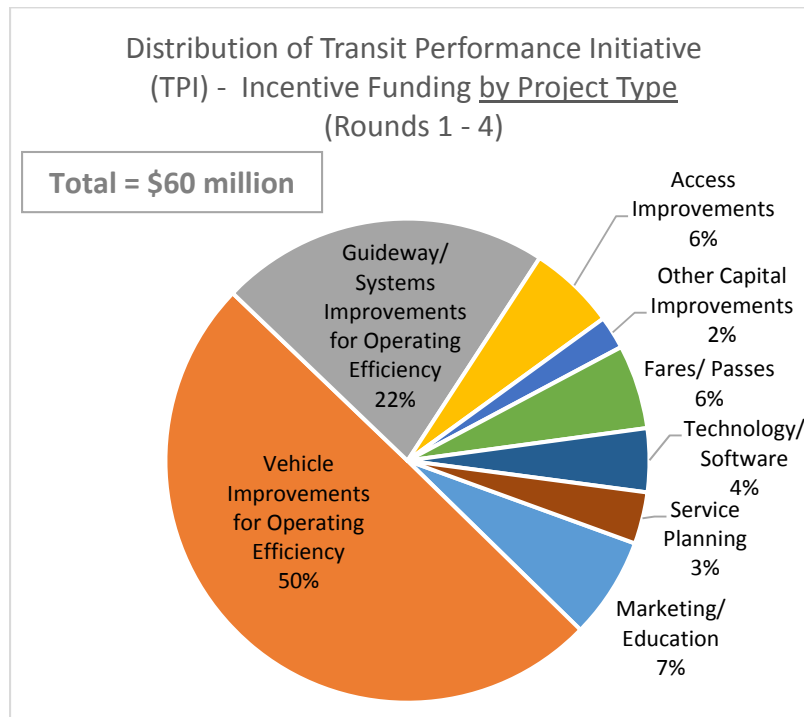
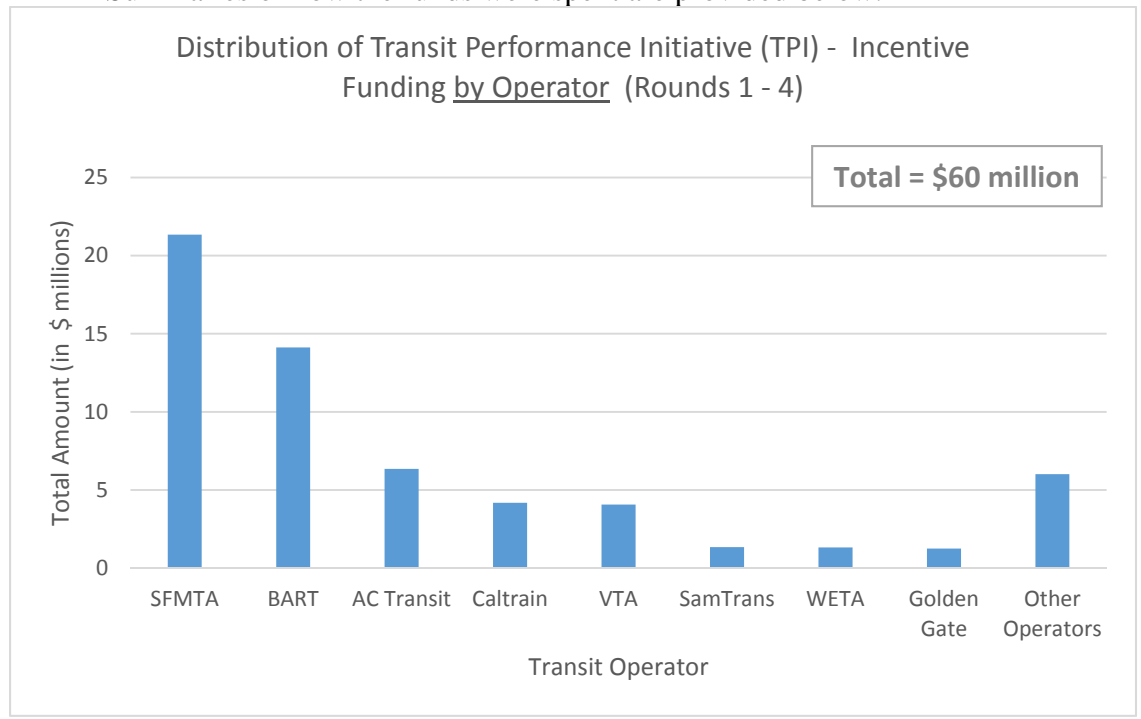
In March 2016, MTC issued a Call for Projects for Round 4. Since this is the 4th and last cycle of the TPI Incentive Program, operators will not be able to reserve these funds for a future programming round. Operators have been asked to submit applications for both their FY 2015-16 funding and any carryover 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

MTC Resolution No. 4035, Revised

Page 3

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

MTC Resolution No. 4035, Revised

Page 4

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

Page 5

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.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 6

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

Page 7

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

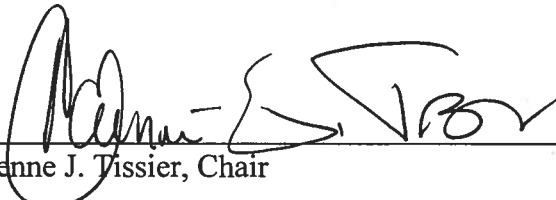
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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  
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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>
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:</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>

<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864

# 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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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

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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>
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>

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<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
<b>TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29</b>	<b>NCTPA NVTA</b>	<b>\$91,757</b>	<b>\$0</b>	<b>\$91,757</b>
<b>TPI - NCTPA NVTA - Bus Mobility Device Retrofits</b>	<b>NCTPA NVTA</b>	<b>\$120,988</b>	<b>\$0</b>	<b>\$120,988</b>
<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



# 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>
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>	15-1576	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Commission Approval	
<b>File created:</b>	4/19/2016	<b>In control:</b>		Legislation Committee	
<b>On agenda:</b>	5/13/2016	<b>Final action:</b>			
<b>Title:</b>	Solano County Measures G and H				

Five-year 0.5 percent general sales tax (Measure H), with advisory measure (Measure G) to invest funds in local street and road, safety, and senior / disabled mobility projects.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8a Solano Cty. Measures G and H](#)  
[4a Solano Cty. Measures G and H](#)

Date	Ver.	Action By	Action	Result
5/13/2016	1	Legislation Committee		

**Subject:**

Solano County Measures G and H

Five-year 0.5 percent general sales tax (Measure H), with advisory measure (Measure G) to invest funds in local street and road, safety, and senior / disabled mobility projects.

**Presenter:**

Randy Rentschler

**Recommended Action:**

Support / Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 8a

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## Memorandum

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: Solano County Measures G and H

### Background

Solano County is the region's only county without a voter-approved half-cent (or greater) sales tax for transportation purposes. This is not for lack of trying. Though it has been 10 years since its last attempt, Solano County has placed three sales tax measures before the voters, most recently Measure H in June 2006, which received only 45 percent support. Two previous attempts came close but failed to garner the needed two-thirds voter approval (Measure E in November 2002 received 60 percent approval, while Measure A in November 2004 received 64 percent). In June, the county is seeking voter support for a short-term (five year) general half-cent sales tax (Measure H), accompanied by an advisory measure (Measure G) stating that the intent of the voters is for the county to spend all of the funds on transportation improvements, including local road repairs and safety improvements (96 percent), transportation for seniors and disabled persons (3 percent) and accountability/oversight (1 percent).

### Recommendation: Support

#### Discussion

Measure H is estimated to generate between \$150-180 million over five years. Attachment A lists the estimated amount of funding for each city and the county. Funds would be distributed based on the following formula: 40 percent by population, 40 percent by lane miles and 20 percent by sales tax generation. Approximately 49 percent of Solano County's roads are in "at risk/poor" condition. Due to the cuts in the variable-rate state gas tax, the county has lost \$11 million in funding for streets and roads over the last two years. On average, Solano county's streets are currently ranked "fair" with an average pavement condition index of 65 percent but the county is currently short \$20 million per year to maintain current conditions. Based on extensive public outreach, Solano Transportation Authority found that the road repairs were voters' greatest transportation concern, followed by safety and transportation for seniors and disabled.

To address its significant transportation needs, staff recommends MTC endorse Solano County's Measure G and H on the June 2016 ballot.

### Known Positions

#### Support

Napa and Solano Counties Central Labor Council  
Solano Transportation Authority  
Solano County Board of Supervisors

#### Oppose

Solano County Taxpayer's Association

  
Steve Heminger

SH: rl

Attachment

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# How Much Would a 1/2 Cent Local Sales Tax Raise?

- ▶ 1/2 Cent Sales Tax would produce approx. \$150M to \$180M over 5 years
  - ▶ Distribution based on 3 factors
    - ▶ Population (40%)
    - ▶ Total Lane Miles (40%)
    - ▶ Taxable Sales (20%)

Jurisdiction	Distribution Percentage	Proceeds of 1/2 Cent Sales Tax	
		Annually	5 Years
Benicia	6%	\$1,839,000	\$9,196,000
Dixon	4%	\$1,276,000	\$6,379,000
Fairfield	23%	\$6,936,000	\$34,681,000
Rio Vista	2%	\$458,000	\$2,288,000
Suisun City	5%	\$1,513,000	\$7,564,000
Vacaville	20%	\$5,874,000	\$29,372,000
Vallejo	23%	\$6,882,000	\$34,409,000
County of Solano	17%	\$5,222,000	\$26,110,000
<b>TOTAL</b>	<b>100%</b>	<b>\$30,000,000</b>	<b>\$150,000,000</b>



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee  
FR: Executive Director  
RE: Solano County Measures G and H

DATE: May 6, 2016

W. I. 1131

### **Background**

Solano County is the region's only county without a voter-approved half-cent (or greater) sales tax for transportation purposes. This is not for lack of trying. Though it has been 10 years since its last attempt, Solano County has placed three sales tax measures before the voters, most recently Measure H in June 2006, which received only 45 percent support. Two previous attempts came close but failed to garner the needed two-thirds voter approval (Measure E in November 2002 received 60 percent approval, while Measure A in November 2004 received 64 percent). In June, the county is seeking voter support for a short-term (five year) general half-cent sales tax (Measure H), accompanied by an advisory measure (Measure G) stating that the intent of the voters is for the county to spend all of the funds on transportation improvements, including local road repairs and safety improvements (96 percent), transportation for seniors and disabled persons (3 percent) and accountability/oversight (1 percent).

### **Recommendation: Support**

#### **Discussion**

Measure H is estimated to generate between \$150-180 million over five years. Attachment A lists the estimated amount of funding for each city and the county. Funds would be distributed based on the following formula: 40 percent by population, 40 percent by lane miles and 20 percent by sales tax generation. Approximately 49 percent of Solano County's roads are in "at risk/poor" condition. Due to the cuts in the variable-rate state gas tax, the county has lost \$11 million in funding for streets and roads over the last two years. On average, Solano county's streets are currently ranked "fair" with an average pavement condition index of 65 percent but the county is currently short \$20 million per year to maintain current conditions. Based on extensive public outreach, Solano Transportation Authority found that the road repairs were voters' greatest transportation concern, followed by safety and transportation for seniors and disabled.

To address its significant transportation needs, staff recommends MTC endorse Solano County's Measure G and H on the June 2016 ballot.

### **Known Positions**

#### **Support**

Napa and Solano Counties Central Labor Council  
Solano Transportation Authority  
Solano County Board of Supervisors

#### **Oppose**

Solano County Taxpayer's Association

  
Steve Heminger

SH: rl

Attachment

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# How Much Would a ½ Cent Local Sales Tax Raise?

- ½ Cent Sales Tax would produce approx. \$150M to \$180M over 5 years
- Distribution based on 3 factors
  - Population (40%)
  - Total Lane Miles (40%)
  - Taxable Sales (20%)

Jurisdiction	Distribution Percentage	Proceeds of ½ Cent Sales Tax	
		Annually	5 Years
Benicia	6%	\$1,839,000	\$9,196,000
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County of Solano	17%	\$5,222,000	\$26,110,000
<b>TOTAL</b>	<b>100%</b>	<b>\$30,000,000</b>	<b>\$150,000,000</b>



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1585      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 4/26/2016      **In control:** Legislation Committee  
**On agenda:** 5/13/2016      **Final action:**  
**Title:** Affordable Housing: FY 2016-17 Budget Request; SB 1069 (Wieckowski), AB 2441 (Thurmond), AB 2502 (Mullin); SB 1053 (Leno)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8b Affordable Housing](#)  
[5a Affordable Housing](#)

Date	Ver.	Action By	Action	Result
5/13/2016	1	Legislation Committee		
5/13/2016	1	Legislation Committee		

**Subject:**

Affordable Housing: FY 2016-17 Budget Request; SB 1069 (Wieckowski), AB 2441 (Thurmond), AB 2502 (Mullin); SB 1053 (Leno)

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / Support / Support / Support / Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
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San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## Memorandum

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: Affordable Housing: FY 2016-17 Budget Request; SB 1069 (Wieckowski), AB 2441 (Thurmond), AB 2502 (Mullin); and SB 1053 (Leno)

### Background

The Legislature is considering numerous proposals to address the state's affordable housing crisis this year. One major effort, led by Assembly Member David Chiu and Assembly Member Tony Thurmond, is to secure approximately \$1.3 billion in General Fund revenue through the budget process. There are also numerous bills under consideration to expand supply and improve access to affordable housing. Staff recommends MTC focus our affordable housing advocacy efforts on the budget proposal, and the four bills detailed below.

### FY 2016-17 Budget Proposal

The Chiu/Thurmond budget proposal, described in their own words in Attachment 1, seeks over \$1.3 billion in surplus revenue in the General Fund for the following five priorities:

- Rental housing for lower income working families;
- Homeownership opportunities and rental housing for working families;
- Affordable housing for rural California, including for farmworkers and their families;
- Seismic retrofitting of "soft-story" homes; and
- Housing assistance and production for homeless individuals and their families

Given the huge need for additional revenue and the sizeable General Fund surplus, MTC staff believes this proposal is worthy of our support.

### Recommendation: Support

### Discussion

#### SB 1069 (Wieckowski): Accessory Dwelling Units

Under current law, a local government can adopt an ordinance providing for the area of its jurisdiction where accessory dwelling units (ADU), also known as a second units, are allowed. The Legislature has numerous bills designed to facilitate development of such units, but in many jurisdictions approval is extremely costly and onerous, effectively blocking this form of smaller-scale, infill affordable housing. SB 1069, sponsored by the Bay Area Council and supported by a wide array of organizations (see Attachment 2) makes the following key changes:

- Prohibits parking standards from being imposed on ADUs in certain circumstances;
- Requires ministerial approval of an application for an ADU that is contained within an existing single-family residence, has independent access from the existing residence, and has sufficient setbacks for fire safety.

- Prohibits requiring fire sprinklers if such requirement does not apply to the primary residence.
- Requires local agencies to approve a completed application without discretionary review or a public hearing within 90 days, under certain conditions.

As noted in the Senate Governance and Finance Committee analysis, ADUs “provide one option for increasing density while avoiding some of the impacts associated with larger, high density projects such as multifamily housing.” For this reason, staff recommends MTC support SB 1069.

**AB 2441 (Thurmond): Workforce Housing Pilot Program**

This bill would create the Workforce Housing Pilot Program, a grant program for cities and counties located in “high-cost counties” (as defined by the U.S. Housing and Urban Development Department) for the acquisition, construction, or rehabilitation of rental housing projects or downpayment assistance to serve persons and families of low or moderate income (defined as ranging from 60-120 percent of area median income). Existing state subsidies for development of multi-family housing are capped at 60 percent AMI, even though there is a huge shortage of housing affordable to many persons and families above that level. To improve the availability of workforce housing and reduce displacement of existing residents, staff recommends MTC support AB 2441.

**AB 2502 (Mullin): Inclusionary Zoning**

This bill affirms the right of a local jurisdiction to establish, as a condition of development, inclusionary housing ordinances, which require developers to allocate a certain percentage of housing units in a new development to be affordable to low- and moderate-income households. In 2010, the California Building Industry Association challenged such right in a case against the City of San Jose’s inclusionary housing ordinance. The State Supreme Court upheld local government’s authority to adopt inclusionary housing ordinances in June 2015. By amending the statute that enumerates the basic powers of local government, AB 2502 provides greater certainty to local government that this right will not be subject to future legal challenge. To affirm the legality of this important affordable housing tool in statute, staff recommends MTC support AB 2502 (Mullin).

**SB 1053 (Leno): Ending Housing Choice Voucher “Section 8” Discrimination**

This bill seeks to prevent landlords from discriminating against tenants who receive federal housing assistance subsidies. Under California’s Fair Employment and Housing Act (FEHA), landlords are already prohibited from discriminating based upon a tenants “source of income,” but this doesn’t include income paid directly to a housing owner or landlord. The Housing Choice Voucher Program, known as “Section 8” is the largest federal housing assistance program in California, providing rental subsidies to low income families, the elderly and the disabled. Tenants with vouchers find housing in the private market and pay 30 percent of their income in rent; the federal government pays the rest.

SB 1053 ensures that landlords cannot deny low-income families, seniors and the disabled the opportunity to apply for rentals or evict them based solely on the fact that they receive a housing voucher. Landlords will still be able to screen prospective tenants for credit, criminal history, and other lawful criteria. Because this bill would ensure California is taking full advantage of federal housing subsidies and help families and individuals qualifying for federal housing subsidies afford to live in the Bay Area, staff recommends MTC support SB 1053.

**Known Positions**

See attached

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

SH: rl

Attachment

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ASSEMBLY COMMITTEE ON  
HOUSING AND COMMUNITY DEVELOPMENT

DAVID CHIU, CHAIR

邱信福

ASSEMBLYMEMBER, SEVENTEENTH DISTRICT

April 14, 2016

Honorable Adrin Nazarian  
Assemblymember Forty-sixth District  
Chair, Assembly Budget Sub-4 Committee  
State Capitol, Room 4146  
Sacramento, CA 95814

Dear Assemblymember Nazarian,

As you know, California faces an affordable housing crisis that tarnishes the promise of our great state. When the costs of our record high rents and home prices are factored in we have the highest poverty rate in the nation. Since 2008, median rents in California have increased by over 20 percent, as median incomes have dropped by 8 percent. Over 1.5 million low-income families lack access to an affordable rental home, and our state includes 20 percent of our country's homeless population. As affordable housing production by the private sector has significantly diminished, and the state has significantly reduced its investment in affordable housing, now more than ever we need to prioritize the production of new affordable units.

California's homeownership rate is at a record low of 54 percent, as skyrocketing home prices have outpaced median incomes. In high cost areas, teachers, nurses, firefighters, police officers and other middle class public servants can no longer afford to live in the communities they serve. The imbalance of affordable housing near jobs has far-reaching negative impacts, exacerbating traffic congestion, climate change, and income inequality.

A precipitous drop in state and federal divestment in affordable housing has intensified these problems. With the elimination of California's redevelopment agencies and the exhaustion of state housing bonds, California has reduced its funding for the development and preservation of affordable homes by 79 percent - approximately \$1.7 billion a year. No permanent or sustainable source of funding has been created to compensate for this loss. The housing crisis has contributed to a growing homeless population, increased pressure on local social safety nets, created an unstable development and construction marketplace, and has led to the departure of tens of thousands of long-time Californians.

While we continue work on a permanent funding source for affordable housing in the state, Californians cannot wait. Immediate action is needed. We need to make a strategic investment in this budget year to address our housing crisis.



Page 2

Investing one-time surplus funding in affordable housing production makes sense. Housing does not require ongoing state maintenance or investment, but creates long term benefits: our state programs require state-funded housing to be provided to lower-income families for 55 years. Investment in many state programs results in significant leverage of private, federal, and local investment. Furthermore:

- Affordable housing saves money -- on average, a single homeless Californian incurs \$2,897 per month in county costs for emergency room visits and in-patient hospital stays as well as the costs of arrests and incarceration. Roughly 79 percent of these costs are cut when that person has an affordable home.
- Development creates jobs -- an estimated 29,000 jobs are created for every \$500 million spent on affordable housing production.
- Affordable housing alleviates poverty -- California households with the lowest 25 percent of incomes spend 67 percent of their income on housing, leaving little left over for other essential needs.

As our state economy continues to rebound, we have begun restoring some of the cuts made to many of our state's critical programs, but unfortunately, housing was not one of these areas. Affordable housing resources that were reduced to zero when redevelopment was eliminated must be among these restorations.

For these reasons, we request the following investment into the following key areas to address our housing affordability crisis:

---

#### **Rental Housing for Lower Income Working Families**

- \$300 million for the Low income Housing Tax Credit (LIHTC). This program funds the construction, rehabilitation, acquisition of multi-family rental housing for families and individuals at 60 percent of area median income (AMI) or below. This one time investment will leverage \$550 million in federal 4% LIHTC and at least \$400 million in federal tax-exempt bond authority.
- \$200 million for the Multi-family Housing Program (MHP). This program funds the construction, rehabilitation, and acquisition of multi-family rental housing for families and individuals at 60 percent of AMI or below.

#### **Homeownership Opportunities and Rental Housing for Working Families**

- \$200 million for the Local Funding Grants for Workforce Housing. This new program will provide funding to local governments for down payment assistance, homeownership assistance, rental housing, and to address displacement for individuals

and families. In high cost areas local governments could serve families that make up to 120 percent of AMI. The program would require local jurisdictions to provide a funding match.

- \$200 million for CalHome. This program provides for grants and loans to local governments and nonprofit organizations for rehabilitation of existing homes, mortgage assistance, real property acquisition, site development, predevelopment, and construction period expenses of homeownership development projects, or permanent financing for mutual housing and cooperative developments. Within this program is the Self-Help Housing Program that provides grants to nonprofit organizations for construction supervision of groups of families building their own homes.

#### **Housing for Farmworkers and their Families**

- \$50 million Joe Serna Farmworker Housing Grant Program. This program finances the new construction, rehabilitation, and acquisition of owner-occupied and rental units for agricultural workers, with a priority for lower income households.
- \$25 million increase to the Farmworker Housing Tax Credit. This program funds the construction, rehabilitation, and acquisition of multi-family rental housing for farmworkers and their families who make up to 60 percent of AMI.
- \$250,000 for the Napa County Farmworker Housing Centers. Napa County is not eligible for funding from the Office of Migrant Services program; however, to maintain the County's three farmworker housing centers, additional funding is needed.

#### **Seismic Retrofit of Soft-Story Homes**

- \$60 million for Personal Income Tax Credit for Seismic Retrofit of Soft Story buildings. This program allows a credit equal to 30 percent of a qualified taxpayer's qualified costs incurred for seismic retrofit construction.

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- \$200 million for Multi-Family Housing Program – Supportive Housing. This program funds the construction, rehabilitation, acquisition of rental housing with supportive services for families and individuals who are homeless or at-risk of homelessness whose incomes do not exceed 30 percent of AMI.
- \$60 million for the Medi-Cal Housing Program. This new program would provide rental assistance for people who are homeless and enrolled in Medi-Cal served through a county's 1115 Waiver Whole Person Care Pilot Program. The federal government has authorized \$1.5 billion in funding for funding for services for the Whole Person Care

Page 4

Pilot Program. Ongoing funding for the program would come from future savings by Medi-Cal due to housing high-risk homeless clients.

- \$40 million for the Emergency Shelter Grant Program. This program assists persons at risk of becoming homeless with homelessness prevention assistance and rapid rehousing.

We appreciate your consideration of this request and look forward to working with you to ensure that California's families are served through these vital housing programs.

Sincerely,



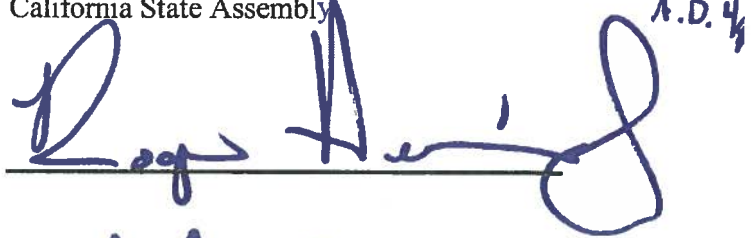
David Chiu, Chair  
Housing and Community Development  
Committee



Tony Thurmond,  
Assemblymember Fifteenth District  
California State Assembly



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AD #18



AD22



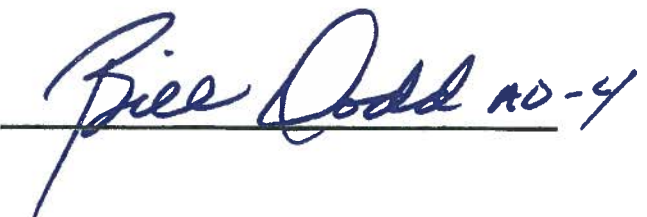
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AD27



AD14



AD-4

Page 5

Jon H. Atkins AD 78

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Cc: Speaker Anthony Rendon  
Assemblymember Philip Y. Ting

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**Bill Positions as of 5/6/2016**

**Organizations on Record in Support of SB 1069 (Wieckowski)**

Bay Area Council (sponsor)	MacKenzie Communications, Inc.
AARP	Manatt
American Planning Association of California	Marvell
Bay Area Building Industry Association	McKinsey & Company
Bishop Ranch	Nehemiah Corporation of America
Blue Shield of California	New Avenue
Bridge Housing	Nibbi
California Association of Realtors	Nonprofit Housing Association of California
California Building Industry Association	North Bay Leadership Council
California Renters Legal Advocacy and Education Fund	PLANT
Center for Creative Land Recycling	Polaris Pacific
Chase Communications	Rhoades Planning Group
Colliers International	Richard Rosenberg, Chairman and CEO (RET.)
Cushman & Wakefield	Bank of America
East Bay Leadership Council	Reuben, Junius & Rose, LLP
Emerald Fund	San Francisco Housing Action Coalition
Facebook	San Mateo County Economic Development Association
Hanson Bridgett	SPUR
HKS	SVAngel
Joint Venture Silicon Valley Network	SV@Home
Karen Chappelle, Professor of City and Regional Planning, UC Berkeley	TechCU
Lennar Urban	Virgin America
	Webcor Builders

**Organizations on Record in Opposition of SB 1069 (Wieckowski)**

California State Association of Counties

**Organizations on Record in Support of AB 2441 (Thurmond)**

City of Santa Monica	State Building and Construction Trades Council
League of California Cities	

None on file

**Organizations on Record in Opposition of AB 2441 (Thurmond)**

None on file

**Organizations on Record in Support of AB 2502 (Mullin)**

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Alameda County Board of Supervisors	Greenlining Institute
Alliance for Community Transit – Los Angeles	Grounded Solutions Network
American Planning Association, California Chapter	HIP Housing
Asian Pacific Environmental Network	Housing California
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California Housing Partnership Corporation	Little Tokyo Service Center
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California State Association of Counties	MidPen Housing Corporation
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City of Belmont	People's Self-Help Housing
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City of San Jose	Public Advocates, Inc.
City of Sunnyvale	Public Counsel
City of Walnut Creek	San Diego Housing Federation
City of West Hollywood	San Francisco Council of Community Housing Organizations
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Community Housing Partnership	Southeast Asian Community Alliance
Community Legal Services in East Palo Alto	St. Mary's Center
Contra Costa County Board of Supervisors	Strategic Actions for a Just Economy
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East LA Community Corporation	Tenants Together
Every One Home	Thai Community Development Center
Faith in Action Bay Area	Western Center on Law and Poverty

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Apartment Association of Orange County	GH Palmer Associates
California Apartment Association	North Valley Property Owner Association
California Association of Realtors	San Diego County Apartment Association
California Building Industry Association	Santa Barbara Rental Property Association
California Business Properties Association	Southwest California Legislative Council

**Organizations on Record in Support of SB 1053 (Leno)**

Aids Legal Referral Panel	Housing Rights Center
American Legion-Department of California	Inner City Law Center
AMVETS-Department of California	Law Foundation of Silicon Valley
The Arc, California	Legal Aid Foundation of Los Angeles
Association of Regional Center Agencies	Legal Aid of Marin
Bet Tzedek Legal Services	Legal Services of Northern California
California Alliance for Retired Americans	Mental Health Advocacy Services, Inc.
California Association of County Veteran Service Officers	Military Officers Association of America, California Council of Chapters
California Church IMPACT	National Association of Social Workers, California Chapter
California Public Interest Research Group	Neighborhood Legal Services of Los Angeles County
California Rural Legal Assistance, Inc.	Public Advocates
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Housing Equality Law Project	
Housing Leadership Council of San Mateo County	

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California Building Industry Association	Western Manufactured Housing Communities Association
California Business Properties Association	





METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 5a

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: Affordable Housing: FY 2016-17 Budget Request; SB 1069 (Wieckowski), AB 2441 (Thurmond), AB 2502 (Mullin); and SB 1053 (Leno)

### **Background**

The Legislature is considering numerous proposals to address the state's affordable housing crisis this year. One major effort, led by Assembly Member David Chiu and Assembly Member Tony Thurmond, is to secure approximately \$1.3 billion in General Fund revenue through the budget process. There are also numerous bills under consideration to expand supply and improve access to affordable housing. Staff recommends MTC focus our affordable housing advocacy efforts on the budget proposal, and the four bills detailed below.

### **FY 2016-17 Budget Proposal**

The Chiu/Thurmond budget proposal, described in their own words in Attachment 1, seeks over \$1.3 billion in surplus revenue in the General Fund for the following five priorities:

- Rental housing for lower income working families;
- Homeownership opportunities and rental housing for working families;
- Affordable housing for rural California, including for farmworkers and their families;
- Seismic retrofitting of "soft-story" homes; and
- Housing assistance and production for homeless individuals and their families

Given the huge need for additional revenue and the sizeable General Fund surplus, MTC staff believes this proposal is worthy of our support.

### **Recommendation: Support**

### **Discussion**

#### **SB 1069 (Wieckowski): Accessory Dwelling Units**

Under current law, a local government can adopt an ordinance providing for the area of its jurisdiction where accessory dwelling units (ADU), also known as a second units, are allowed. The Legislature has numerous bills designed to facilitate development of such units, but in many jurisdictions approval is extremely costly and onerous, effectively blocking this form of smaller-scale, infill affordable housing. SB 1069, sponsored by the Bay Area Council and supported by a wide array of organizations (see Attachment 2) makes the following key changes:

- Prohibits parking standards from being imposed on ADUs in certain circumstances;
- Requires ministerial approval of an application for an ADU that is contained within an existing single-family residence, has independent access from the existing residence, and has sufficient setbacks for fire safety.

- Prohibits requiring fire sprinklers if such requirement does not apply to the primary residence.
- Requires local agencies to approve a completed application without discretionary review or a public hearing within 90 days, under certain conditions.

As noted in the Senate Governance and Finance Committee analysis, ADUs “provide one option for increasing density while avoiding some of the impacts associated with larger, high density projects such as multifamily housing.” For this reason, staff recommends MTC support SB 1069.

**AB 2441 (Thurmond): Workforce Housing Pilot Program**

This bill would create the Workforce Housing Pilot Program, a grant program for cities and counties located in “high-cost counties” (as defined by the U.S. Housing and Urban Development Department) for the acquisition, construction, or rehabilitation of rental housing projects or downpayment assistance to serve persons and families of low or moderate income (defined as ranging from 60-120 percent of area median income). Existing state subsidies for development of multi-family housing are capped at 60 percent AMI, even though there is a huge shortage of housing affordable to many persons and families above that level. To improve the availability of workforce housing and reduce displacement of existing residents, staff recommends MTC support AB 2441.

**AB 2502 (Mullin): Inclusionary Zoning**

This bill affirms the right of a local jurisdiction to establish, as a condition of development, inclusionary housing ordinances, which require developers to allocate a certain percentage of housing units in a new development to be affordable to low- and moderate-income households. In 2010, the California Building Industry Association challenged such right in a case against the City of San Jose’s inclusionary housing ordinance. The State Supreme Court upheld local government’s authority to adopt inclusionary housing ordinances in June 2015. By amending the statute that enumerates the basic powers of local government, AB 2502 provides greater certainty to local government that this right will not be subject to future legal challenge. To affirm the legality of this important affordable housing tool in statute, staff recommends MTC support AB 2502 (Mullin).

**SB 1053 (Leno): Ending Housing Choice Voucher “Section 8” Discrimination**

This bill seeks to prevent landlords from discriminating against tenants who receive federal housing assistance subsidies. Under California’s Fair Employment and Housing Act (FEHA), landlords are already prohibited from discriminating based upon a tenants “source of income,” but this doesn’t include income paid directly to a housing owner or landlord. The Housing Choice Voucher Program, known as “Section 8” is the largest federal housing assistance program in California, providing rental subsidies to low income families, the elderly and the disabled. Tenants with vouchers find housing in the private market and pay 30 percent of their income in rent; the federal government pays the rest.

SB 1053 ensures that landlords cannot deny low-income families, seniors and the disabled the opportunity to apply for rentals or evict them based solely on the fact that they receive a housing voucher. Landlords will still be able to screen prospective tenants for credit, criminal history, and other lawful criteria. Because this bill would ensure California is taking full advantage of federal housing subsidies and help families and individuals qualifying for federal housing subsidies afford to live in the Bay Area, staff recommends MTC support SB 1053.

**Known Positions**

See attached

  
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Steve Heminger

SH: rl

Attachment



ASSEMBLY COMMITTEE ON  
HOUSING AND COMMUNITY DEVELOPMENT

DAVID CHIU, CHAIR

邱信福

ASSEMBLYMEMBER, SEVENTEENTH DISTRICT

April 14, 2016

Honorable Adrin Nazarian  
Assemblymember Forty-sixth District  
Chair, Assembly Budget Sub-4 Committee  
State Capitol, Room 4146  
Sacramento, CA 95814

Dear Assemblymember Nazarian,

As you know, California faces an affordable housing crisis that tarnishes the promise of our great state. When the costs of our record high rents and home prices are factored in we have the highest poverty rate in the nation. Since 2008, median rents in California have increased by over 20 percent, as median incomes have dropped by 8 percent. Over 1.5 million low-income families lack access to an affordable rental home, and our state includes 20 percent of our country's homeless population. As affordable housing production by the private sector has significantly diminished, and the state has significantly reduced its investment in affordable housing, now more than ever we need to prioritize the production of new affordable units.

California's homeownership rate is at a record low of 54 percent, as skyrocketing home prices have outpaced median incomes. In high cost areas, teachers, nurses, firefighters, police officers and other middle class public servants can no longer afford to live in the communities they serve. The imbalance of affordable housing near jobs has far-reaching negative impacts, exacerbating traffic congestion, climate change, and income inequality.

A precipitous drop in state and federal divestment in affordable housing has intensified these problems. With the elimination of California's redevelopment agencies and the exhaustion of state housing bonds, California has reduced its funding for the development and preservation of affordable homes by 79 percent - approximately \$1.7 billion a year. No permanent or sustainable source of funding has been created to compensate for this loss. The housing crisis has contributed to a growing homeless population, increased pressure on local social safety nets, created an unstable development and construction marketplace, and has led to the departure of tens of thousands of long-time Californians.

While we continue work on a permanent funding source for affordable housing in the state, Californians cannot wait. Immediate action is needed. We need to make a strategic investment in this budget year to address our housing crisis.

Page 2

Investing one-time surplus funding in affordable housing production makes sense. Housing does not require ongoing state maintenance or investment, but creates long term benefits: our state programs require state-funded housing to be provided to lower-income families for 55 years. Investment in many state programs results in significant leverage of private, federal, and local investment. Furthermore:

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As our state economy continues to rebound, we have begun restoring some of the cuts made to many of our state's critical programs, but unfortunately, housing was not one of these areas. Affordable housing resources that were reduced to zero when redevelopment was eliminated must be among these restorations.

For these reasons, we request the following investment into the following key areas to address our housing affordability crisis:

#### **Rental Housing for Lower Income Working Families**

- \$300 million for the Low income Housing Tax Credit (LIHTC). This program funds the construction, rehabilitation, acquisition of multi-family rental housing for families and individuals at 60 percent of area median income (AMI) or below. This one time investment will leverage \$550 million in federal 4% LIHTC and at least \$400 million in federal tax-exempt bond authority.
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Sincerely,



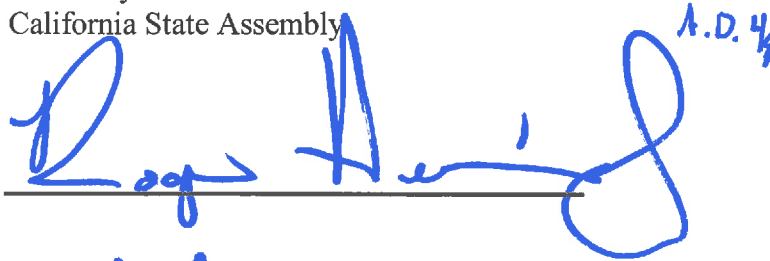
David Chiu, Chair  
Housing and Community Development  
Committee



Tony Thurmond,  
Assemblymember Fifteenth District  
California State Assembly



56AD



A.D. 4



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AD22



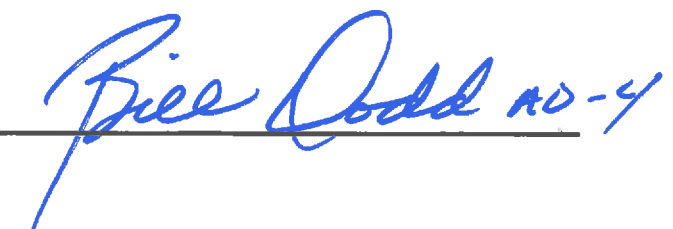
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AD27



AD14



AD-4

Page 5

Jon H. Calkins AD78

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Cc: Speaker Anthony Rendon  
Assemblymember Philip Y. Ting

**Bill Positions as of 5/6/2016**

**Organizations on Record in Support of SB 1069 (Wieckowski)**

Bay Area Council (sponsor)	MacKenzie Communications, Inc.
AARP	Manatt
American Planning Association of California	Marvell
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Blue Shield of California	New Avenue
Bridge Housing	Nibbi
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Center for Creative Land Recycling	Polaris Pacific
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California State Association of Counties

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None on file

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California Building Industry Association	Western Manufactured Housing Communities Association
California Business Properties Association	



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1574      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 4/19/2016      **In control:** Legislation Committee  
**On agenda:** 5/13/2016      **Final action:**  
**Title:** State Transit Assistance Clean-Up Bill  
Distribution of Revenue-Based Funds.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8c State Transit Assistance Clean-Up Bill](#)  
[5d State Transit Assistance Clean-Up Bill](#)

Date	Ver.	Action By	Action	Result
5/13/2016	1	Legislation Committee		

**Subject:**

State Transit Assistance Clean-Up Bill

Distribution of Revenue-Based Funds.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: State Transit Assistance Clean-Up Bill

### **Background**

In January 2016, the State Controller's Office (SCO) altered its methodology for calculating the distribution of revenue-based State Transit Assistance (STA) funds in response to challenges made by several transit agencies in Southern California seeking eligibility for STA. The SCO determined that the prior methodology was inconsistent with statute, even though such methodology had been formally incorporated into the California Code of Regulations. The new approach resulted in two major changes:

- New entities that had never received STA funding were suddenly deemed eligible and apportioned funding, including the San Francisco Transbay Joint Powers Authority, which does not—and will not—operate public transit. In addition, consolidated transportation service authorities (CTSAs), which provide specialized service transit (i.e. paratransit) were deemed eligible, as well as some operators that will operate transit in the future, but currently do not, such as the Sonoma Marin Area Rail Transit Agency (SMART).
- The calculation used by the SCO to determine each transit agency's share of funding was significantly changed to include both the longstanding inclusion of local funds targeted for operations, *and, for the first time*, included funding reported to the SCO for capital expenditures. This was, by far, the most significant change to the program.

This change in the calculation of local revenue greatly altered each operator's share of STA funding and deviated from the historic concept that STA revenue-based funding was intended to be distributed in proportion to the level of transit service provided and riders carried.

The practical effect of this change was that while the Bay Area's overall share of funding stayed roughly the same, there were some clear winners and losers among individual operators, most notably the San Francisco Municipal Transportation Agency, whose share of STA funding fell from 40 percent to 25 percent of the region's revenue-based STA funding (a reallocation of roughly \$12 million), the Santa Clara Valley Transit Authority, whose share grew from 12 percent to 19 percent (a gain of about \$6 million) and the San Francisco Bay Area Rapid Transit District (BART), whose share grew from 22 percent to 29 percent (a gain of about \$6 million).

**Recommendation: Support STA Budget Trailer Bill and Long-Term Policy Bill**

### Discussion

Since January, MTC staff has consulted with the region's transit operators, SCO staff, and the California Transit Association (CTA) to determine the best path forward with the goal of maintaining STA funding levels as close as possible to what transit agencies had budgeted and maintaining the basic principle that an agency's share of STA revenue-based funds should closely correspond its share of local funds (including fare revenue) budgeted for operating costs.

Bill language has been developed (Attachment 1) and approved by the SCO that would apportion STA revenue-based funds to the same operators and based on the same ratios used in FY 2014-15. This approach will minimize disruption to transit operator budgets but also defers policy issues that do need to be addressed at some point, such as clarifying the types of transit service providers that are eligible for STA.

The current approach pursued by CTA is to include a short-term fix in a trailer bill to the FY 2016-17 State Budget. Such bill would go into effect by July 1, 2016 and apply retroactively to STA funding in FY 2015-16, as well as to FY 2016-17 and FY 2017-18. It sidesteps the question of eligibility by simply stating that funds will be distributed to the same operators and according to the same shares as used in FY 2014-15. However, in order to provide an opportunity for new operators, such as SMART, to receive STA funding in future years, CTA is also pursuing a long-term policy bill, which if adopted, would apply to FY 2017-18 funding and beyond, superseding the trailer bill for that year.

According to SMART staff, the agency assumed approximately \$600,000 in STA funding in FY 2016-17 and FY 2017-18. Staff is currently working with SMART to determine the best approach to minimize the impact to their budget of the proposed trailer bill and long-term policy bill.

### Next Steps

The budget subcommittees handling transportation funding (Senate Budget and Fiscal Review Committee Subcommittee #2 and Assembly Budget Subcommittee #3) have both approved placeholder trailer bill language as described above. The language has also been agreed to by the State Controller's Office, but will continue to be refined until approved by the Assembly-Senate Budget Conference Committee in June.

Staff recommends MTC support the CTA's proposed trailer bill approach, as well as a long-term policy bill to restore the prior methodology of distributing STA revenue-based funds, while also allowing new transit operators to receive funding as soon as possible.

### Known Positions

#### Support

California Transit Agency (sponsor)

#### Oppose

None on file

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

SH: rl  
Attachment

Draft Language to Provide for Adjustments in State Transit Assistance Funding Shares  
For FY 2015-16, FY 2016-17, and FY 2017-18 (PUC Code 99314)

APRIL 21, 2016

**For a Budget Trailer Bill that goes into effect July 1, 2016.**

*Provides that the Controller shall distribute funding for FY 2015-16, FY 2016-17, and FY 2017-18 to the same entities and according to the same ratios as calculated and published by the Controller for the fourth quarter of FY 2014-15. Provides that the remaining FY 2015-16 distributions shall include adjustments so that the FY 2015-16 amounts ultimately provided reflect the FY 2014-15 operator ratios (calculated by subtracting the funds provided to new entities from the statewide total and then recalculating the shares).*

- (a) Notwithstanding current law, within sixty (60) days of enactment of the FY 2016-17 Budget Act, the Controller shall calculate and publish a revised allocation of all funds made pursuant to or based upon formulas and methodologies established in Section 99314 applicable to FY 2015-16 that details a revised allocation amount for each transportation planning agency and county transportation commission, the San Diego Metropolitan Transit Development Board, the member agencies of the Altamont Corridor Express, and the member agencies of the Southern California Regional Rail Authority. Such allocation amounts shall be based on the same list of operators and the same individual operator ratios published by the Controller in its original "Fourth Quarter State Transit Assistance Allocation" transmittal memo for FY 2014-15, unless the Controller has subsequently published revisions or adjustments to its original "Fourth Quarter State Transit Assistance Allocation" transmittal memo for FY 2014-15, in which case the revised or adjusted list of operators and individual operator ratios shall be used.
- (b) To calculate the revised allocation amounts for FY 2015-16 pursuant to subdivision (a), the Controller shall survey each transportation planning agency and county transportation commission, and the San Diego Metropolitan Transit Development Board, to determine the total amount of allocations made by such entity in FY 2015-16 to operators included in the FY 2015-16 first and second quarter allocations and not included in the Controller's original fourth quarter transmittal memo or in any subsequently published revisions or adjustments to such memo for FY 2014-15, as referenced in subdivision (a). Each transportation planning agency and county transportation commission, and the San Diego Metropolitan Transit Development Board shall respond to a request for information from the Controller within fifteen (15) business days or the Controller shall assume that no FY 2015-16 allocations were made to operators not included in the Controller's original fourth quarter transmittal memo or in any subsequently published revisions or adjustments to such memo for FY 2014-15, as referenced in subdivision (a). The total amount of allocations reported shall be subtracted from the statewide revenue available in FY 2015-16 pursuant to subdivision (b) of Section 99312 prior to the Controller calculating the revised allocation amounts, which the Controller shall then make for FY 2015-16 to each transportation planning agency and county transportation

commission, the San Diego Metropolitan Transit Development Board, the member agencies of the Altamont Corridor Express, and the member agencies of the Southern California Regional Rail Authority.

- (c) For FY 2016-17 and FY 2017-18, the Controller shall calculate the allocation of all funds made to each transportation planning agency and county transportation commission the San Diego Metropolitan Transit Development Board, the member agencies of the Altamont Corridor Express, and the member agencies of the Southern California Regional Rail Authority pursuant to Section 99314 based on the same ratios and operators referenced in subdivision (a).
- (d) Upon allocation to each transportation planning agency and county transportation commission, the San Diego Metropolitan Transit Development Board, the member agencies of the Altamont Corridor Express, and the members agencies of the Southern California Rail Authority of funds pursuant to subdivisions (a), (b), and (c), the Controller shall publish the amount of funding applicable to each operator.



METROPOLITAN  
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Agenda Item 5d  
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## *Memorandum*

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: State Transit Assistance Clean-Up Bill

### **Background**

In January 2016, the State Controller's Office (SCO) altered its methodology for calculating the distribution of revenue-based State Transit Assistance (STA) funds in response to challenges made by several transit agencies in Southern California seeking eligibility for STA. The SCO determined that the prior methodology was inconsistent with statute, even though such methodology had been formally incorporated into the California Code of Regulations. The new approach resulted in two major changes:

- New entities that had never received STA funding were suddenly deemed eligible and apportioned funding, including the San Francisco Transbay Joint Powers Authority, which does not—and will not—operate public transit. In addition, consolidated transportation service authorities (CTSAs), which provide specialized service transit (i.e. paratransit) were deemed eligible, as well as some operators that will operate transit in the future, but currently do not, such as the Sonoma Marin Area Rail Transit Agency (SMART).
- The calculation used by the SCO to determine each transit agency's share of funding was significantly changed to include both the longstanding inclusion of local funds targeted for operations, *and, for the first time*, included funding reported to the SCO for capital expenditures. This was, by far, the most significant change to the program.

This change in the calculation of local revenue greatly altered each operator's share of STA funding and deviated from the historic concept that STA revenue-based funding was intended to be distributed in proportion to the level of transit service provided and riders carried.

The practical effect of this change was that while the Bay Area's overall share of funding stayed roughly the same, there were some clear winners and losers among individual operators, most notably the San Francisco Municipal Transportation Agency, whose share of STA funding fell from 40 percent to 25 percent of the region's revenue-based STA funding (a reallocation of roughly \$12 million), the Santa Clara Valley Transit Authority, whose share grew from 12 percent to 19 percent (a gain of about \$6 million) and the San Francisco Bay Area Rapid Transit District (BART), whose share grew from 22 percent to 29 percent (a gain of about \$6 million).

**Recommendation: Support STA Budget Trailer Bill and Long-Term Policy Bill**



### Discussion

Since January, MTC staff has consulted with the region's transit operators, SCO staff, and the California Transit Association (CTA) to determine the best path forward with the goal of maintaining STA funding levels as close as possible to what transit agencies had budgeted and maintaining the basic principle that an agency's share of STA revenue-based funds should closely correspond its share of local funds (including fare revenue) budgeted for operating costs.

Bill language has been developed (Attachment 1) and approved by the SCO that would apportion STA revenue-based funds to the same operators and based on the same ratios used in FY 2014-15. This approach will minimize disruption to transit operator budgets but also defers policy issues that do need to be addressed at some point, such as clarifying the types of transit service providers that are eligible for STA.

The current approach pursued by CTA is to include a short-term fix in a trailer bill to the FY 2016-17 State Budget. Such bill would go into effect by July 1, 2016 and apply retroactively to STA funding in FY 2015-16, as well as to FY 2016-17 and FY 2017-18. It sidesteps the question of eligibility by simply stating that funds will be distributed to the same operators and according to the same shares as used in FY 2014-15. However, in order to provide an opportunity for new operators, such as SMART, to receive STA funding in future years, CTA is also pursuing a long-term policy bill, which if adopted, would apply to FY 2017-18 funding and beyond, superseding the trailer bill for that year.

According to SMART staff, the agency assumed approximately \$600,000 in STA funding in FY 2016-17 and FY 2017-18. Staff is currently working with SMART to determine the best approach to minimize the impact to their budget of the proposed trailer bill and long-term policy bill.

### Next Steps

The budget subcommittees handling transportation funding (Senate Budget and Fiscal Review Committee Subcommittee #2 and Assembly Budget Subcommittee #3) have both approved placeholder trailer bill language as described above. The language has also been agreed to by the State Controller's Office, but will continue to be refined until approved by the Assembly-Senate Budget Conference Committee in June.

Staff recommends MTC support the CTA's proposed trailer bill approach, as well as a long-term policy bill to restore the prior methodology of distributing STA revenue-based funds, while also allowing new transit operators to receive funding as soon as possible.


### Known Positions

#### Support

California Transit Agency (sponsor)

#### Oppose

None on file

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

Draft Language to Provide for Adjustments in State Transit Assistance Funding Shares  
For FY 2015-16, FY 2016-17, and FY 2017-18 (PUC Code 99314)

APRIL 21, 2016

**For a Budget Trailer Bill that goes into effect July 1, 2016.**

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commission, the San Diego Metropolitan Transit Development Board, the member agencies of the Altamont Corridor Express, and the member agencies of the Southern California Regional Rail Authority.

- (c) For FY 2016-17 and FY 2017-18, the Controller shall calculate the allocation of all funds made to each transportation planning agency and county transportation commission the San Diego Metropolitan Transit Development Board, the member agencies of the Altamont Corridor Express, and the member agencies of the Southern California Regional Rail Authority pursuant to Section 99314 based on the same ratios and operators referenced in subdivision (a).
- (d) Upon allocation to each transportation planning agency and county transportation commission, the San Diego Metropolitan Transit Development Board, the member agencies of the Altamont Corridor Express, and the members agencies of the Southern California Rail Authority of funds pursuant to subdivisions (a), (b), and (c), the Controller shall publish the amount of funding applicable to each operator.



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**File #:** 15-1663      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 5/17/2016      **In control:** Metropolitan Transportation Commission  
**On agenda:** 5/25/2016      **Final action:**  
**Title:** Plan Bay Area 2040 Project Performance Assessment: Final Performance Results and Guidelines for Applying Results.

Approval of the project performance guidance and performance thresholds.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9a\\_ProjectPerformanceThresholds.docx](#)

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

Plan Bay Area 2040 Project Performance Assessment: Final Performance Results and Guidelines for Applying Results.

Approval of the project performance guidance and performance thresholds.

**Recommended Action:**

Commission Approval



METROPOLITAN  
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COMMISSION

Agenda Item 9a

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## Memorandum

TO: Commission

DATE: May 18, 2016

FR: Executive Director

RE: Plan Bay Area 2040 Project Performance Assessment: Final Performance Results and Guidelines for Applying Results

At the May 2016 Planning Committee, staff presented proposed guidelines for applying project performance assessment results, including the recommendation to prioritize 10 high-performing projects during the development of the Plan Bay Area 2040 transportation investment strategy. The attached memorandum from the committee meeting includes a list of these high-performing projects, as well as a path forward for low-performing projects to be re-evaluated.

During the meeting, Commissioners raised several key questions that merit additional discussion:

- **Comment:** Several key regional projects currently flagged as low-performing have already been endorsed by the Commission for discretionary federal funding.

*Staff recognizes that certain projects have already been endorsed by the Commission and may already have compelling cases developed. In the case of the I-80/I-680/SR-12 Interchange project, staff will meet with sponsors on Tuesday, May 24 to better understand their concerns and to identify next steps within the compelling case framework. To ensure a timely resolution of the process given federal grant deadlines, staff has identified an expedited compelling case review schedule for the project in question.*

- **Comment:** The project performance process, specifically the benefit-cost ratios developed via the regional travel demand model, may not sufficiently address communities of concern.

*To clarify, the project-level benefit-cost analysis fully reflects benefits to all Bay Area residents, whether they live in a community of concern or not. In addition, six of the thirteen performance targets used to develop the targets score have an equity nexus, meaning that they reflect key issues for residents in communities of concern. Both of these project-level analyses are complemented by the Plan's overall equity analysis that delves into these critical equity issues even more deeply on a scenario level.*

*Compelling case criterion 2B – which relates to projects for which benefits accrue primarily to communities of concern – is designed to allow project sponsors to make the case that these benefits (while already captured in the scores) represent an overriding consideration. While*

*a project in question may have a low benefit-cost ratio, or adverse impacts on certain performance targets, its support for low-income or minority communities justifies moving forward with the project (subject to fiscal constraint) despite other limitations.*

**Recommendation**

Staff requests that the Commission approve the guidelines for applying project performance results, including thresholds and compelling case criteria, and that the Commission authorize the MTC Planning Committee to review and take action on compelling cases in the coming months.



Steve Heminger

SH:dv  
Attachments

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## *Memorandum*

TO: Planning Committee

DATE: May 6, 2016

FR: Executive Director

RE: Plan Bay Area 2040 Project Performance Assessment: Final Performance Results and Guidelines for Applying Results

At the April 2016 MTC Commission Workshop, staff presented performance results for major uncommitted transportation projects and state of good repair investments. This memorandum presents final performance results and proposes guidelines for applying the results in the transportation investment element of the preferred scenario for Plan Bay Area (PBA) 2040, which is slated for adoption in September 2016. Staff requests that the Commission approve the proposed Project Performance Assessment guidelines, which lay out thresholds for defining high and low performance results.

### **Background**

All major uncommitted investments, including projects that expand transit and road facilities, improve road or transit efficiency, and state of good repair investments, are subject to performance assessment per MTC Resolution No. 4182 and prioritization for the investment strategy of PBA 2040. This assessment applies the same framework as PBA 2013, the currently adopted plan, with updated targets and benefit-cost methodology. Staff worked with stakeholders (congestion management agencies, transit agencies, state agencies, local jurisdictions and non-profit organizations) across multiple months in 2015 to update the project performance methodology. For the first time, staff also extended the benefit-cost methodology to state of good repair investments of highways, local streets and roads, rail and bus networks.

The assessment evaluates the degree to which potential transportation investments:

1. Are cost-effective, based on best practices for benefit-cost analysis in which the aim is to consistently quantify and monetize as many reasonably related benefits as possible.
2. Advance the thirteen performance targets adopted by MTC and ABAG in November 2015 (MTC Resolution No. 4204, Revised); and

Staff released draft results to congestion management agencies, project sponsors, and stakeholders in mid-March and presented revised results to the Commission at the end of April. Staff made additional revisions to five projects between the end of April and the May Planning Committee. Final results, reflecting the last set of revisions, are included in Attachment A and a summary of changes are included in Attachment B.

### **Proposed Guidelines for Incorporating Performance Results for Plan Bay Area 2040**

For PBA 2013, the Planning Committee approved the following application guidelines for project performance:

1. Project performance assessment should be used to identify the highest and lowest performing projects.
2. The highest performing projects should be included in the preferred PBA 2040, subject to financial feasibility.
  - a. High performance requires high B/C and moderate targets score *or* high targets score and moderate B/C
3. The lowest performing projects may be considered if the sponsor or the congestion management agency (CMA) can make a compelling case and the project has a realistic funding plan.
  - a. Low performance requires low B/C *or* low targets score

Medium-performing projects and those not evaluated in the assessment are not subject to these guidelines; their inclusion in the draft preferred investment strategy will be based on county priorities, subject to financial feasibility. Attachment C illustrates the connection between performance status and inclusion in the draft preferred investment strategy.

Staff proposes to retain the framework and compelling case process from PBA 2013 and update the thresholds for defining high- and low-performance to reflect changes in performance results between PBA 2013 and PBA 2040. Attachment D includes the performance thresholds from PBA 2013 and the proposed updates for PBA 2040. Attachment E includes a draft list of the high- and low-performing projects using the thresholds in this memo.

Staff further proposes that a CMA or project **sponsor must make a compelling case in writing by June 10, 2016** why a low-performing project should be considered. Sponsors of low-performing projects have several options within the compelling case process:

- A project sponsor could drop their low-performing project.
- A project sponsor could modify their project into something that would be exempt from project assessment (e.g. funded with 100% local monies, request study funding or for a non-capacity increasing phase, scope the project to cost less than \$100 million).
- A project sponsor could submit a Compelling Case for consideration by the Planning Committee under a set of eligible Compelling Case criteria. Attachment F includes a more detailed description of the proposed Compelling Case criteria.

For the latter two options, it is important to note that all projects must eventually fit within the revenue envelope of PBA 2040 (e.g. subject to fiscal constraint).

### **Next Steps**

If the Committee approves this performance process and thresholds, staff will notify CMAs and sponsors of these guidelines and of the opportunity to submit a compelling case if project sponsors seek to include the “low performing” projects in the preferred transportation investment strategy. At the same time MTC staff will continue to work with CMAs and transit operators to develop funding plans for the “high performing” projects for inclusion in the draft preferred investment strategy. Key, near-term milestones for PBA 2040 include:

- May 2016 – MTC Planning Committee approve guidelines



- June 2016 – CMAs/Sponsors submit compelling cases in writing by June 10, 2016
- July 2016 – MTC staff reviews cases and presents recommendations to the Planning Committee for approval
- September 2016 – MTC/ABAG approves the preferred scenario for PBA 2040

**Recommendation**

Staff requests that this Committee adopt the proposed performance guidance, performance thresholds to be forwarded to the Commission for approval, which will allow sponsors to start the compelling case process.

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

**Attachments**

- Attachment A: Final Performance Results Table
- Attachment B: Documentation of Revisions between April and May
- Attachment C: Connection between performance results and the investment strategy
- Attachment D: Proposed Performance Thresholds
- Attachment E: Project Performance Assessment: High-Performers and Low-Performers
- Attachment F : Plan Bay Area 2040 Compelling Case Criteria
- PowerPoint

SH:kc&dv  
Attachments

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ROW	ID	PROJECT NAME	LOCATION (COUNTY)	PROJECT TYPE	ANNUAL BENEFIT	ANNUAL COST	B/C RATIO	TARGETS SCORE
1	1503	Highway Pavement Maintenance (Ideal Conditions vs. Preserve Conditions)	Multi-County	Highway Maintenance	\$638	(\$1)	> 50	2.5
2	1502	Highway Pavement Maintenance (Preserve Conditions vs. No Funding)	Multi-County	Highway Maintenance	\$2,433	\$144	17	2.5
3	302	Treasure Island Congestion Pricing (Toll + Transit Improvements)	San Francisco	Congestion Pricing	\$56	\$4	14	4.5
4	1301	Columbus Day Initiative	Multi-County	ITS	\$421	\$38	11	4.0
5	209	SR-84 Widening + I-680/SR-84 Interchange Improvements (Livermore to I-680)	Alameda	Intraregional Road Expansion	\$116	\$13	9	1.0
6	501	BART to Silicon Valley – Phase 2 (Berryessa to Santa Clara)	Santa Clara	Rail Expansion	\$472	\$62	8	8.0
7	306	Downtown San Francisco Congestion Pricing (Toll + Transit Improvements)	San Francisco	Congestion Pricing	\$84	\$11	7	7.0
8	1651	Public Transit Maintenance - Rail Operators (Preserve Conditions vs. No Funding)	Multi-County	Rail Maintenance	\$1,351	\$198	7	9.5
9	506	El Camino Real BRT (Palo Alto to San Jose)	Santa Clara	BRT	\$85	\$13	7	6.5
10	301	Geary BRT	San Francisco	BRT	\$124	\$20	6	7.0
11	505	Capitol Expressway LRT – Phase 2 (Alum Rock to Eastridge)	Santa Clara	Rail Expansion	\$77	\$12	6	5.5
12	518	ACE Alviso Double-Tracking	Santa Clara	Rail Efficiency	\$36	\$6	6	1.5
13	1650	Public Transit Maintenance - Bus Operators (Preserve Conditions vs. No Funding)	Multi-County	Bus Maintenance	\$623	\$103	6	8.0
14	1203	Vallejo-San Francisco + Richmond-San Francisco Ferry Frequency Improvements	Multi-County	Ferry	\$29	\$5	6	4.5
15	203	Irvington BART Infill Station	Alameda	Rail Efficiency	\$30	\$6	5	3.5
16	101	Express Lane Network (US-101 San Mateo/San Francisco)	Multi-County	Express Lanes	\$48	\$10	5	0.5
17	903	Sonoma County Service Frequency Improvements	Sonoma	Bus Frequency Improvements	\$75	\$15	5	5.0
18	523	VTA Service Frequency Improvements (15-Minute Frequencies)	Santa Clara	Bus Frequency Improvements	\$103	\$23	4	5.0
19	211	SR-262 Connector (I-680 to I-880)	Alameda	Intraregional Road Expansion	\$22	\$5	4	-0.5
20	1403	Local Streets and Roads Maintenance (Preserve Conditions vs. No Funding)	Multi-County	Local Streets Maintenance	\$1,875	\$428	4	3.5
21	207	San Pablo BRT (San Pablo to Oakland)	Multi-County	BRT	\$67	\$16	4	7.0
22	210	I-580 ITS Improvements	Alameda	ITS	\$44	\$11	4	1.0
23	504	Stevens Creek LRT	Santa Clara	Rail Expansion	\$144	\$38	4	5.5
24	1001	BART Metro Program (Service Frequency Increase + Bay Fair Operational Improvements + SFO Airport Express Train)	Multi-County	Rail Efficiency	\$430	\$123	3	9.0
25	1101	Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase)	Multi-County	Rail Efficiency	\$195	\$56	3	6.5

all benefits and costs are in millions of 2017 dollars

ROW	ID	PROJECT NAME	LOCATION (COUNTY)	PROJECT TYPE	ANNUAL BENEFIT	ANNUAL COST	B/C RATIO	TARGETS SCORE
26	605	Jepson Parkway (Fairfield to Vacaville)	Solano	Intraregional Road Expansion	\$17	\$5	3	1.0
27	1202	Oakland-Alameda-San Francisco Ferry Frequency Improvements	Multi-County	Ferry	\$16	\$5	3	2.5
28	1102	Caltrain Modernization - Phase 1 + Phase 2 (Electrification + Service Frequency Increase + Capacity Expansion)	Multi-County	Rail Efficiency	\$236	\$77	3	6.5
29	411	SR-4 Auxiliary Lanes - Phases 1 + 2 (Concord to Pittsburg)	Contra Costa	Intraregional Road Expansion	\$44	\$15	3	2.0
30	507	Vasona LRT - Phase 2 (Winchester to Vasona Junction)	Santa Clara	Rail Expansion	\$30	\$11	3	5.0
31	515	Tasman West LRT Realignment (Fair Oaks to Mountain View)	Santa Clara	Rail Expansion	\$48	\$18	3	5.0
32	517	Stevens Creek BRT	Santa Clara	BRT	\$29	\$11	3	5.5
33	102	US-101 HOV Lanes (San Francisco + San Mateo Counties)	Multi-County	Express Lanes	\$63	\$25	3	2.0
34	503	SR-152 Tollway (Gilroy to Los Banos)	Multi-County	Interregional Road Expansion	\$95	\$37	3	-1.5
35	307	Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase) + Caltrain to Transbay Transit Center	Multi-County	Rail Expansion	\$290	\$113	3	7.0
36	331	Better Market Street	San Francisco	BRT	\$32	\$13	3	4.5
37	1206	Alameda Point-San Francisco Ferry	Multi-County	Ferry	\$12	\$5	2	3.0
38	1204	Berkeley-San Francisco Ferry	Multi-County	Ferry	\$10	\$4	2	5.0
39	1302	Express Lane Network (East and North Bay)	Multi-County	Express Lanes	\$214	\$91	2	3.0
40	206	AC Transit Service Frequency Improvements	Multi-County	Bus Frequency Improvements	\$248	\$120	2	6.5
41	513	North Bayshore LRT (NASA/Bayshore to Google)	Santa Clara	Rail Expansion	\$42	\$22	2	4.0
42	502	Express Lane Network (Silicon Valley)	Santa Clara	Express Lanes	\$69	\$38	2	3.0
43	604	Solano County Express Bus Network	Multi-County	Express Bus Network	\$21	\$12	2	2.5
44	522	VTA Service Frequency Improvements (10-Minute Frequencies)	Santa Clara	Bus Frequency Improvements	\$177	\$99	2	7.0
45	402	eBART - Phase 2 (Antioch to Brentwood)	Contra Costa	Rail Expansion	\$21	\$12	2	4.0
46	311	Muni Forward Program	San Francisco	Bus Frequency Improvements	\$60	\$36	2	6.5
47	901	US-101 Marin-Sonoma Narrows HOV Lanes - Phase 2	Multi-County	Intraregional Road Expansion	\$31	\$19	2	3.0
48	409	I-680/SR-4 Interchange Improvements + HOV Direct Connector	Contra Costa	Intraregional Road Expansion	\$42	\$27	2	3.0
49	103	El Camino Real Rapid Bus (Daly City to Palo Alto)	San Mateo	Bus Frequency Improvements	\$54	\$36	2	2.0
50	401	TriLink Tollway + Expressways (Brentwood to Tracy/Altamont Pass)	Multi-County	Interregional Road Expansion	\$75	\$51	1	-0.5

all benefits and costs are in millions of 2017 dollars

ROW	ID	PROJECT NAME	LOCATION (COUNTY)	PROJECT TYPE	ANNUAL BENEFIT	ANNUAL COST	B/C RATIO	TARGETS SCORE
51	312	19th Avenue Subway (West Portal to Parkmerced)	San Francisco	Rail Efficiency	\$39	\$27	1	7.5
52	801	Golden Gate Transit Frequency Improvements	Multi-County	Express Bus Network	\$11	\$8	1	4.5
53	313	Muni Service Frequency Improvements	San Francisco	Bus Frequency Improvements	\$89	\$79	1	6.0
54	1413	Local Streets and Roads Maintenance (Preserve Conditions vs. Local Funding)	Multi-County	Local Streets Maintenance	\$194	\$198	1	3.5
55	516	VTA Express Bus Frequency Improvements	Santa Clara	Express Bus Network	\$18	\$19	0.9	4.5
56	202	East-West Connector (Fremont to Union City)	Alameda	Intraregional Road Expansion	\$10	\$12	0.9	1.5
57	304	Southeast Waterfront Transportation Improvements (Hunters Point Transit Center + New Express Bus Services)	San Francisco	Express Bus Network	\$16	\$27	0.6	6.0
58	410	Antioch-Martinez-Hercules-San Francisco Ferry	Multi-County	Ferry	\$9	\$16	0.6	1.5
59	403	I-680 Express Bus Frequency Improvements	Multi-County	Express Bus Network	\$12	\$21	0.6	2.5
60	404	SR-4 Widening (Antioch to Discovery Bay)	Contra Costa	Interregional Road Expansion	\$9	\$17	0.5	-0.5
61	510	Downtown San Jose Subway (Japantown to Convention Center)	Santa Clara	Rail Efficiency	\$10	\$18	0.5	6.5
62	104	Geneva-Harney BRT + Corridor Improvements	Multi-County	BRT	\$15	\$46	0.3	5.0
63	508	SR-17 Tollway + Santa Cruz LRT (Los Gatos to Santa Cruz)	Multi-County	Interregional Road Expansion	\$57	\$200	0.3	1.0
64	519	Lawrence Freeway	Santa Clara	Intraregional Road Expansion	\$7	\$34	0.2	2.0
65	601	I-80/I-680/SR-12 Interchange Improvements	Solano	Intraregional Road Expansion	\$5	\$32	0.2	2.5
66	1304	Bay Bridge West Span Bike Path	San Francisco	Bike/Ped	\$4	\$30	0.1	2.0
67	905	SMART - Phase 3 (Santa Rosa Airport to Cloverdale)	Sonoma	Rail Expansion	\$0	\$12	0	4.0
68	1201	San Francisco-Redwood City + Oakland-Redwood City Ferry	Multi-County	Ferry	\$0	\$8	0	2.0
69	205_15	Express Bus Bay Bridge Contraflow Lane	Multi-County	Express Bus Network	\$0	\$10	0	5.0

all benefits and costs are in millions of 2017 dollars

May 2016

**Attachment B: Summary of Revisions between April and May**

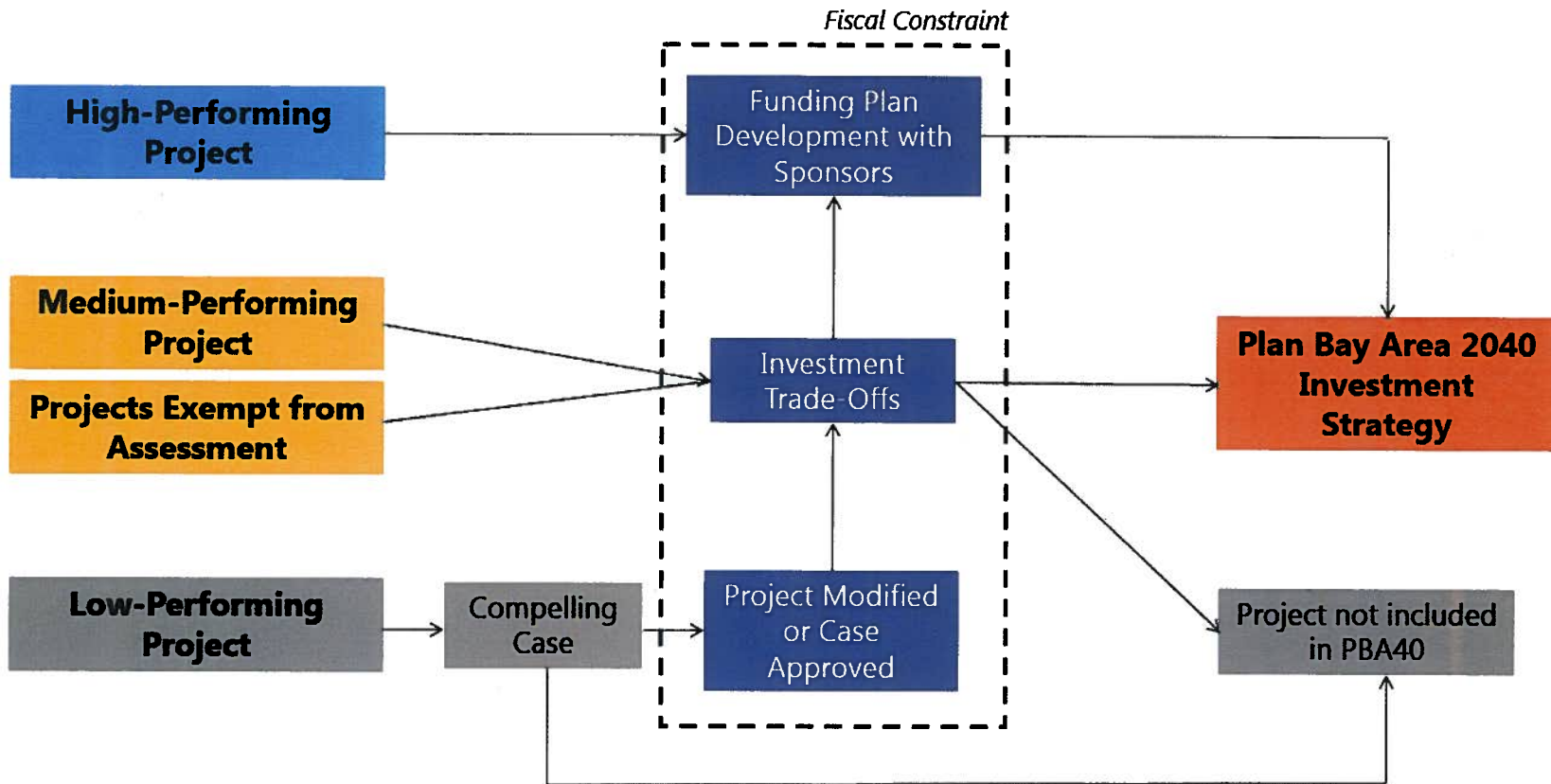
Row #	Project ID	Project Name	Location (County)	Annual Benefit*	Annual Cost*	B/C Ratio
<i>Updated annual cost information</i>						
1	1001	BART Metro Program (Service Frequency Increase + Bay Fair Operational Improvements + SFO Airport Express Train)	Multi-County	\$430	\$123	3
<i>Project modeling refinements</i>						
2	207	San Pablo BRT (San Pablo to Oakland)	Multi-County	\$67	\$16	4
3	312	19th Avenue Subway (West Portal to Parkmerced)	San Francisco	\$39	\$27	1
4	502	Express Lane Network (Silicon Valley)	Santa Clara	\$69	\$38	2
<i>Project dropped from the assessment</i>						
5	1407	Local Streets and Roads Maintenance (Ideal Conditions vs. Preserve Conditions)	Multi-County	--	--	--

\*all benefits and costs are in millions of 2017 dollars



## Attachment C

### Connection between performance results and the investment strategy



## Attachment D

### Proposed Performance Thresholds

Performance Definition	Plan Bay Area			Plan Bay Area 2040		
<b><u>High-Performer</u></b>	Benefit-Cost Ratio		Targets Score	Benefit-Cost Ratio		Targets Score
High benefit-cost ratio <b>and</b> medium targets score	$\geq 10$	And	$\geq 2$	$\geq 7$	And	$\geq 3$
High targets score <b>and</b> medium benefit-cost ratio	$\geq 5$	And	$\geq 6$	$\geq 3$	And	$\geq 7$
<b><u>Low-Performer</u></b>						
Low benefit-cost ratio <b>or</b> low targets score	$< 1$	Or	$\leq -1$	$< 1$	Or	$< 0$

# Attachment E: Project Performance Assessment Draft High-Performers and Low-Performers\*\*

**DRAFT** High-Performing Projects: High B/C ( $\geq 10$ ) and Moderate Targets Score ( $\geq 3$ )  
OR High Targets Score ( $\geq 7$ ) and Moderate B/C (between 3 and 10)

Row #	Project ID	Project Name	Location (County)	B/C Ratio	Targets Score	Project Description
1	302	Treasure Island Congestion Pricing	San Francisco	14	4.5	Charges a toll for residents to exit Treasure Island with net revenues used to increase ferry and bus service to/from Treasure Island.
2	1301	Columbus Day Initiative	Multi-County	11	4.0	Increases capacity of freeways and arterials through adaptive ramp metering, signal coordination, and hard-shoulder running lanes for carpools and buses.
3	501	BART to Silicon Valley – Phase 2	Santa Clara	8	8.0	Extends BART from Berryessa through a new BART subway to Alum Rock, Downtown San Jose, Diridon Station, and Santa Clara.
4	306	Downtown San Francisco Congestion Pricing	San Francisco	7	7.0	Charges a toll to enter/exit the northeast quadrant of San Francisco with net revenues used to increase bus service, implement transit priority infrastructure, and pedestrian and bicycle improvements.
5	1651	Public Transit Maintenance – Rail Operators	Multi-County	7	9.5	Funds the maintenance of all assets related to providing existing rail service throughout the Bay Area.
6	301	Geary BRT	San Francisco	6	7.0	Constructs a bus rapid transit line with dedicated lanes along Geary Boulevard in San Francisco.
7	207	San Pablo BRT	Multi-County	4	7.0	Constructs a bus rapid transit line with dedicated lanes along San Pablo Avenue from San Pablo to downtown Oakland.
8	1650	Public Transit Maintenance – Bus Operators	Multi-County	6	8.0	Funds the maintenance of all assets related to providing existing bus service throughout the Bay Area.
9	1001	BART Metro Program	Multi-County	3	9.0	Increases frequency on all BART lines through infrastructure upgrades, new turnbacks and providing new express train service to SFO.
10	307	Caltrain Modernization + Caltrain to Transbay Transit Center	Multi-County	3	7.0	Electrifies the Caltrain line to support faster and more frequent high-capacity transit from San Jose to San Francisco and constructs a tunnel from the existing 4th and King terminus to the Transbay Terminal.

\*\*thresholds for high- and low-performing projects reflect staff proposals for May 2016 Planning Committee; results on this table are revised draft results and subject to change before final results are released in mid-May.



**DRAFT Low-Performing Projects: Low B/C (<1) OR Low Targets Score (<0)\*\***

Row #	Project ID	Project Name	Location (County)	B/C Ratio	Targets Score	Project Description
1	211	SR-262 Connector	Alameda	4	-0.5	Upgrades existing facility to freeway standard from I-880 to I-680 and grade separates the facility.
2	401	TriLink Tollway + Expressways	Multi-County	1	-0.5	Constructs a new tollway from Brentwood to Tracy that would replace the existing Vasco Road, upgrades Byron Highway and constructs a new east-west facility at Byron Airport.
3	503	SR-152 Tollway	Multi-County	3	-1.5	Realigns SR-152 on a new facility east of Gilroy.
4	516	VTA Express Bus Frequency Improvements	Santa Clara	0.9	4.5	Increases frequency on VTA express bus routes from south to north Santa Clara County.
5	202	East-West Connector	Alameda	0.9	1.5	Constructs a new facility between I-880 and SR-238 in Fremont near the Union City BART station.
6	304	Southeast Waterfront Transportation Improvements	San Francisco	0.6	6.0	Increases transit service to a new Hunters Point Transit Center including new express bus service to downtown San Francisco.
7	410	Antioch-Martinez-Hercules-San Francisco Ferry	Multi-County	0.6	1.5	Implements ferry service between Antioch, Martinez, Hercules and downtown San Francisco.
8	403	I-680 Express Bus Frequency Improvements	Multi-County	0.6	2.5	Increases express bus frequencies along I-680 between the Tri-Valley and Central Contra Costa County.
9	404	SR-4 Widening	Contra Costa	0.5	-0.5	Widens SR-4 to six lanes from Laurel Road to Balfour Road and to four lanes from Balfour Road to the San Joaquin County Line.
10	510	Downtown San Jose Subway	Santa Clara	0.5	6.5	Constructs a subway in downtown San Jose that would replace four surface stations with two underground stations.
11	104	Geneva Harney BRT + Corridor Improvements	Multi-County	0.3	5.0	Constructs a full interchange at Candlestick/US-101, extends Geneva Avenue to US-101, constructs a bus bridge in Hunters Point and implements a bus rapid transit line from Hunters Point Transit Center to the Balboa Park BART Station.
12	508	SR-17 Tollway + Santa Cruz LRT	Multi-County	0.3	1.0	Replaces Highway 17 with a tolled tunnel from Los Gatos to Santa Cruz and extends light rail from Vasona Junction to downtown Santa Cruz on the new facility.
13	519	Lawrence Freeway	Santa Clara	0.2	2.0	Upgrades Lawrence Expressway to a freeway facility with grade separations and minor widening at interchanges.

Row #	Project ID	Project Name	Location (County)	B/C Ratio	Targets Score	Project Description
14	601	I-80/I-680/SR-12 Interchange Improvements	Solano	0.2	2.5	Widens I-80 and I-680 in the vicinity of the interchange and constructs direct-connectors, as well as HOV connector ramps, between I-80, I-680, and SR-12.
15	1304	Bay Bridge West Span Bike Path	San Francisco	0.1	2.0	Constructs a bike facility on the western span of the Bay Bridge between Treasure Island and San Francisco.
16	905	SMART – Phase 3	Sonoma	0	4.0	Extends SMART service from north of Santa Rosa to Windsor, Healdsburg, and Cloverdale.
17	1201	San Francisco-Redwood City Ferry + Oakland-Redwood City Ferry	Multi-County	0	2.0	Implements ferry service from San Francisco and Oakland to the Port of Redwood City.
18	205_15	Express Bus Bay Bridge Contraflow Lane	Multi-County	0	5.0	Implements a westbound bus-only lane on the eastbound deck of the Bay Bridge during the AM peak period.

\*\*thresholds for high- and low-performing projects reflect staff proposals for May 2016 Planning Committee; results on this table are revised draft results and subject to change before final results are released in mid-May.

## Attachment F: Project Performance Assessment Draft Compelling Case Criteria

A case can be made to include a low-performing project in the preferred Plan Bay Area 2040 transportation investment plan if the project is financially feasible and falls under one of the categories listed below. The first category, which applies to projects with a low benefit-cost ratio only, acknowledges that some benefits are not fully captured in the regional travel forecast model. The second category, which applies to all projects, acknowledges that federal requirements give special preference to certain kinds of investments, such as those that improve air quality or benefit low-income or minority communities.

Category 1: Benefits Not Captured by the Travel Model	Category 2: Federal Requirements
<ul style="list-style-type: none"><li>a) interregional or recreational corridor</li><li>b) provides significant goods movement benefits**</li><li>c) project benefits accrue from reductions in weaving, transit vehicle crowding, or other travel behaviors not well represented in the travel model</li><li>d) enhances system performance based on complementary new funded investments</li></ul>	<ul style="list-style-type: none"><li>a) cost-effective means of reducing CO<sub>2</sub>, PM, or ozone precursor emissions</li><li>b) improves transportation mobility/reduces air toxics and PM emissions in communities of concern</li></ul>

\*\*updated criteria from Plan Bay Area which replaces the criteria for accessing international airports with providing significant goods movement benefits



Plan  
BayArea  
2040

# PROJECT PERFORMANCE ASSESSMENT: FINAL RESULTS + GUIDELINES FOR APPLYING RESULTS

**Dave Vautin and Kristen Carnarius**  
May 13, 2016 – *Planning Committee*





# Project Performance Objectives

Plan  
Bay Area  
2040

**To inform a robust dialogue** about regional priorities and trade-offs in a fiscally-constrained environment

---

To evaluate proposed transportation investments on **a level playing field** using the same methodologies

---

**To identify outliers** (high-performers and low-performers) with respect to targets support and cost-effectiveness



Image Source: <https://www.flickr.com/photos/thomasnaw/7442382997>

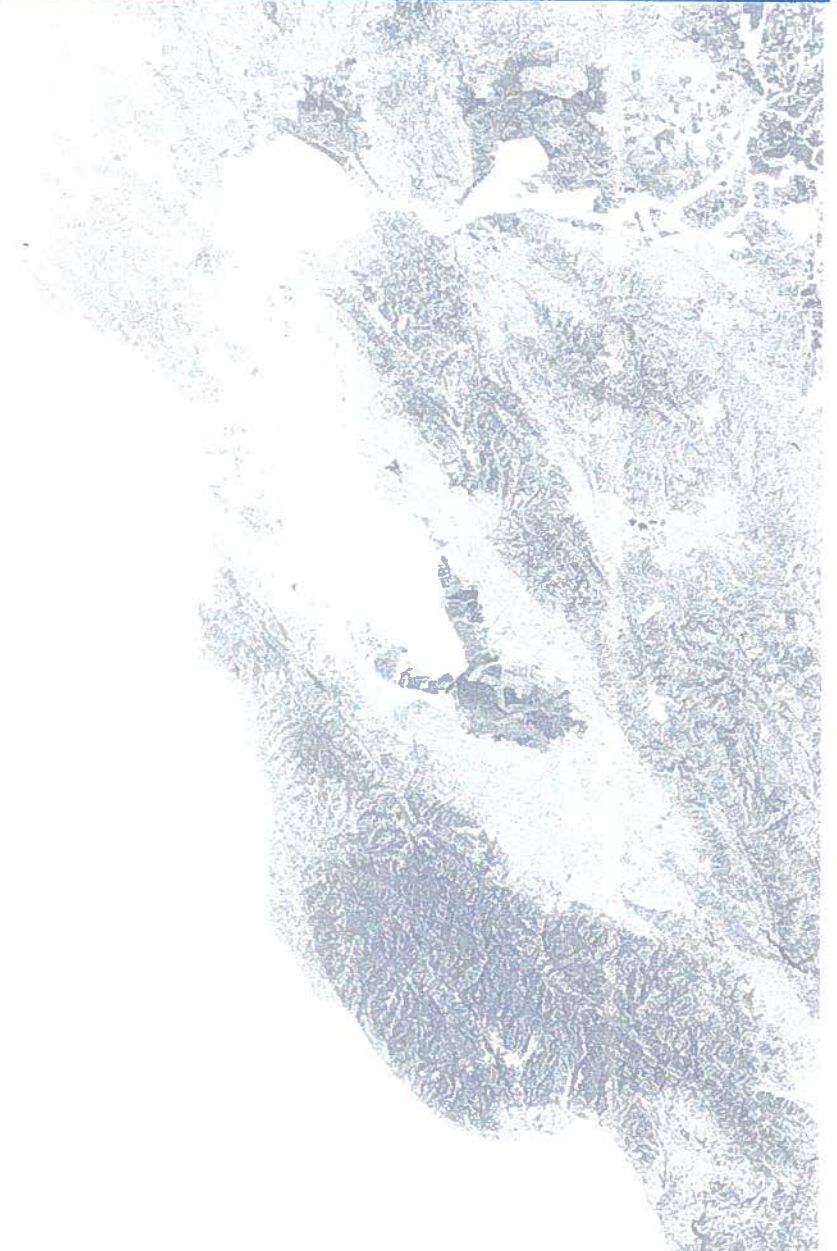


# Revisions & Final Performance Results

Plan  
BayArea  
2040

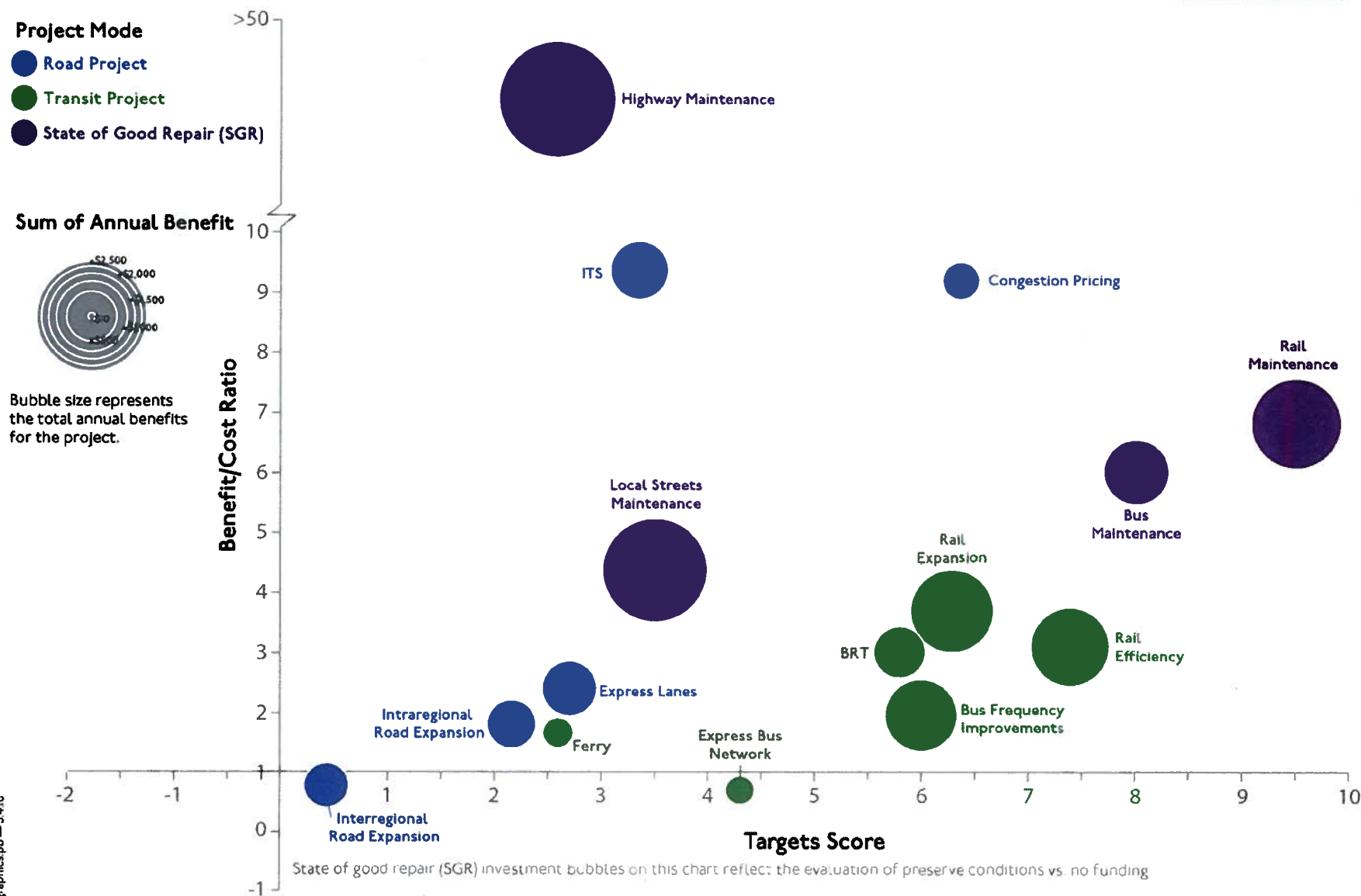
**Staff has made select revisions to project performance results based on feedback received from sponsors.**

- **Modest effect overall on outlier projects** (high- and low-performers)
- **Most changes have been related to targets scores** to reflect refined project definition and to maximize consistency
- Several project sponsors have **scaled back their proposed projects to pilot programs or environmental studies**, exempting them from further evaluation

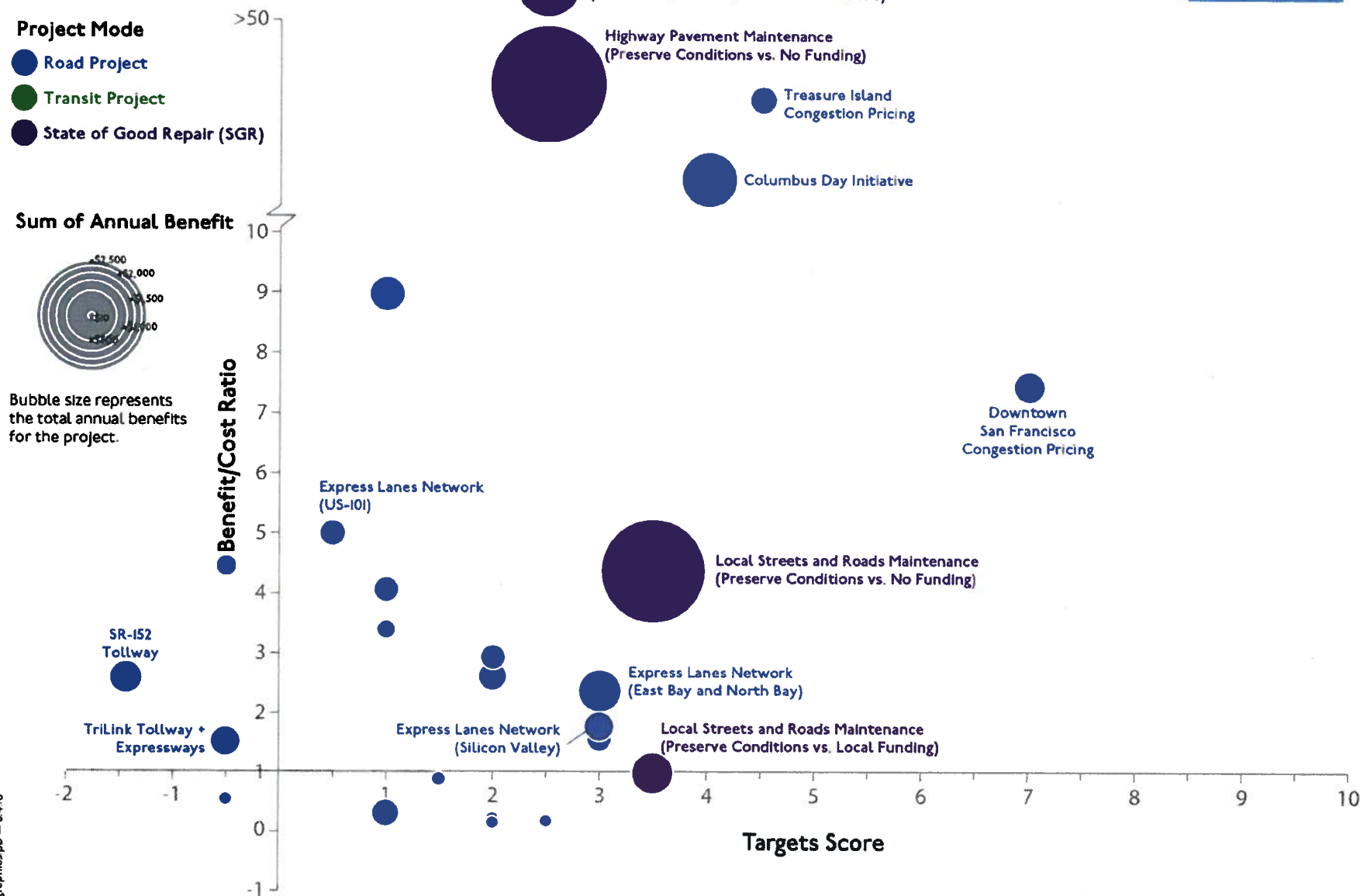


# Plan Bay Area 2040

## Project Performance Assessment: Overall Results by Project Type



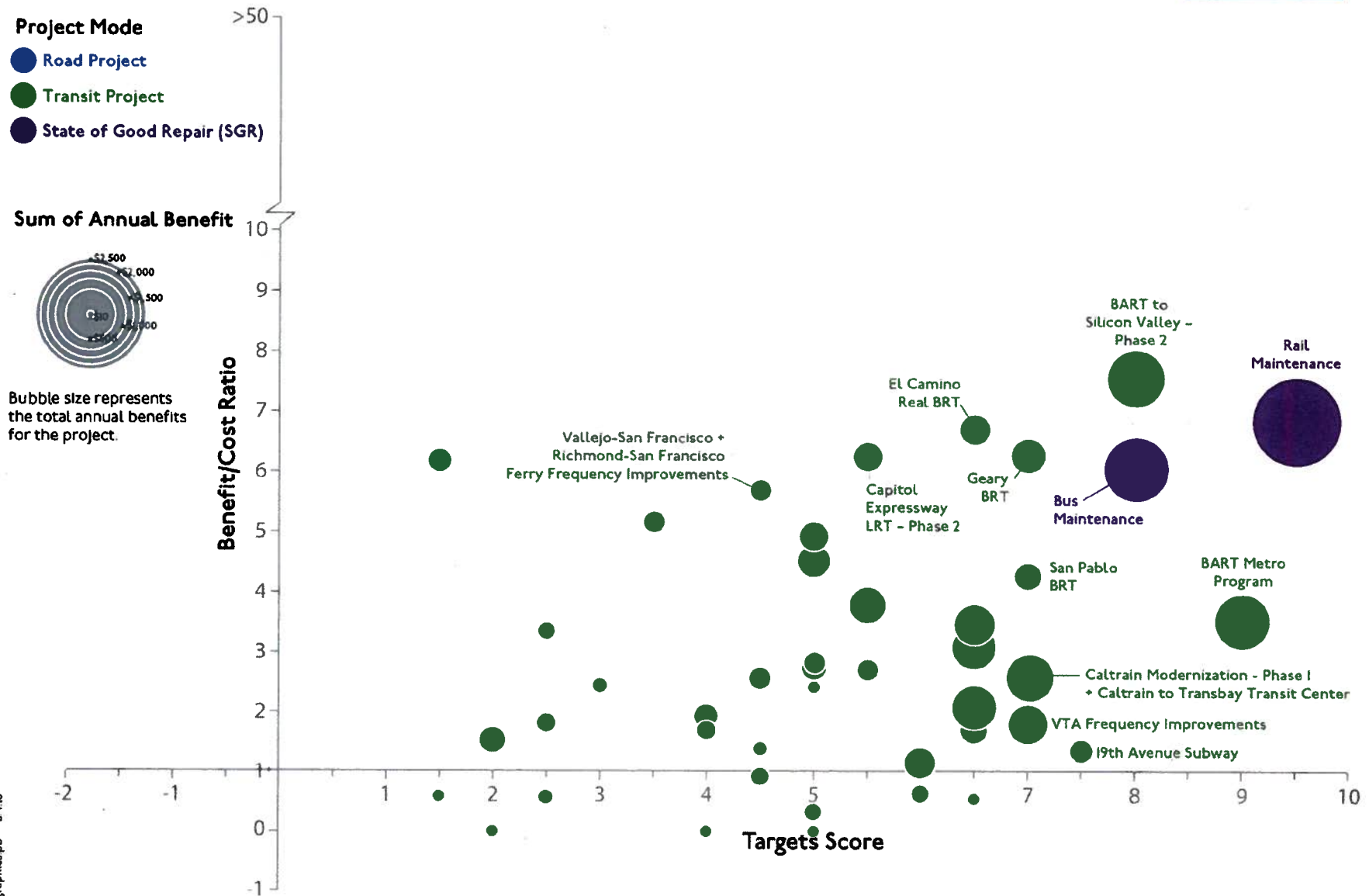
# Plan BayArea 2040





# Plan Bay Area 2040

## Project Performance Assessment: Results for Transit Projects



# Proposed Thresholds

Plan  
BayArea  
2040

**High** benefit-cost ratio and **medium** targets score

- Plan Bay Area:  $B/C \geq 10$  and  $TS \geq 2$
- **Plan Bay Area 2040:  $B/C \geq 7$  and  $TS \geq 3$**



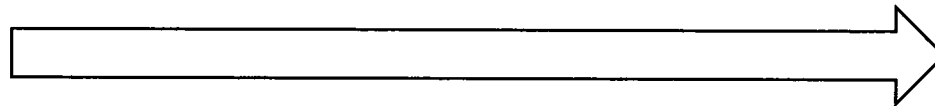
**High-  
Performing  
Project**

**Medium** benefit-cost ratio and **high** targets score

- Plan Bay Area:  $B/C \geq 5$  and  $TS \geq 6$
- **Plan Bay Area 2040:  $B/C \geq 3$  and  $TS \geq 7$**



**All other projects**



**Medium-  
Performing  
Project**

**Low** benefit-cost ratio or **low** targets score

- Plan Bay Area:  $B/C < 1$  or  $TS \leq -1$
- **Plan Bay Area 2040:  $B/C < 1$  or  $TS < 0$**



**Low-  
Performing  
Project**

PLAN BAY AREA 2040  
PROJECTS BREAKDOWN

**10**  
high-performers

**41**  
medium-performers

**18**  
low-performers

# Proposed High-Performing Projects

Plan  
BayArea  
2040

1

Rail Maintenance

2

Bus Maintenance



3

Columbus Day Initiative

4

Downtown San Francisco  
Congestion Pricing

5

Treasure Island Congestion  
Pricing





# Proposed High-Performing Projects

Plan  
BayArea  
2040

6

BART to Silicon Valley:  
Phase 2

7

Caltrain Modernization +  
Extension to Transbay

8

BART Metro Program

9

San Pablo BRT

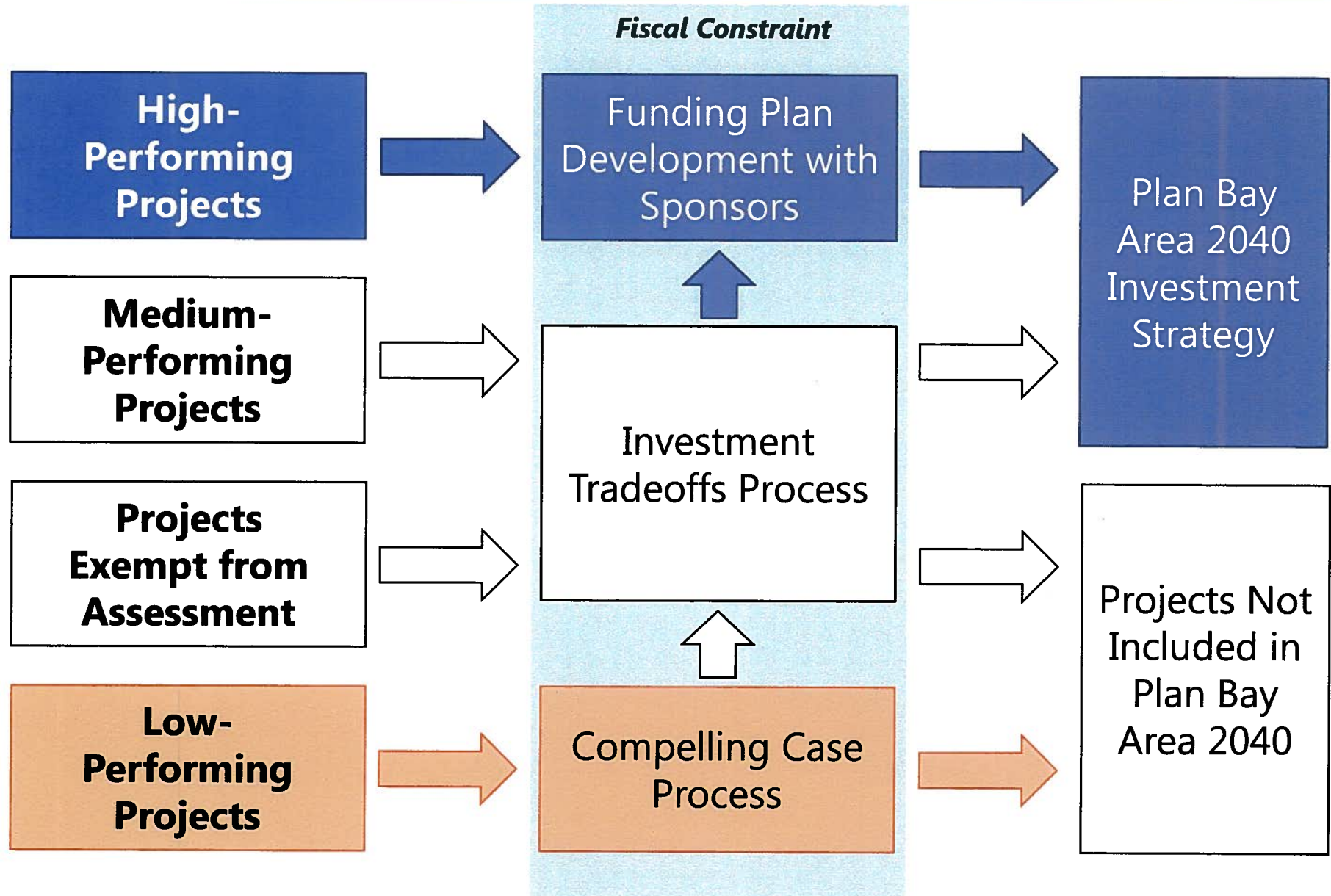
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Geary BRT



# Proposed Process *(same as Plan Bay Area)*

Plan  
BayArea  
2040





# Proposed Compelling Case Framework

Plan  
Bay Area  
2040

**Staff Recommendation:** Rely upon the framework established in Plan Bay Area, with two minor revisions:

- Remove international airport compelling case due to model upgrades that address this limitation.
- Add goods movement compelling case to recognize freight model limitations.

CATEGORY 1	CATEGORY 2
Benefits Not Captured by the Travel Model	Federal Requirements
<ul style="list-style-type: none"><li>a) interregional or recreational corridor</li><li><del>b) provides access to international airports</del> <b>provides significant goods movement benefits</b></li><li>c) project benefits accrue from reductions in weaving, transit vehicle crowding, or other travel behaviors not well represented in the travel model</li><li>d) enhances system performance based on complementary new funded investments</li></ul>	<ul style="list-style-type: none"><li>a) cost-effective means of reducing CO<sub>2</sub>, PM, or ozone precursor emissions</li><li>b) improves transportation mobility/reduces air toxics and PM emissions in communities of concern</li></ul>



# What's Next?

Plan  
BayArea  
2040

## JUNE

Deadline for low-performing project sponsors to submit compelling cases to MTC staff

## JULY

Staff recommendation for final actions on project performance assessment to the MTC Planning Committee  
*(including compelling cases)*

## SEPTEMBER

Preferred scenario for Plan Bay Area 2040 slated for adoption by MTC and ABAG, incorporating outcomes of the performance assessment





*Solano Transportation Authority*

*...working for you!*

Handout - Agenda Item 3a  
**SOLANO TRANSPORTATION AUTHORITY**

**Member Agencies:**

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074  
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May 12, 2016

Page 1 of 2

Mr. Steve Heminger  
Executive Director  
**Metropolitan Transportation Commission (MTC)**  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

**RE: Regional Transportation Plan (RTP) Project Performance Assessment**

Dear Mr. Heminger:

On behalf of the Solano Transportation Authority (STA), we are writing to request a modification to the recent performance assessment by MTC staff of the I-80/I-680/SR 12 Interchange Project. This is a critical regional, statewide, and national freight priority project that reduces congestion, improves safety and physical activity, helps the regional economy by improving goods movement, and supports a number of regional priorities such as safe routes to schools and priority development and conservation areas.

As explained in the attached pages, STA staff has reviewed MTC staff's evaluation of the benefits and costs of the Project and have identified several areas that should be modified. Some of the errors are technical and easily fixed, such as the mis-assignment of Express Lane costs to the Interchange Project. Other modifications to the assessment are more detailed and should also occur. Specifically, MTC's assessment that the Project will result in less physical activity and more traffic collisions is inaccurate and not consistent with other more detailed and accurate data available through the Project's Environmental Document. In addition, MTC's assessment system does not take into account the economic and employment benefits of the project in the benefit to cost assessment process.

The results of these technical and factual errors and the MTC model's inability to assess a regional freight project's benefits would result in placing funding for the entire Project at risk. Millions of dollars of engineering and environmental studies, relocation of utilities and other investments would be wasted if, due to the project's evaluation, it was no longer included in the RTP.

We therefore strongly request that MTC accept STA's revisions to the I-80/I-680/SR 12 Interchange Project evaluation that are spelled out in the attached documents, and we request this change in the evaluation to be implemented prior to the regional project performance assessments being finalized by MTC.



STA Ltr. to MTC's SHeminger dated May 12, 2016 re. RTP Project Performance Assessment

---

If you or your staff have questions regarding this request, please contact STA's Executive Director, Daryl Halls or STA's Director of Planning, Robert Macaulay at (707) 424-6075. Thank you for your consideration of this request.

Sincerely,



Norman Richardson, STA Board Chair  
Mayor, City of Rio Vista



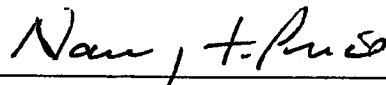
Jim Sperring, STA Board Vice Chair  
Supervisor, Solano County Board of Supervisors




Elizabeth Patterson, STA Board Chair  
Mayor, City of Benicia



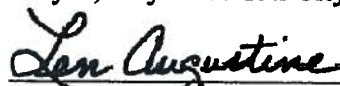
Jack Batchelor, STA Board Member  
Mayor, City of Dixon



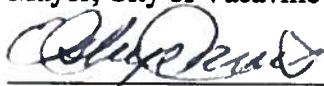
Harry Price, STA Board Member  
Mayor, City of Fairfield



Pete Sanchez, STA Board Member  
Mayor, City of Suisun City



Len Augustine, STA Board Member  
Mayor, City of Vacaville



Osby Davis, STA Board Member  
Mayor, City of Vallejo

Enclosures



Solano Transportation Authority

...working for you!

## SOLANO TRANSPORTATION AUTHORITY

### Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074  
Email: [Info@sta.ca.gov](mailto:Info@sta.ca.gov) • Website: [sta.ca.gov](http://sta.ca.gov)

### MEMORANDUM

DATE: May 10, 2016  
TO: Steve Heminger, Executive Director, MTC  
FROM: Daryl K. Halls, Executive Director, STA  
SUBJECT: **Revised Benefit to Cost (BC) Calculation for the I-80 / I-680 / SR-12 Interchange**

Below are the STA's requested changes to MTC's benefit to cost (BC) calculation for the I-80 / I-680 / SR-12 Interchange. Based on utilizing more accurate calculations for projects costs and for assessing the project, the revised BC ratio should be moved from the current 0.2 up to 1.14. I look forward to discussing this project assessment in more detail with you and your staff.

**Project cost.** MTC staff incorrectly calculated the cost of the project. (All numbers below are in thousands of dollars.)

The total project capital cost is	\$567,400
MTC staff did not deduct the cost of the express lane direct connections which is	\$220,000
The net project cost is actually	\$347,400
Using MTCs 20 year project cost calculation, <b>annual project capital cost is</b>	<b>\$17,370</b>
MTC staff calculated the annual O&M cost based on 32 new lane miles	\$3,300
The project adds zero new lane miles.	\$0
Because existing, higher maintenance pavement is been replaced with new, low maintenance pavement, the actual <b>annual O&amp;M costs</b> for the 20 years of the plan are:	<b>\$0</b>
<b>THE ACTUAL TOTAL ANNUAL COST OF THE PROJECT IS</b>	<b>\$17,370</b>

**Project benefit.** MTC staff incorrectly calculated the benefits from the project. (All numbers below are in thousands of dollars.)

MTC calculated project benefits from reduced congestion totaling	\$13,000
MTC calculated project costs as follows:	
• Increased vehicle ownership	\$500
• Increased GHG emissions	\$500
• Increased PM emissions	\$100
• Reduced physical activity	\$5,500
• Increased collisions due to higher VMT	\$1,300
<b>TOTAL</b>	<b>\$7,900</b>
STA does not disagree with the vehicle ownership, GHG emission and PM emission costs	\$1,100
STA staff disagrees with the physical activity cost, which is spelled out in Attachment A.	
• Reduced congestion will lead to increased access by bike and walking express bus carpool and vanpool sites.	
• The project includes significant local and regional bike facilities and trail connections – connecting 4 regional bike routes.	
<b>The net result should be neutral – neither a cost nor a benefit.</b>	<b>\$0</b>
STA staff disagrees with the collision costs estimated by MTC, as spelled out in Attachment B.	
• The project will reduce accidents in the project area by 18 per year.	
• Based on data from the project's EIR/EIS, two fatal collisions occur in the project area annually. A conservative assumption is that the project improvements will eliminate half of these accidents. Using MTC's costs, this is a benefit of:	\$10,800
• Of the remaining accidents, a conservative estimate is that 10% will result in injuries. Using MTC's costs, eliminating two injury accidents will have a benefit of:	\$248
• The remaining 15 crashes will be property damage only. Using MTC's costs, eliminating 15 property damage accidents will have a benefit of:	\$69
<b>The net benefit, using both MTC's calculated costs and the project's EIR/EIS derived benefit, totals</b>	<b>\$7,817</b>

End result of these changes to the total and annual project cost and project benefit is shown below:

Interchange Project	
Cost	567,400
Regional Express Lane	
Cost	220,000
Actual Interchange	
Project Cost	347,400
Annual Capital Cost	17,370
<hr/>	
Annual O&M	0
<hr/>	
TOTAL ANNUAL	
COST	17,370
TOTAL ANNUAL	
BENEFIT	19,717
REVISED FINAL BC	
CALCULATION	1.14

## ATTACHMENT A

- MTC's modeling staff believes that, in suburban communities such as those found in Solano County, reductions in traffic congestion – as would be provided by the Interchange – result solely in an increase in drive-alone commuters, and a reduction in the willingness of residents to bike or walk to transit centers in order to join a carpool or vanpool, or ride and express bus, ferry or train.
- This staff conclusion is **not consistent with the actual travel behavior of Solano County residents**. The best example of this is the Suisun City – Fairfield Capitol Corridor station. According to data provided by the Capitol Corridor and included as part of STA's recently completed Rail Facilities and Freight Study, this station has **access rates for bicyclists and pedestrians (18%) equal to those found in Emeryville and Berkeley**. The bicycle storage lockers at the Vacaville and Fairfield Express Bus / Park and Ride lots are consistently filled. The generally good weather and the constantly expanding bicycle and pedestrian networks funded by STA and implemented by cities throughout Solano County are incentives for people to use active transportation to get to a transit center. The disincentive to using transit to access the Bay Area is congestion found in a few key spots such as the Interchange. The MTC staff analysis misses this point.
- Additional active transportation benefits are provided through providing and connecting **numerous new class one and class two bicycle facilities that are integral elements of the Interchange project**. These new facilities provide local connections between single family and multifamily residential areas, nearby commercial and employment centers, and existing schools and civic facilities. They **bypass the barrier provided by I-80 and I-680** by creating new bike lanes on existing over crossings, and creating new grade-separated bike lanes.
- In addition to the local connections, the project provides a vital link to the class two facility **through Jamison Canyon that connects Fairfield and the Suisun Valley PCA to Napa County** and provides better connection for **four regional bike facilities** – North Connector, Solano Bikeway (McGary Road), Lopes Road and Jameson Canyon. The project will also improve Safe Routes to School access for students traveling to Green Valley Middle School and Rodriguez High School.
- The MTC model does not lend itself to calculating the benefit of additional student bicycle and pedestrian trips that would result from the project. It also has trouble capturing the local transition of commute trips from automobiles to bicycles that would be provided by elimination of the interstate freeway barriers by the project. Finally, it is unable to capture the increased physical activity (and support for open space and agriculture in the Napa and Solano PCAs) that would be provided by the completion of the project.

## ATTACHMENT B

- MTC's assessment includes a footnote regarding traffic collisions stating that the **MTC model cannot account for changes in weaving movements and rear end collisions** – exactly the sort of improvements that will result from the interchange project. This means that MTC staff acknowledges that they cannot accurately model the safety benefits of the project.
- **STA staff provided data from the approved EIR/EIS for the interchange to MTC staff** that documents expected reductions in collisions that will result from the completion of the Interchange project. The information from the EIR/EIS documents numerous road segments that exceed the state average for injury and fatality accidents. To quote directly from the environmental document,

“in particular, the total and fatality + injury actual accident rates are 1.9 to 1.4 times higher, respectively, for the west-bound off ramp to Red Top Road; the total actual accidents and fatality + injury actual accident rates are 1.7 to 2.0 times higher, respectively, for the east-bound off ramp to Green Valley Road; the actual fatality + injury accident rate is 34% higher than the average accident rate (fatality+ injury) for the eastbound onramp from Green Valley Road; the total actual accident rate is 3.9 times higher, for the westbound connector ramp from northbound I-680; and the total actual accident and fatality + injury actual accident rates are 37% and 55% higher than the average accident rate (fatality + injury) respectively for the eastbound connector ramp from northbound I-680 than average rates.”
- The environmental document safety discussion concludes with the following paragraph:

“The proposed improvements will reduce current and projected congestion as well as braid several congested weave movements. **Therefore, it is anticipated that construction of the proposed improvements will result in accident rates dropping to, or below, the state-wide average for similar facilities.**” (emphasis added)
- STA staff used road length and accident rates and numbers from the EIR/EIS and AADT rates from Caltrans (2014) to calculate the reduction in accidents that would result from the Interchange project. Specifically, STA staff focused on those segments of the interchange project with accident rates above the State average for similar facilities, and those segments with recorded fatal accidents. STA assumed those segments with accident rates above the state average would now have accident rates equal to the state average, and applied those revised rates to the recorded number of accidents as documented in the EIR/EIS.
- STA staff used the costs for fatal, injury and property damage collisions provided by MTC staff in the document titled Plan Bay Area 2040 Project Performance Assessment Approach to Benefits and Costs.
- STA staff used conservative estimates. For example, only ½ of the number of fatal accidents

were assumed to be eliminated by the project improvements. Similarly, even though the environmental document stated that accent rates might drop below the state-wide average, STA staff only assumed that they would drop to the statewide average.

In summary, STA staff has identified a combination of project cost reductions and project benefits that conservatively result in a project assessment for the I-80/I-680/SR 12 Interchange of 1.14.



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

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**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/17/2016      **In control:** Metropolitan Transportation Commission  
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**Title:** MTC Resolution No. 4245. MTC/ABAG Merger Study Recommendation.

Consider Policy Support for Merger Study Report Option 7, Consolidation of all MTC and ABAG staff Functions within MTC and Pursuit of New Governance Options.

**Sponsors:**

**Indexes:**

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**Attachments:** [10a\\_MTC Resolution No. 4225. MTCABAG Merger Study Recommendation](#)  
[10a\\_Handout-NPHLetter\\_ABAGMTCMerger\\_Item10](#)

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

MTC Resolution No. 4245. MTC/ABAG Merger Study Recommendation.

Consider Policy Support for Merger Study Report Option 7, Consolidation of all MTC and ABAG staff Functions within MTC and Pursuit of New Governance Options.

**Recommended Action:**

Commission Approval





METROPOLITAN  
TRANSPORTATION  
COMMISSION

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WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

Agenda Item 10a

## *Memorandum*

TO: Commission

DATE: May 18, 2016

FR: Executive Director

RE: MTC Resolution No. 4245: MTC/ABAG Merger Study Recommendation

On April 22, 2016, after review of the Merger Study Options Analysis and Recommendation Report (Attachment A), the Joint MTC Planning and ABAG Administrative Committees recommended Option 7, Consolidation of all MTC and ABAG Staff Functions within MTC and Pursuit of New Governance Options, for consideration by the MTC Commission and the ABAG Executive Board.

At your Commission workshop in April, MTC staff presented the results of our preliminary financial analysis of Option 7 to better inform the Commission about the substantial set of financial impacts to MTC (Attachment B). Since that time, and at the direction of the Joint MTC Planning and ABAG Administrative Committee, our consultants Management Partners have prepared a draft Implementation Action Plan (IAP) for Option 7 pending consideration by the Board and Commission and to inform possible future implementation activities should this option be approved by the MTC and ABAG policy boards. The draft IAP is included as Attachment C. The IAP calls for more in-depth due diligence, should MTC and ABAG choose to support the policy direction of Option 7. In particular, the IAP identifies the following general action areas and implementation steps:

- A. *General Agreements/Option 7 Policy Support*: Achieving policy support for Option 7 and a consensus regarding the general framework, schedule and plan for its implementation.
- B. *Contract for Service*: Conducting a financial analysis of the impact on both MTC and ABAG of consolidating all staff functions within MTC and developing a contract for service if determined to be feasible.
- C. *Memorandum of Understanding*: Establishing a time frame for future consideration of governance options.
- D. *Human Resources*: Establishing the compensation and benefit structure for ABAG employees to be transitioned to a consolidated agency.
- E. *General Administration*: Establishing a work program for general administrative activities following execution of a contract for service.
- F. *Planning Programs and Services*: Developing an integrated work program for Plan Bay Area and establishing a unified planning team positioned to address the region's planning priorities.

## **Background**

As a reminder, MTC approved MTC Resolution No. 4210 in October 2015 to functionally consolidate the planning departments of MTC and ABAG. As part of that action, MTC and ABAG were to hire a consultant to conduct a jointly funded merger study and a merger implementation plan for completion by June 1, 2016. Management Partners was hired in late December and have conducted a study that examined the policy, management, financial and legal issues associated with further integration, up to and including institutional merger between MTC and ABAG. The consultant effort resulted in the evaluation of seven distinct options as described in Attachment A.

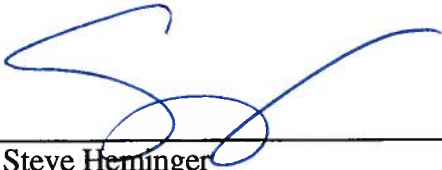
MTC Resolution 4210 further established that, in the event ABAG and MTC approve, each in its sole discretion, and by formal resolution, a Merger Implementation Plan prior to July 1, 2016, the functional consolidation of planning departments would be pre-empted and the actions outlined in principles 2-10 of that resolution would become null and void.

Therefore, should ABAG and MTC both approve policy support for Option 7, or the same alternative option, before July 1, MTC Resolution 4210 would in effect be superseded by the new policy direction established in the Merger Implementation Plan.

## **Next Steps**

ABAG's General Assembly and Executive Board will be meeting on May 19<sup>th</sup> to discuss the same topic and to consider action on Option 7, or an alternative. Staff will provide an update on the outcome of those discussions at your meeting on May 25<sup>th</sup>. As noted above, the provisions of MTC Resolution 4210 require that both agencies approve an alternative prior to July 1.

Should the Commission approve the policy support of Option 7 as embodied in MTC Resolution No. 4245, an Implementation Action Plan will be brought forward next month for consideration and approval, to further guide important transition activities over the next several months.

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

## **Attachments:**

Attachment A: Management Partners Merger Study Options Analysis and Recommendation Report and Presentation

Attachment B: April 2016 MTC Commission Workshop with Preliminary Financial Analysis

Attachment C: Management Partners Proposed Implementation Action Plan

MTC Resolution No. 4245

ABSTRACT

MTC Resolution No. 4245

This resolution approves policy support for the Merger Study Option 7, consolidation of all staff functions of MTC and ABAG within MTC under one executive director and pursuit of new governance options, suspends the multi-year funding framework between MTC and the Association of Bay Area Governments (ABAG) consistent with the full functional consolidation, and calls for a letter agreement to support ABAG's planning services through December 31, 2016 as the agencies work toward approval of a contract for services or until completion of the functional consolidation, whichever occurs first.

Further discussion of this subject is contained in Commission memoranda dated May 18, 2016 and materials from the Special Joint MTC Planning and ABAG Administrative Committees from January through April 2016.

Date: May 25, 2016

W.I.: 1121

Re: Policy Support for Consolidation of MTC and ABAG Staff Functions within MTC and Pursuit of New Governance Options

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4245

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 Bay Area or region); and

WHEREAS, the Association of Bay Area Governments (ABAG) was created in 1961 and serves as the Council of Governments for the region; and

WHEREAS, California Government Code § 65080 *et seq.* requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS); and

WHEREAS, Senate Bill 375 (Steinberg, 2008) requires that each metropolitan planning organization in California prepare and adopt an SCS to bring together transportation and land use planning; and

WHEREAS, in the case of the Bay Area there is a special section in the law (Government Code 65080 (b)(2)(B)) that assigns responsibility for preparing the various elements of the SCS to either MTC, ABAG or both, based on the traditional roles each agency has historically performed; and

WHEREAS, the current bifurcated structure between the MTC and ABAG planning departments leads to significant duplication, inefficiencies and missed opportunities in preparing the SCS and to best serve the needs of the Bay Area and its local communities; and

WHEREAS, on October 28, 2015, MTC approved MTC Resolution No. 4210 to integrate the MTC and ABAG planning departments on July 1, 2016 and also to expedite the joint hiring with ABAG of a consultant to conduct a Merger Study and Merger Implementation Plan (MIP) by June 1, 2016 that would explore further integration, up to and including institutional merger between MTC and ABAG; and

WHEREAS, MTC Resolution 4210 stated that in the event that ABAG and MTC approve a MIP before July 1, 2016, the functional consolidation of planning departments shall be pre-empted and principles 2-10 of the resolution shall be void; and

WHEREAS, Management Partners was hired and has completed a Merger Study Options Analysis and Recommendations Report (“Merger Study”) that includes seven distinct options; and

WHEREAS, on April 22, 2016, the Joint MTC Planning and ABAG Administrative Committees recommended Option 7 for consideration by the MTC and ABAG policy boards; now, therefore, be it

RESOLVED, that MTC expresses policy support for the Merger Study’s Option 7, consolidation of all staff functions of MTC and ABAG within MTC under one executive director and the pursuit of new governance options, as a near-term approach to better administer the significant and challenging responsibilities set forth in Senate Bill 375; and be it further

RESOLVED, that MTC directs staff to present a letter agreement for approval at the June 22, 2016 Commission meeting that would continue financial support for ABAG’s planning services through December 31, 2016 as the agencies work toward approval of a Contract for Services or until completion of the functional consolidation, whichever occurs first; and be it further

RESOLVED, that MTC suspends the MTC/ABAG Funding Framework included as Attachment B to MTC Resolution 4210 pending development and execution of the aforementioned Contract for Services; and be it further

RESOLVED, that MTC directs staff to initiate financial and legal analyses to determine the impact on both MTC and ABAG of a staff consolidation; and be it further

RESOLVED, that MTC acknowledges that the proposed Implementation Action Plan, once finalized and adopted by ABAG and MTC, is meant to set forth a more comprehensive process to guide the respective agencies as we move forward to implement a full staff consolidation of ABAG and MTC within the MTC organizational structure.

METROPOLITAN TRANSPORTATION COMMISSION

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Dave Cortese, Chair

This 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.

# **Metropolitan Transportation Commission and the Association of Bay Area Governments Merger Study Options Analysis and Recommendation Report**

**April 2016**

**Management  
Partners**





April 18, 2016

Mr. James Spering, Chair  
Planning Committee  
Metropolitan Transportation Commission (MTC)  
101 Eighth Street  
Oakland, CA 94607

Ms. Julie Pierce, Chair  
Administrative Committee  
Association of Bay Area Governments (ABAG)  
101 Eighth Street  
Oakland, CA 94607

Dear Mr. Spering and Ms. Pierce:

Management Partners is pleased to transmit this Options Analysis and Recommendation Report for the ABAG-MTC Merger Study. This report evaluates seven options and the implementation of MTC Resolution 4210 in relation to how well each addresses the three problems we identified:

- Preparation of the region's sustainable community strategy to reduce greenhouse gases is statutorily split between two regional agencies.
- Two agencies responsible for regional land use and transportation planning and associated services and programs are not formally linked by an integrated management, leadership, or policy structure.
- ABAG's ongoing ability to implement its mission is compromised by its dependence on discretionary funding that will challenge its fiscal sustainability over the long run.

Based on our analysis and application of an established set of evaluation criteria, the report includes our recommendation regarding which alternative we believe best addresses the problems. Under our contractual agreement for the Merger Study, the next step is for the Joint Committee to select one option on April 22, and for us to prepare an implementation plan for that option. We hope our work to date has helped both agencies understand the choices before them and allows for an informed decision about those choices.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gerald E. Newfarmer', is positioned above the printed name.

Gerald E. Newfarmer  
President and CEO



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## Executive Summary

The Association of Bay Area Governments (ABAG) was formed in 1961 by the region's local jurisdictions, recognizing even then that the Bay Area had common issues that crossed jurisdictional boundaries that called for more comprehensive regional thinking. Unlike other major metropolitan areas in the country, when the federal government required that metropolitan areas create regional transportation planning agencies to better plan for and coordinate the distribution of federal transportation funds, the state legislature created a separate agency – the Metropolitan Transportation Commission (MTC) – to be the Bay Area's Metropolitan Planning Organization (MPO). Elsewhere in California, the local Council of Governments (similar to ABAG) was designated the MPO, creating a single, unified regional planning agency for those regions.

ABAG and MTC subsequently worked together over the decades, one largely focused on land use and related issues, the other focused on transportation. Because transportation and land use are inextricably linked, the agencies have occasionally worked voluntarily together on various comprehensive regional plans and strategies for the region's growth, and MTC has depended on ABAG for the regional land use forecasts that are the basis of transportation models. Periodically over the years, there have been efforts to combine the agencies into a single unified agency, but those efforts did not succeed.

With the adoption of SB 375 in 2008, the "voluntary association" between ABAG and MTC became a forced one. SB 375 required the agencies to produce a joint sustainable communities strategy (SCS) that would demonstrate how the region would reduce its greenhouse gases by encouraging a development pattern that reduced dependence on travel by car, and support that development pattern through transportation plans and investments. But as sometimes happens with forced relationships, by most accounts, it did not go smoothly. While the two agencies managed to work well enough together to produce Plan Bay Area (adopted in 2013), there were many bumps in the road on the way.

In 2015, as the agencies began work on the required update to Plan Bay Area, MTC felt there was a better way. Accordingly, in October 2015 MTC adopted Resolution 4210 (4210), which would create an integrated regional planning department by functionally consolidating MTC and most, but not all, ABAG planning staff into a single unit within MTC. As outlined in Resolution 4210, the respective SB 375 statutory responsibilities by ABAG and MTC for the development of the SCS, also known as Plan Bay Area (PBA) in the Bay Area, would remain the same after the functional consolidation of planning staff. The resolution reallocates MTC's funding to ABAG for this purpose back to MTC and provides transitional financial assistance to ABAG for the next five years to mitigate the impact.

This resolution was believed by MTC to be the best near-term approach to carry out the land use and transportation planning responsibilities set forth in SB 375, streamline the preparation process, and eliminate duplicative efforts between MTC and ABAG planning staff. Resolution 4210 also includes a provision to undertake a merger study to explore alternatives to the functional consolidation of planning staff and provides that, should the two agencies agree to an alternative, 4210 would not be implemented. The ABAG Administrative Committee adopted a resolution expressing support of MTC's resolution.

A joint committee (Joint Committee) composed of the ABAG Administrative Committee and the MTC Planning Committee was assigned responsibility for managing the merger study. In January 2016, MTC and ABAG hired Management Partners to conduct the merger study to examine the policy, management, financial, and legal implications associated with further integration, up to and including institutional merger between MTC and ABAG. The engagement also included the development of a merger implementation plan for any option selected by the Joint Committee. In the event that ABAG and MTC approve an alternative merger implementation plan prior to July 1, 2016, Resolution 4210 will not be implemented.

Since January, Management Partners has completed a range of activities including extensive interviews, many stakeholder meetings, research on alternative models and significant background research leading to this options analysis. This report provides the results of the options analysis as well as a recommendation for a path forward.

## ***The Problem***

Passed in 2008, SB 375 requires each of California's 18 Metropolitan Planning Organizations (MPOs) to include a sustainable communities strategy (SCS) in the Regional Transportation Plan (RTP), both of which are required to be approved and adopted by MTC. The SCS sets forth a vision for regional growth that takes into account the region's transportation, housing, environmental, and economic needs. The SCS is the blueprint by which each region intends to meet its greenhouse gas emissions reductions target. Plan Bay Area (PBA) is the region's first SCS. It was adopted by the ABAG Executive Board and MTC in July 2013. An updated Plan Bay Area must be completed by 2017.

Management Partners met with the members of the Joint Committee in January 2016 and held a facilitated discussion with the Joint Committee on January 22, 2016. Additionally, a six year financial forecast of both agencies was conducted which concluded that ABAG needs to address a financial structural shortfall in the near term and develop a financial strategy that can sustain the agency if it is to continue its mission within its existing structure and framework.

As a result of those interviews and that discussion, and after an extensive stakeholder outreach process, on March 25, 2016, Management Partners set forth the three problems we believe the merger study should address:

- 1. Preparation of the region's sustainable community strategy to reduce greenhouse gases is statutorily split between two regional agencies.*
- 2. Two agencies responsible for regional land use and transportation planning and associated services and programs are not formally linked by an integrated management, leadership, or policy structure.*
- 3. ABAG's ongoing ability to implement its mission is compromised by a continued reliance on discretionary revenue that will challenge its fiscal sustainability over the long term.*

Included within our problem statements was a list of consequences that we believe flowed from each of these problems. A complete description of the problems and their consequences may be found in Attachment A.

## ***Conclusions about Implementation of MTC Resolution 4210 and Alternative Options***

At the March 25 Joint Committee meeting, Management Partners presented nine options, which have since been modified and reduced to seven based on comments at the meeting and a review of commonalities of some options. Our conclusions and recommendation are based on a consideration of ABAG's emerging financial issues, a close review of the options that in our view best respond to the problems identified, our analysis of general impacts, and the application of criteria we developed to evaluate identified options. They are also based on our own experience working on government reorganizations and mergers in California and across the country.

A full analysis of each option including implications for legal, management, financial, employee and policy impacts may be found in the Options Analysis section of this report, which provides significantly more information. A summary of conclusions for the Implementation of MTC Resolution 4210 and each option are presented below, followed by our recommendation to the Joint Committee.

### **Implementation of MTC Resolution 4210 – Consolidation of Most Planning Functions in MTC**

Implementation of Resolution 4210 (4210) would address the first problem identified as this study began: having a single agency staff accountable for the preparation of Plan Bay Area 2017 (PBA 2017) and future PBAs. Both ABAG and MTC face a formidable task as they try to work together to prepare the SCS and PBA. No other metropolitan area of the State operates with the bifurcation of duties seen in the Bay Area. There is a reason for this. Under current law it is difficult and cumbersome to do what needs to be done using two separate agencies with separate cultures, staff and orientations and distinct, but important policy interests. As noted by the MTC executive director in his September 18, 2015 memo to the Commission regarding PBA 2013: "we simply spent too much time arguing over matters ranging from high-level policy to low-level minutia because there was no ability to break ties other than by one agency bowing to the other's point of view." Elected officials are placed in the difficult role of "breaking ties" when disputes arise and project management is made exponentially more difficult. Implementation of Resolution 4210 would begin to address this problem and begin the process of establishing a larger, more comprehensive



planning department that could potentially address other issues facing the region. However, it would leave intact indefinitely the existing bifurcation in policy responsibility between the two agencies, and create a new bifurcation with staff in one agency trying to serve the needs and interests of a separate agency. While it is feasible for this arrangement to work, it would need to be accompanied by a clear work program that ensures that ABAG's statutory and policy responsibilities, interests and needs are addressed.

ABAG planners would be incorporated into a more financially stable organization with a different set of benefits and employee representation status.

Implementation of Resolution 4210 would change ABAG's historic role as the regional land use planning agency in the region and compound the impact and seriousness of a financially struggling agency. Most stakeholders in the region understand ABAG to be the organization that addresses the region's land use planning. It is perceived by most stakeholders as having a staff sensitive to local government interests, and its governing body as capable of representing the diversity of local government concerns. While ABAG would retain its policy role and statutory responsibilities following 4210, placing staff under the MTC administrative structure could lead to the perception that it has less influence.

Further, 4210 leaves three planning programs at ABAG:

1. The Regional Housing Needs Assessment (RHNA) process,
2. Resilience programs, and
3. The Bay Trail program.

The RHNA process is inextricably linked to a number of planning functions and cannot effectively be separated from the SCS process. Further, both ABAG and MTC support resilience programs that should be consolidated for efficiency, but more importantly, for effectiveness purposes. And the Bay Trail program is funded by MTC and is, in part, transportation related.

Although ABAG's Administrative Committee adopted a resolution expressing support for 4210, our meetings with local government officials indicate that most local governments remain very concerned about the consequences of implementing the resolution. MTC continues to be perceived as the regional transportation agency, which of course it is. To become the comprehensive regional planning agency, it will need to

modify its approach to planning to be more inclusive and responsive to local governments, and significantly broaden its mission. While these changes would be challenging for any organization, this level of change is certainly possible and will perhaps be furthered by the incorporation of ABAG staff that have performed these functions in the past.

### **Option 1 – No Structural Change**

Option 1 would not resolve any of the problems identified for this study. Although increased collaboration and a conflict resolution process could improve the PBA 2017 process, it would not resolve the fundamental issues that flow from having two agencies with different missions, staffs and governing boards, which effectively have overlapping responsibilities for development of the SCS. It would not address the transparency and accountability issues of PBA 2013. It would not address the underlying fragility of ABAG's funding structure which is overly reliant on grants and an annual allocation of money from MTC. From MTC's perspective, this option would leave it with an indefinite financial responsibility with little control over costs or performance. While ABAG would likely continue to survive under this option, the lack of sufficient, secure funding means it cannot fully take on the critical role that councils of governments (COGs) play elsewhere in the country: helping the region to address the major issues that it faces.

### **Option 2 – Hire an Independent Planning Director to Manage all Planning Functions**

Option 2 has the potential to address the desire for a more accountable and streamlined PBA process while leaving staff in their respective agencies. But it would achieve this goal by creating a highly unusual and fragile organizational and policy structure with substantial potential for dysfunction.

At the staff level, it would be very challenging for an independent planning director to gain the support and loyalty of staff who are coming from two different agencies. It would be equally challenging for that position to build an effective team with combined staff, especially if the project is of limited duration and agency staff will be expected to re-integrate into their respective agencies at the end of the PBA process. If the new "planning group" were given a wider and longer-term planning mandate, then the issue of how to integrate that planning work into the overall work of the two agencies would arise. The goal of having a unified vision and implementation strategy to address the region's issues

would be very difficult to achieve under this unusual policy and organizational structure.

By leaving in place the current financing structure, this option would not address ABAG's financial condition in the long term, and would leave ABAG subject to MTC financing decisions in the future. From the MTC perspective, this option would leave it with an indefinite financial responsibility with little control over costs or performance. From the perspective of the new planning director, having both agencies agree to and fund a work program for the planning group is likely to be an annual challenge.

It would also perpetuate a regional planning process unlike anything seen in a major metropolitan area of the state.

### **Option 3 – Establish a New Joint Powers Authority (JPA) to Oversee all Planning Functions**

This option has the potential to address the desire for a more accountable and streamlined PBA process, but at a cost. And, it will result in yet another government agency. Creating the new JPA will involve a significant effort in its own right, and is likely to trigger similar governance issues that are involved in creating a new comprehensive regional agency.

The first challenge is determining the common powers between the two agencies that could be delegated to the JPA. Determining the relationship between MTC and the new JPA in regard to the RTP is likely to be especially challenging because of the importance of the RTP to much of MTC's programmatic and project work. Whether this JPA may be able to undertake work on the larger issues facing the region would depend on the willingness of the parent agencies to authorize and fund such work or to allow the JPA to seek its own funds. But even if it were to undertake that work, those plans will need to be integrated into the programs of MTC and/or ABAG. There will continue to be a divided policy development and implementation process. Rather than that process being divided between two agencies, it would be between three.

As with the previous option, leaving in place the current financing structure would not address ABAG's already fragile finances, and would continue to leave ABAG subject to MTC financing decisions in the future. From the MTC perspective, this option would leave it with an indefinite financial responsibility with little control over costs or performance. From

the perspective of the JPA, having both agencies agree to and fund a work program for the JPA is likely to be an annual challenge.

Again this option would perpetuate a unique and separate planning approach, unlike any other in the state.

#### **Option 4 – Create a New Regional Agency and Governance Model**

Once a new agency is established, this option would address all three problems identified for this merger study: a more streamlined and accountable SCS process, a more unified and comprehensive approach to regional planning, and more secure and stable funding for regional planning. By creating a new agency rather than having one agency absorb another agency, it would allow an opportunity for all parties to agree on its mission and an equitable and representative governing structure (or structures).

A new agency would respond to the fundamental interests of the vast majority of stakeholders who are in agreement that the region would be better served by a more comprehensive approach to regional planning. A new agency also provides an opportunity for a more integrated, consistent, and comprehensive approach to all regional programs and services. With more cost-effective agency administration, a new agency would have additional resources to broaden its mission, become a partner with local governments, and address other issues of regional concern.

Until a new agency is established, ABAG would be required to address its financial instability. If an appropriate transition agreement could be reached through a contract with MTC, this option could also assist ABAG in addressing its financial issues through a more cost-effective administrative structure, a review of the cost effectiveness of some programs and services, and the incorporation of ABAG staff into a more financially robust, unified organization. Although Management Partners estimates significant administrative cost savings over time from implementation of this option, the impact on the new agency's finances from potentially absorbing ABAG liabilities will need to be fully assessed before it is implemented.

The biggest obstacle to moving forward is most likely the perceived need to solve the governance structure at the outset, and fear of the outcome. How will the interests of smaller local governments be balanced against the larger ones? The smaller jurisdictions want their interests and unique circumstances to be respected and their concerns recognized in any

regional agency. They believe this is achieved in the current ABAG governance structure, although ABAG's financial situation and SB 375 have mitigated its effectiveness.

The interests of the more populous cities and counties are that programs and funding serve those areas with the majority of the population of the region. These interests must also be recognized and respected in any governance structure. The large cities tend to believe that the MTC governance structure is more reflective of their interests, at least with respect to transportation planning and programming.

Local governments remain concerned that the effort to address regional issues places pressure on them to be responsive to regional concerns and priorities and erodes local control. The concern with governance also reflects the relatively large sums of money available for transportation projects in the Bay Area and the strong interest in their distribution around the region.

Balancing small and large jurisdiction interests of maintaining local control and of equitable distribution of transportation dollars are not unique to the Bay Area or to California. These tensions seem to be almost universal in regional agencies across the country. Elsewhere, these issues have been addressed through a variety of mechanisms, including special voting requirements for board decisions that help work towards consensus. While we have not surveyed the attitudes of local officials in the agencies profiled as part of this project regarding their respective regional agencies, our interviews with the executive directors indicated that the various decision-making systems in those agencies have worked relatively well to drive consensus.

Our survey of other regions also found many options for creating a single agency. In Chicago and in Washington DC, the MPO remains a separate entity with its own governing board, but with a single staff organization. The MPO Board acts with policy guidance from the larger umbrella organization, and in one organization, the MPO Board is considered a committee of the umbrella agency.

Management Partners believes the governance issue can be resolved with additional research about the effectiveness of different models, good will, and compromise. However, Option 4 would not address the presenting issue for this study: the desire for a more streamlined, transparent and accountable PBA 2017 process. By the time a new agency would be created, PBA 2017 would be close to completion or completed.

### **Option 5 – Create a New Comprehensive Regional Agency and Governance Model**

Option 5 would achieve many of the same objectives as Option 4, and then some. It would allow for a much more comprehensive and unified approach to regional planning and to environmental protection. However, the already significant challenges involved in considering unification of ABAG and MTC would be exponentially increased by seeking to incorporate additional agencies.

If one was starting with the proverbial “clean sheet of paper” such an approach might be the best. Our concern with this approach is that perfection could become the enemy of better, and the Bay Area needs a better approach than it now has.

### **Option 6 – Execute a Contract between MTC and ABAG to Consolidate Planning Functions within MTC and Enter into an MOU to Create a New Regional Agency and Governance Model**

Option 6 combines an initial phase of consolidating all planning staff followed by the creation of a new regional agency and governance structure. Both components (a contract and MOU) are intended to proceed simultaneously. As noted in Option 4, creation of a new regional agency would address two of the three problems identified by this study, and Option 6 would provide a near-term, partial solution to the third problem: a more streamlined and effective PBA 2017 process.

Option 6 would also address the stakeholder desire for a single agency responsible for planning the region’s future. A new agency also provides an opportunity for a more integrated, consistent and comprehensive approach to all regional programs and services. With more cost-effective administration, the new agency would have additional resources to broaden its mission, become a partner with local governments, and address other issues of regional concern.

Until a new agency is established, ABAG would be required to address its financial instability. If an appropriate transition agreement could be reached through a contract with MTC, this option could also assist ABAG in addressing its financial issues through a more cost-effective administrative structure, a review of the cost effectiveness of some programs and services, and incorporation of ABAG staff into a more financially robust, unified organization. Although Management Partners

estimates significant administrative cost savings over time from implementation of this option, the impact on the new agency's finances from potentially absorbing ABAG liabilities will need to be fully assessed before this option is implemented.

This option would also partially address having a more streamlined, accountable, and transparent PBA 2017 process by having a unified staff under a single director and executive director.

In addition to increasing staff accountability and reducing duplication of staff effort for PBA 2017, combining all planners into a single department should allow improvements to the policy process that prompt an increase in transparency and efficiency for decision makers. However, until a new agency and a new governance structure are created, policy decision-making will remain bifurcated and transparency may not improve significantly. Future PBAs would presumably fully achieve the goal of a more streamlined and transparent process under a unified agency.

With this option, Management Partners proposes transferring all ABAG planning staff to MTC, as there would be no basis for leaving the three programs at ABAG as proposed by 4210. By combining all planning, this option would allow the new planning department greater flexibility to undertake new initiatives in the near term while the new agency is being created.

As noted in the discussion about Option 4, the fundamental issue with creating a new agency revolves around the question of governance. It remains unclear whether there is the necessary consensus and trust among the region's local elected officials to move forward with creating a new regional agency and governance model. Entering into a memorandum of understanding (MOU) to do so would represent a formal agreement between the agencies to create a regional agency; however, depending on the rights and obligations set forth, it may or may not be legally binding.

### **Option 7 – Enter into a Contract between ABAG and MTC to Consolidate Staff Functions under One Executive Director and Enter into an MOU to Pursue New Governance Options (Functional Consolidation)**

Both components of this option are intended to proceed simultaneously. This option would address two of the three identified problems and partially address the third. It would address the interest in having a more

accountable, streamlined and effective PBA 2017 process by combining all staff into one organization. Assuming appropriate agreements can be reached, this option could assist ABAG in addressing its financial challenges by allowing for a more cost-effective administrative structure, a realignment of programs and services, and the incorporation of all ABAG staff, programs and functions into a more financially stable and robust organization, with a different set of benefits and employee representation status. (The impact on current retiree benefits would need to be assessed.) Although Management Partners estimates significant administrative cost savings over time from implementing this option, the impact on MTC finances of absorbing ABAG staff and possible liabilities will need to be fully assessed before it is implemented.

ABAG would retain its role as a policy-making body, and would continue to provide oversight of its statutory responsibilities, as well as the services and programs under its purview. It would maintain its autonomy through a contract with MTC that sets forth roles and responsibilities, a work program and a budget to accomplish it. ABAG would have the authority to contract with consultants who can independently review work arising from staff to ensure it meets its interests and the intent of the contract. While the executive director would officially report to one oversight body (in this instance, the MTC Commission), Management Partners has seen many agencies where executive directors (or other chief executive officers) are responsible for meeting and balancing the interests of many competing stakeholder groups. In Washington DC and Chicago, the executive directors of the regional agencies have essentially two different governing boards whose interests they must address, and they have not indicated any significant issues in doing so. In other major regional agencies in the state, e.g., SACOG and SANDAG, the executive director must balance the interests of both the MPO and the COG, and does.

However, because there is no binding commitment to create a new regional agency or successor governance structure, this option would not address the issues associated with having two agencies with their own governing bodies responsible for the region's land use and transportation planning. This option proposes that the regional governance issue specifically be reconsidered at a designated date in the future. Nonetheless, adoption of this option could be perceived as a bridge forward toward that objective.



## ***A Path Forward***

Option 6 provides the greatest opportunity for addressing the three problems identified for this study, consistent with the principles set forth and presented to the Joint Committee. As said many times by different stakeholders, there is a need for the Bay Area to consider and address complex, major issues over the next 5, 10 and 40 years. Those issues require integrated, comprehensive thinking about land use, transportation, social justice, environmental quality, and resource limitations. The seeds to create this type of comprehensive approach exist within MTC and ABAG, but each organization also faces real and perceptual challenges in meeting this need, and neither can do it alone. In any event, the existing two-agency (and some would say, four- or five-agency) Bay Area planning structure with its limited agency purviews cannot effectively integrate and efficiently address those issues in a holistic and comprehensive manner.

Although MTC has been moving to broaden its mission as a result of SB 375 and other issues, it is seen by most stakeholders in the Bay Area as too focused on transportation funding, projects, and program implementation. That has appropriately been its mission since its inception, and changing that mission to address a broader range of regional planning issues will be challenging, but not impossible. Broadening its mission to own and provide a wider range of regional planning services will be hampered by the perception by some stakeholders that it is not sufficiently sensitive to local governments and its governing body is not representative of local government interests in the region.

At the same time, ABAG's influence and voice as the region's land use planning agency has been impacted in part due to SB 375, but also (and as important) because it lacks the financial foundation on which to build a more robust planning program that can address the issues facing the Bay Area. Because ABAG is so dependent on grants for its survival, it is forced to be reactive to grant-makers' priorities, rather than establish a coherent regional planning program that addresses the issues most important to it and its member agencies. Many stakeholders also see ABAG as hampered by its outdated and inefficient governance structure. Some members mistrust regional initiatives, which are perceived to be paralyzed by a focus on preserving local prerogatives (not land use authority).

Neither agency currently has the necessary support or resources to be an effective comprehensive regional planning agency. A new agency would, at the very least, be considerably more cost-effective and have a stable financial foundation. Gaining the necessary political support to create the agency will depend on defining an equitable governance structure that has the support of stakeholders.

As described in Option 4, the governance issues of concern here are the same across the country. Despite differences between regions, there seems to be some common strategies applied to address the regional governance concerns of small and large governments and those strategies seem to be effective. We want to emphasize that in at least two regions, the MPOs retained a different governance structure, but both were under the umbrella of a larger organization.

We believe there is considerable value to be added to this region by creating a new comprehensive and unified regional agency. As a result, we recommend Option 6 which contains a commitment to create a new regional agency and governance structure as best able to achieve that goal, while achieving some near-term improvements to the PBA 2017 process and future PBAs.

**Recommendation 1. Direct preparation of an implementation action plan and begin implementing Option 6.**

Based on the Joint Committee discussion to date, however, we also recognize that the political consensus and trust needed to move forward with creating a new regional agency and governance structure may not be there yet. Meanwhile, there is a need to address ABAG's financial fragility, to create a more streamlined and effective PBA 2017 process, and to establish a stronger, more integrated staff platform for addressing the complex issues facing the region. If adopting Option 6 is a "bridge too far" at this time, Option 7 may be a path forward.

Option 7 should establish a clear contractual commitment to provide staff support for ABAG functions, roles and responsibilities in the region in a manner that ensures ABAG's continued policy autonomy and independence. We believe this option would likely gain more support from local governments if it includes a strong commitment to consider the creation of a unified regional agency under a new governance structure at a specific point in the near term.

**Recommendation 2. Direct preparation of an implementation action plan and begin implementing Option 7 (if Option 6 is rejected).**

## Setting the Context

Compared to other metropolitan regions in the state of California, the San Francisco Bay Area is unique in how it carries out regional land use and transportation planning. The Bay Area has two major regional planning agencies: the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). The San Francisco Bay Area is the only major metropolitan area in the state that does not integrate land use and transportation planning within one institution. The reasons for this are primarily historical.

MTC was created by the California Legislature in 1970. It is the federally designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Agency (RTPA) for the region. As the transportation planning, financing and coordinating agency for nine Bay Area counties, MTC collaborates with other public agencies to plan and finance the region's streets, highways, and transit network. It is responsible for preparing a regional transportation plan (RTP) every four years which, under SB 375, must include and support the sustainable communities strategy (SCS).

MTC annually programs and allocates roughly \$1.5 billion in transportation revenues and is responsible for an over \$8 billion debt portfolio. MTC also operates a suite of services to help travelers get around, including the 511 traveler information system, FasTrak® electronic toll collection, Clipper® transit fare card and the Freeway Service Patrol's fleet of roving tow trucks.

ABAG was formed by a Joint Powers Authority in 1961 and is a voluntary association of the Bay Area's 101 cities and nine counties. It serves as the region's council of governments (COG). As a comprehensive regional planning agency, ABAG works with local governments and stakeholders to develop forecasts of the region's housing; jobs and population growth; identify regional housing needs; address resilience and climate change issues; carry out regional social, economic and land use research; and prepare elements of the SCS. ABAG also provides special services to local governments, such as affordable housing and infrastructure financing, risk management and insurance, electricity and natural gas aggregation, energy efficiency programs, and emergency preparedness. These services are sometimes referred to as enterprise activities, because while they may be related or have some synergistic aspects, they are not directly related to core regional planning functions. They do help to spread overhead costs and are a benefit to member jurisdictions and to the region.

Because the functions of an MPO and COG are typically consolidated within a single organization in major metropolitan areas in the state of California and because MTC and ABAG perform shared or otherwise linked legislative responsibilities, the idea of consolidating or merging these two organizations has arisen on multiple occasions over the last few decades.

### ***Plan Bay Area and SB 375***

AB 32, California's Global Warming Solutions Act of 2006, was the State's seminal response to the challenge of global climate change. SB 375 passed in 2008 directs the Air Resources Board to set regional targets for the reduction of greenhouse gas (GHG) emissions. Aligning these regional plans is intended to help California achieve GHG reduction goals for cars and light trucks under AB 32. SB 375 builds on the existing framework of regional planning to tie together the regional allocation of housing needs and regional transportation planning in an effort to reduce GHG emissions from motor vehicle trips.

Because the existing regional transportation planning and housing allocation processes are overseen by local elected officials selected by their peers to serve on regional agency boards, the law is intended to ensure that cities and counties are closely involved in developing an effective plan for the region to achieve the targets. Essentially the legislature used the transportation planning and regional housing allocation process, which is housed in the same agency in every other metropolitan area of the state, to implement new SB 375 requirements to develop an SCS.

Implementation of SB 375 was a huge challenge for metropolitan areas in the State, and an even bigger challenge in the Bay Area because ABAG and MTC had overlapping authority over SCS-related functions. Therefore, in SB 375 legislation, the state outlined the corresponding roles of ABAG and MTC in preparing the SCS, as well as joint responsibilities.

#### *ABAG's statutory responsibilities*

- Identify the general location of uses, residential densities, and building intensities within the region;
- Identify areas within the region sufficient to house the existing and projected population, considering state housing goals; and
- Gather and consider the best practically available scientific information regarding resource areas and farmland.

*MTC's statutory responsibilities*

- Identify a transportation network to service the transportation needs of the region, and
- Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act.

*Joint statutory responsibilities*

- Set forth a forecasted development pattern for the region which, when integrated with the transportation network, will reduce greenhouse gas emissions.

The Bay Area is the only major metropolitan area in the state where preparation of the SCS is statutorily assigned to two different agencies.

Development of the SCS in the Bay Area (called Plan Bay Area) was challenging for the region, MTC and ABAG. While the reasons for this are complex (both policy and administrative), the challenges were significantly compounded by a basic problem: Which agency has responsibility and authority to complete the SCS?

## ***Merger Study***

In October 2015 MTC adopted Resolution 4210, which would create an integrated regional planning department by functionally consolidating MTC and most, but not all, ABAG planning staff into a single unit within MTC. As outlined in Resolution 4210, the respective SB 375 statutory responsibilities of ABAG and MTC would remain the same after the functional consolidation of planning staff.

This resolution was believed by MTC to be the best near-term approach to carry out the land use and transportation planning responsibilities set forth in SB 375 and reduce duplication of effort between the MTC and ABAG planning staff. Resolution 4210 also includes a provision to undertake a merger study to explore alternatives to the functional consolidation of planning staff and provides that, should the two agencies agree to an alternative, 4210 would not be implemented. The ABAG Administrative Committee also adopted a resolution expressing support of MTC's resolution.

In January 2016, MTC and ABAG hired Management Partners to conduct a merger study to examine the policy, management, financial and legal implications associated with further integration, up to and including institutional merger between MTC and ABAG. This engagement also

includes the development of a merger implementation plan for a single model selected by the Joint Committee.

As noted in Resolution 4210, in the event that ABAG and MTC approve an alternative merger implementation plan prior to July 1, 2016, Resolution 4210 will not be implemented.

### **Major Study Activities Leading to the Options Analysis**

Since January, Management Partners has concluded the following major activities to assist in our analysis and the Joint Committee's consideration of merger options:

- Conducted individual interviews with all Joint Committee members, MTC and ABAG executive directors, deputy directors and planning directors;
- Conducted a workshop with the Joint Committee;
- Prepared a merger study project website at [mtcabagmergerstudy.com](http://mtcabagmergerstudy.com);
- Held separate focus groups with MTC and ABAG planning staff;
- Met with employee representatives for each agency;
- Provided eight major metropolitan land use and transportation agency profiles (including MTC and ABAG) to provide information about major functional responsibilities and governance structures;
- Implemented a stakeholder engagement plan that involved three regional forums and 28 separate meetings with elected officials, nongovernmental organizations, other regional agencies, and local jurisdiction professional staff, and provided a summary of the themes and comments;
- Deployed an electronic survey for all city, town and county elected officials as well as BART and AC Transit Boards regarding regional land use and transportation planning in the Bay Area;
- Completed a five-year financial forecast for MTC and ABAG;
- Drafted a set of principles to guide the merger study options; and
- Drafted three problem statements, a range of options to address them, and a set of evaluation criteria.

The results and documentation of these activities were provided to the Joint Committee at their February and March 2016 meetings.

## ***ABAG and MTC Financial Forecast***

As part of the merger study, Management Partners performed a third-party, six-year financial forecast (FY 2014-15 through FY 2021-22) for both MTC and ABAG under two scenarios.

1. *Funding Framework for 2014 (Funding Framework)*. The first scenario was based on the funding framework described in a June 18, 2014 memo from the MTC executive director entitled *Revised Funding Agreement for MTC/ABAG Joint Planning, Research and Administrative Facilities*. The memo sets forth a Funding Framework that would guide future funding agreements for continued MTC support of the ABAG planning function.
2. *Implementation of MTC Resolution 4210*. The second scenario examined the impact on both agencies following the implementation of MTC Resolution 4210.

Both financial forecasts were presented at the March 25, 2016 meeting of the Joint Committee to inform the discussion about the organizational options analyzed in this report.

Under both scenarios, the six-year financial forecast for MTC indicated an ongoing shortfall due to higher pension costs and the loss of Proposition 84 planning grants. However such a short term deficit is not a significant concern because MTC maintains appropriate reserves and should be able to manage these impacts within their overall budget resources over the next six years. The fiscal outlook for MTC under both forecast scenarios is sound and stable.

The financial forecasts for ABAG revealed that with or without the implementation of MTC Resolution 4210, ABAG faces an existing structural shortfall that is significant, but manageable, should it take appropriate and timely corrective action. ABAG's reserves are already low and the available balance projected in FY 2016-17 leaves the agency's balance at 2.6% of total expense, which is exceptionally low for any public agency.

ABAG's budget is built on limited discretionary income and a reliance on grants, as well as its contract with MTC. With low reserves, it faces financial challenges that will need to be addressed regardless of the outcome of the merger study. Implementation of Resolution 4210 will compound the problem. ABAG staff and the Executive Board will need to address the current structural shortfall in the near term and develop a



financial strategy that can sustain the agency if it is to continue its mission within the existing structure and framework.

### ***Employee Compensation, Benefits and Representation***

Employee compensation and benefits are an important part of this discussion and to ensure a full understanding of the differences between the two agencies, the following documents are attached to this report as information.

- Appendix 1 contains a comparison of the benefits provided to employees of the two agencies.
- Attachment B provides a comparison of base salaries for the planning staff of each agency.

MTC employees are not affiliated with a union. The employee group, the Committee for Staff Representation (CSR), is responsible for all labor and employee relations. ABAG employees are affiliated with SEIU Local 1021, which represents them in all labor and employee relations.

## Options Analysis

This report analyzes seven alternative options for how MTC and ABAG could perform regional land use and transportation planning in the Bay Area, as well as the implications associated with the functional consolidation of planning staff within MTC under Resolution 4210.

### ***Merger Study Principles***

Based on outreach and discussion with members of the Joint Committee, elected officials and other stakeholders, Management Partners established nine principles to guide our analysis of alternative organizational options.

1. Provides a sustainable, integrated and transparent land use and transportation planning function.
2. Improves the efficiency and effectiveness of regional land use and transportation planning, services, and programs.
3. Increases the transparency of regional land use and transportation policy decisions.
4. Sustains or expands core agency services, operations and programs.
5. Expands opportunities for broader stakeholder engagement in regional planning.
6. Sustains the representative voice of cities and counties.
7. Promotes comprehensive regional planning in the Bay Area.
8. Preserves local land use authority.
9. Provides an equitable and predictable transition for current and retired employees.

These principles were developed to guide the analysis of *this study*. Should a new regional governance structure be pursued, it is likely these principles would be modified or expanded.

### ***List of Options***

At the March 25 meeting, nine options were presented. Following the discussion at the meeting and a subsequent review of the options, these have been reduced to seven. Options designated as 9 and 10 were deemed to have a number of commonalities and the differences were nuanced, so they were consolidated and reframed slightly differently. A summary of the seven options provided in this report is presented in Table 1.

Table 1. Options Analyzed

Option	Short Description
<b>MTC Resolution 4210</b>	Consolidation of most planning functions in MTC
<b>Option 1</b>	No structural change
<b>Option 2</b>	Hire an independent planning director to manage all planning functions
<b>Option 3</b>	Establish a new joint powers authority (JPA) to oversee all planning functions
<b>Option 4</b>	Create a new regional agency and governance model
<b>Option 5</b>	Create a new comprehensive regional agency and governance model
<b>Option 6</b>	Execute a contract between MTC and ABAG to consolidate planning functions within MTC and enter into an MOU to create a new regional agency and governance model
<b>Option 7</b>	Enter into a contract between ABAG and MTC to consolidate staff functions under one executive director and enter into an MOU to pursue new governance options (functional consolidation)

Resolution 4210 is scheduled to take effect on June 1, 2016, if no other option is selected by the Joint Committee.

## Analysis Framework

To facilitate a comparison of options, Management Partners developed a set of criteria, presented in Table 2, which enabled a quantifiable assessment of the merits of each option in five general areas.

Table 2. Analysis Criteria for the Evaluation of Options

<b>A. Operational Effectiveness and Accountability</b>
1. Streamlines the SCS/PBA preparation process in the short term
2. Clarifies and streamlines staff roles and responsibilities regarding the SCS/PBA process in the long term
3. Fosters accountability for performance
4. Integrates regional land use and transportation planning more effectively
5. Integrates regional land use and transportation programs and services more effectively
6. Expands career opportunities for agency staff
<b>B. Transparency in Policy Decision Making</b>
7. Streamlines policy roles and responsibilities regarding the SCS/PBA process
8. Increases the transparency of regional land use and transportation policy decisions
9. Encourages the efficient use of elected officials' time in support of effective decision making
10. Encourages representative decision making
11. Provides greater opportunity to address complex regional issues

C. Core Service Delivery and Financial Sustainability
12. Maintains or provides opportunity to expand core services and programs
13. Supports agency financial sustainability
14. Maintains administrative support for programs and services
D. Ease of Implementation*
15. Requires legislative action
16. Requires approval on new governing body
E. Implementation Support*
17. Retains ability to recruit and retain qualified, committed staff
18. Maintains benefits for current retirees
19. Addresses stakeholder interest in a unified regional planning agency
20. Fosters support by local governments in the region

*\*Within the narrative of the report, Ease of Implementation and Implementation Support are combined under the overall heading of Implementation Viability, as each is an important aspect of implementation.*

These criteria reflect input collected during interviews and meetings with members of the Joint Committee, Bay Area elected officials, MTC and ABAG staff, professional staff at local jurisdictions, non-governmental stakeholder organizations, and the general public.

Management Partners evaluated each option based on the degree to which it meets the 20 criteria using a *high, medium, or low* scale.

After weighting the criteria by level of importance, we calculated how well it meets the established criteria in each of the five major areas along a ten-point scale. The two areas involving implementation were scored separately, but are combined within the narrative of the report under the heading Implementation Viability.

**We do not recommend ranking the options by adding up the scores for the five major areas.** For example, Option 5 is rated fairly high in several areas but may not merit further consideration due to its extremely low rating in regard to one area, ease of implementation. Other options may not have a high overall rating, but be strong candidates because they achieve certain goals or achieve a high ranking in a critical area. The numerical ratings are our best professional judgment in applying a range of criteria and provide a snapshot of how well the option meets the criteria in that area.

## ***Option Profiles***

In the following pages, each option is explored separately within a single profile that presents:

- A description of the option and its key features;
- A review of the financial, policy, legal and employee impacts associated with the option;
- A qualitative assessment of the degree to which the option meets the established criteria; and
- A quantified snapshot of how well each option meets the established criteria across five major areas. Each area is given a rating along a ten-point scale. (*A ten means the option meets all criteria within that area and one means the option does not meet or does little to meet the criteria within that area.*)

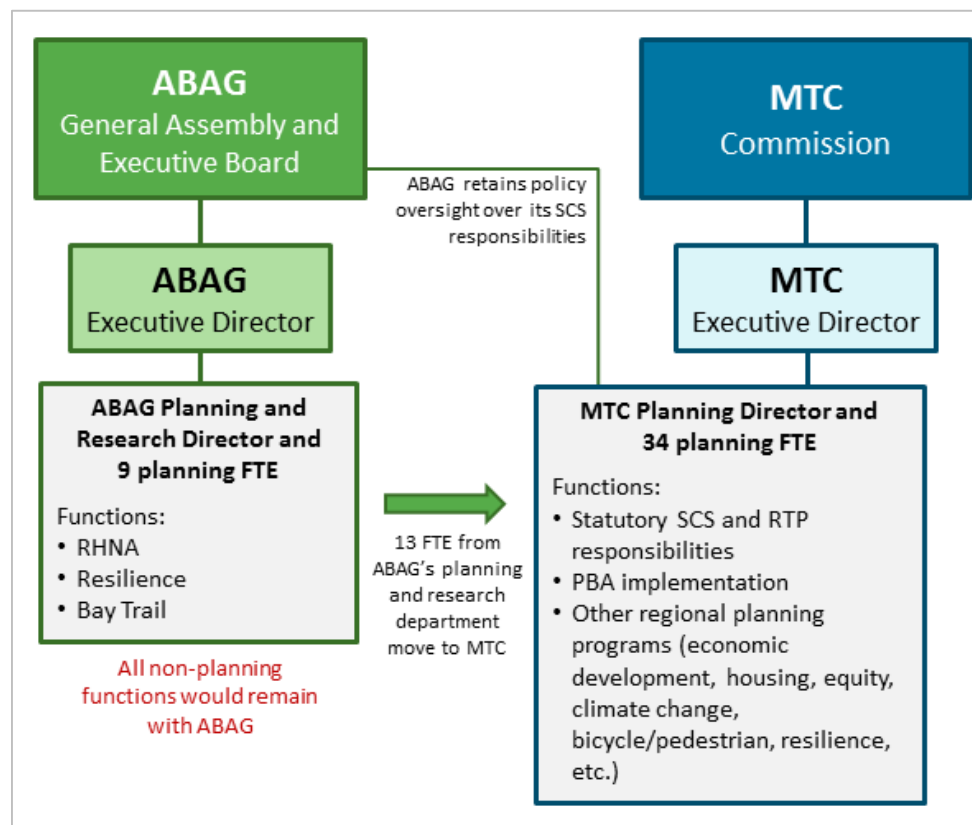
## Implementation of MTC Resolution 4210 – Consolidation of Most Planning Functions in MTC

### Description

Implementation of MTC Resolution 4210 consolidates most regional planning functions within MTC. Thirteen planning positions would be created in MTC and offered to ABAG incumbents. Nine planning positions would remain in ABAG, primarily in support of three programs including preparation of the Regional Housing Needs Allocation (RHNA). The resolution provides a five-year annual transition payment to ABAG, but otherwise eliminates MTC's current funding framework in support of ABAG planning activities.

MTC and ABAG would remain separate, independent agencies, including their respective mission, governance structures, legal and statutory duties, responsibilities and authorities. ABAG would statutorily continue to be responsible for those activities set forth in SB 375 regarding preparation of the SCS. Figure 1 provides a graphic depiction of this option.

Figure 1. Graphic Depiction of MTC Resolution 4210



Note: For clarity, the graphic only depicts a brief summary of planning unit functions (not the full range of ABAG's and MTC's responsibilities).

## General Impacts

### Legal

Technically, there is no change to MTC or ABAG's statutory duties, responsibilities and authorities. The governance and decision making structure would remain the same. With most staff planning functions transferred to MTC, however, ABAG legal counsel's ability to advise ABAG's governing body on regional land use and housing issues as they emerge will be constrained under this structure. While the planners in MTC may be able to access ABAG legal counsel for consultation, it will be challenging for that position to provide influence and direction if it is contrary to that provided by MTC management and legal counsel.

### Financial

*MTC* – Resolution 4210 would add approximately \$2.4 million in salary, benefit, and other post-employment benefits (OPEB) costs, and another \$1.2 million in indirect costs. This \$3.6 million, combined with \$1.75 million in transition funding and tenant improvements, results in a net cost increase of approximately \$1 million annually compared with \$4.3 million in commitments under the 2014 Funding Framework. Transition funding of \$1.2 million would continue through FY 2021-22, the same year that funding of ABAG tenant improvements for the new San Francisco offices terminates.

Assuming no adjustments, MTC's total reserves are projected to decline from \$36.7 million in FY 2014-15 to \$26.5 million in FY 2021-22. The agency's unrestricted balance declines from \$23.1 million in FY 2014-15 (38% of total expense) to \$9 million in FY 2021-22 (16% of total expense). A significant reason (but not the only reason) for this net ongoing decline in balance is that MTC will be paying both transition funding to ABAG and the cost of the 13 new planners over the five-year period of FY 2016-17 through FY 2020-21. In addition, higher pension costs are expected, and Proposition 84 grants will no longer be available. However, MTC's reserve levels are prudent, and thus are expected to provide a sufficient cushion for the agency to develop a plan over the forecast period to address this shortfall.

*ABAG* – The reduction of 13 planning positions would reduce salary, benefit and OPEB costs by approximately \$2.4 million. Additionally, \$1.1 million in indirect costs currently allocated to the existing MTC contract would have to be spread over remaining grants and programs, or the agency would have to make cuts in overhead. MTC funding for planning services would be reduced from \$3.8 million to \$1.2 million, a loss of \$2.6 million. The unfunded pension liability costs assigned to the 13 positions (\$230,000 annually) must still be paid to CalPERS, so these costs are effectively reallocated over fewer remaining positions. Assuming no other cuts are made, this will result in a net overall annual budget shortfall of \$440,000 in FY 2016-17.

After the transition funding ends in FY 2021-22, the net loss will rise to \$1.7 million. Without any corrective action, the combined impact of the preexisting structural shortfall caused by higher projected pension costs, and the implementation of MTC Resolution 4210, would reduce

ABAG's available fund balance from \$1.8 million in FY 2014-15 (5% of total expense) to a \$4 million deficit in FY 2021-22.

Table 3 summarizes the impact of Resolution 4210 in both FY 2016-17 and the year following the end of transition funding (FY 2021-22). These impacts isolate only the impact of Resolution 4210 and exclude impacts of other changes such as increased pension costs and loss of Proposition 84 funding.

Table 3. *Estimated Financial Impact of MTC Resolution 4210*

	Assumes 50% Split in New Costs		
FY 2021-22	MTC	ABAG	Joint
Direct Cost Change	\$4,180,890	(\$2,365,673)	\$1,815,217
Framework	(4,091,000)	4,091,000	-
Transition Funding	-	-	-
Net Cost (Savings)	\$89,890	\$1,725,327	\$1,815,217
FY 2016-17	MTC	ABAG	Joint
Direct Cost Change	\$3,577,432	(\$2,162,171)	\$1,415,261
Framework	(3,798,000)	3,798,000	-
Transition Funding	1,200,000	(1,200,000)	-
Net Cost (Savings)	\$979,432	\$435,829	\$1,415,261

## Management

Consolidation of most planning functions under one planning director would streamline preparation of the SCS and result in efficiencies and greater effectiveness in the allocation of planning staff resources across the board. The MTC planning director (and MTC executive director) as well as the consolidated staffing function would also be accountable for performance and most staff work in support of regional land use and transportation planning in the region. The MTC planning director reports to the MTC executive director, but also would oversee and provide staff support to the ABAG General Assembly, Executive Board and other ABAG Committees currently involved in regional land use planning and programs.

The consolidated planning function would also be responsible for the delivery of regional planning services to local governments (although these are not as yet defined). Since ABAG's SB 375 and other land use statutory duties as well as its current mission would not change, the MTC planning director and planning staff would effectively also be accountable to a policy body (ABAG) that has no formal relationship to MTC management or its policy structure.

## Existing Employees

*Representation Status* – ABAG planning staff moving to MTC would be represented by the existing MTC employee group unless the entire MTC collective bargaining unit was organized



and employees elected to be represented by a union. For a bargaining unit to become represented by a union, employees would first need to present evidence of the desire to be represented through a card check process or by signing petitions. If the percentage of employees required by MTC's Employer-Employee Relations Policy so indicate their interest in being represented, an election would then be held. Typically administered by the state, the election would result in all of the employees in the bargaining unit being represented by the selected union if 50% plus one of the employees in the unit voted affirmatively for such an affiliation.

*Compensation* – Depending on the position into which they transitioned, ABAG planners moving to MTC would likely see an increase in compensation as MTC salaries for analogous classifications are higher.

*Benefits* – Any ABAG planners moving to MTC would pay more for health, dental and vision benefits and would receive more vacation days per year. ABAG fiscal issues may impact remaining ABAG employees over time. These would be subject to the meet and confer process.

*Retirement Plan* – Any ABAG employees moving to MTC would:

- Be eligible for the MTC retirement plan. The only difference in the plans is that the MTC plan includes a survivor benefit and has a maximum 3% annual COLA as compared to ABAG's 2%.
- See an increase in their retirement contribution. "Classic" ABAG employees currently contribute 1% (increasing to 3% over the next two years), while "Classic" MTC employees contribute 5.73% (scheduled to increase to 8%). New Plan ABAG employees contribute 6.25% while those in MTC contribute 6.5%.
- Upon retirement, pay 5% of their monthly retiree health premium (currently, ABAG pays the entire premium).
- No longer be subject to Social Security contributions being deducted from their pay.

*Retiree Health* – ABAG fiscal issues could have an impact over time on existing and future ABAG retiree health plans. ABAG employees hired since July 1, 2009 would move from receiving the PEMCHA minimum contribution plus \$100 per month (retirement medical savings account) to the retiree medical benefits equivalent to those of current MTC employees.

## **Policy**

MTC would be overtly assuming major regional planning policy roles and responsibilities, although the scope would need to be sorted out with the implementation of MTC Resolution 4210. Technically, ABAG would retain its statutory responsibilities over the SCS as well as RHNA, but it will need to be made clear what other areas of regional planning MTC would assume with the transfer of most of the planning functions. MTC will provide staff support for ABAG's regional land use responsibilities; technically, however, there will be little formal change to the bifurcated strategic and policy direction for regional land use and transportation

planning and related programs between two agencies not formally linked by an integrated leadership or policy structure.

## **A. Operational Effectiveness and Accountability**

Implementation of 4210 would consolidate much of the planning and implementation responsibility for PBA, and bring several other planning programs to the MTC Planning Department. Implementation of 4210 would leave the Regional Housing Needs Allocation, some Resilience Planning work and the Bay Trail in ABAG, as well as ABAG's other non-planning programs.

Implementation of 4210 would clarify and streamline staff roles and responsibilities for PBA and increase accountability. However, 4210 would leave the housing allocations that are fundamental to PBA with ABAG staff. The RHNA process is on an eight-year cycle and will next be undertaken for the 2021 update of PBA, meaning the process is likely to begin sometime in 2018 or early 2019, and will not affect the PBA 2017 process. The role of the planners proposed to remain at ABAG until the RHNA process begins in earnest has not been established. ABAG staff have indicated that once RHNA begins, the community and jurisdictional engagement typically part of the RHNA process would require more than the two staff proposed under Resolution 4210 to remain at ABAG.

Both agencies are currently involved in different aspects of resilience planning: MTC is involved with the transportation network; ABAG is involved with land use. An opportunity for a more holistic and comprehensive approach to resilience will not be addressed through implementation of 4210.

Implementation of 4210 would allow for a single planning department that could integrate regional land use and transportation planning more effectively. However, many stakeholders and elected officials have voiced concerns about integrating land use planning into a transportation agency. The vast majority of stakeholders engaged in this process have stated that ABAG demonstrates a greater sensitivity to the diverse interests of local government, and has been significantly more engaged than MTC in addressing these interests as part of the PBA process.

Because neither ABAG nor MTC have land use authority, regional plans are implemented jurisdiction by jurisdiction. Sensitivity to local concerns can help foster jurisdictional support for PBA and ultimately help with implementing increased integration of regional land use and transportation. For MTC to become the comprehensive regional planning agency for the Bay Area, it will need to modify its approach to planning to be more inclusive and responsive to local governments, and significantly broaden its mission. While these changes would be challenging for any organization, this level of change is certainly possible and will perhaps be furthered by the incorporation of ABAG staff that have performed these functions in the past.

Implementation of 4210 would significantly increase the size of the Planning Department at MTC and thereby increase career opportunities for staff.

## **B. Transparency in Policy Decision Making**

Implementation of 4210 would establish clear lines of responsibility and decision making for staff, but leave policy divided between the two agencies. MTC staff would report to the ABAG policy structure regarding those issues under ABAG's purview, and to the MTC policy structure for those issues under MTC's purview. Having only one staff group and a clear line of staff authority over the process should lead to fewer conflicts needing governing body review. A combined staff can also better monitor the committee review process to try to limit the duplication of effort by committee, and by staff.

While duplication of effort in regards to MTC/ABAG committees can be reduced, the existing bifurcation of responsibilities between the two policy bodies would continue under 4210. This could lead to a continued lack of transparency in decision-making identified by stakeholders as a concern for PBA 2013 based on the lack of clear policy responsibility. The PBA process would still involve two agencies with their own committee/policy structure and potentially inefficient use of elected official's time.

Implementation of 4210 could also lead to inefficiency related to resolving disagreements between the two policy bodies about the allocation of staff resources for the PBA process. For example, ABAG could request that significantly increased staff resources be devoted to outreach to the public and/or to local jurisdictions, while MTC may decide that such outreach is not cost-effective or warranted. Increased collaboration and shared agreements could mitigate this issue.

Since ABAG and MTC would retain their respective roles with regard to PBA 2017 under 4210, whether PBA 2017 is seen as a product of "representative decision making" would be similar to the perception of PBA 2013, assuming both agencies choose to adopt PBA. (Under state law, the MPO is required to prepare an SCS as an integral part of its RTP.) However, should that practice change and MTC not receive ABAG's support for PBA 2017, local governments may be less supportive of the plan.

Implementation of 4210 could lead to an opportunity to address more complex regional issues, as it could increase the staff resources available for such work. By reducing duplication of effort and allowing for a more streamlined PBA process, the level of staffing necessary for PBA 2017 should be reduced compared to PBA 2013. Assuming no reduction in staff, and fewer resources needed for PBA 2017, there should be increased staff resources available to undertake new initiatives. Even without assuming PBA staff cost savings, MTC has greater financial resources at its disposal than ABAG, and therefore has greater flexibility to undertake new initiatives, without necessarily seeking outside grants.

While MTC will have the ability and the resources to do more comprehensive regional planning, undertaking a wider range of planning activities will require MTC to redefine itself as more than a transportation agency, something it has already begun to do under the impetus of SB 375.

## **C. Core Service Delivery and Financial Sustainability**

The financial analysis undertaken by Management Partners indicates that implementation of 4210 would lead to some increased costs to MTC, but that it should not affect MTC's ability to provide its core services and programs. Implementation of 4210 would not affect MTC's financial stability or its ability to provide administrative support for programs and services.

Implementation of 4210 would remove staff from ABAG that are currently responsible for what many of its member agencies consider to be one of its core services: regional land use planning. While the enlarged MTC Planning Department may be able to effectively replace the ABAG staff and provide equivalent or even better service, ABAG's loss of staff control is likely to be perceived as making ABAG less able to influence and be effective in its regional land use planning role. The combined impact of ABAG's pre-existing structural deficit, its reliance on discretionary revenues, and the implementation of MTC Resolution 4210 is projected to result in a \$4 million deficit in FY 2021-22. Should a reduction in grants and service programs, or dues collection levels be experienced, the projected impact will worsen.

## **D. Implementation Viability**

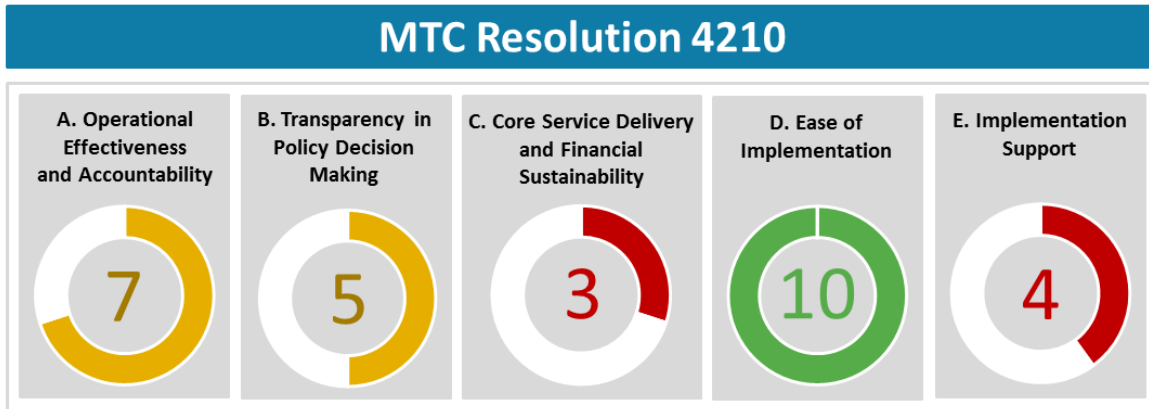
Implementation of 4210 would not require any legislative action as MTC has already adopted the resolution and the ABAG Administrative Committee expressed support for it (in conjunction with a commitment to undergo this merger study). A new funding framework (agreement) would likely ensue to set forth the transition funding committed to in the resolution. Such an agreement could describe the regional planning services to be provided to ABAG beyond those required by SB 375.

MTC may be perceived as a more attractive agency than ABAG with respect to compensation and some benefits by ABAG planning staff; however, the issue of non-affiliation with a union may be a negative factor. Strong leadership and a careful transition plan will be needed for ABAG and MTC planning staff to consolidate into a well-functioning team. Remaining ABAG employees as well as retirees will be concerned about the ability of ABAG to continue its financial obligations to its current compensation and retirement plans.

Implementation of 4210 would conceptually address the strong stakeholder interest in a unified regional planning agency since a single organization would have the vast majority of regional planning responsibility. However, the continued existence of two policy bodies with no change in their regional planning statutory responsibilities will limit the full integration of regional planning. Based on stakeholder meetings, implementation of 4210 is unlikely to be favorably received by most elected officials in the region. While they may believe having two separate staff and agencies responsible for PBA and regional planning generally is not efficient (and maybe not effective), perceptions about MTC's organizational culture and its ability to respond to local government's interests regarding regional planning issues are likely to be of major concern.

Based on the above criteria analysis, Figure 2 presents the overall numeric assessment for MTC Resolution 4210 across five major areas.

*Figure 2. Criteria Assessment Overview for MTC Resolution 4210*

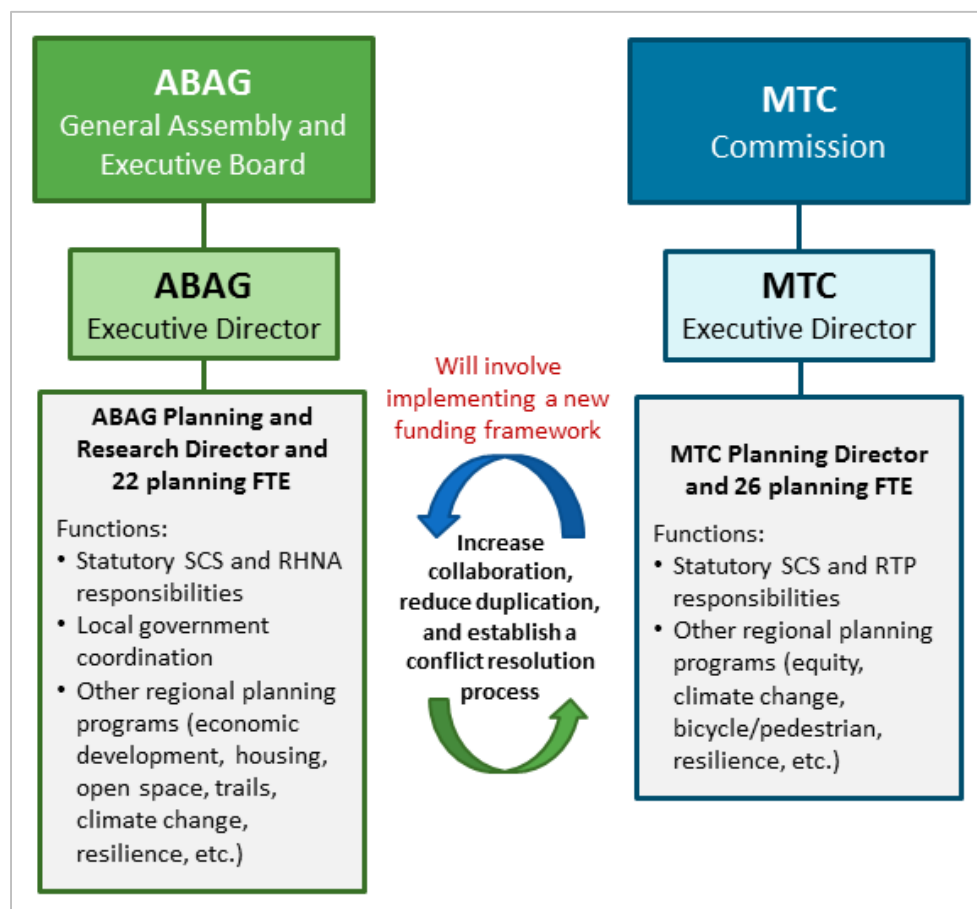


## Option 1 - No Structural Change

### Description

Maintain MTC and ABAG as separate, independent agencies, including their respective mission, governance structures, legal and statutory authorities. Increase collaboration through a formally adopted conflict resolution process and facilitated sessions between the agencies to improve and streamline the Plan Bay Area process and other regional planning efforts. Review each agency's planning work programs to reduce duplication and improve the effectiveness of those with overlapping services, goals and objectives. This option would require an ongoing funding framework by MTC to support ABAG planning services. Figure 3 provides a graphic depiction of this option.

Figure 3. Graphic Depiction of Option 1



Note: For clarity, the graphic only depicts a brief summary of planning unit functions (not the full range of ABAG's and MTC's responsibilities).

## General Impacts

### Legal

With no change in either agency's statutory roles or responsibilities, there would be no legal impact.

### Financial

It is assumed that existing grants and funding sources and the June 2014 Funding Framework would continue over the forecast period of FY 2015-16 through FY 2021-22 with the tenant improvement portion concluding in FY 2020-21. There would be no organizational or governance change, but a formal conflict resolution process to facilitate improved inter-agency cooperation and resolve disputes may range from \$50,000 to \$200,000 in additional consultant costs annually. There may also be an impact on the time of current employees to develop and oversee the conflict resolution process. Taking into account both sources of costs we estimate a total cost of approximately \$200,000 across both agencies, as indicated in Table 4.

*Table 4. Estimated Additional Annual Consulting Costs to be Shared by Both Agencies under Option 1*

	Assumes 50% Split in New Costs		
	MTC	ABAG	Joint
<b>Conflict Resolution Process</b>	\$100,000	\$100,000	\$200,000
<b>Net Cost (Savings)</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$200,000</b>

### Management

Preparation and management of a Sustainable Community Strategy, including a forecasted development pattern for the region, would continue to be managed by two different agencies under the leadership of two planning directors and two executive directors. Facilitated team-building could clarify duties and responsibilities and lead to formal, shared agreements about performance, accountability and cost-effective use of staff resources.

### Existing Employees

*Representation Status* – There would be no change in representation status for either group of employees.

*Compensation* – There would be no change in compensation for either group of employees.

*Benefits* – There would be no immediate change in benefits for either group of employees. ABAG fiscal issues may have an impact on existing ABAG employees which would be subject to the meet and confer process.

### *Retirement*

- There would be no change in current retirement benefits for either group of employees.
- There would be no immediate change in the current employee retirement contribution rate for either group of employees. ABAG fiscal issues may require a change, which would be subject to the meet and confer process.
- There would be no immediate change in the current retiree health benefits for either group of employees. ABAG fiscal issues could have an impact over time on existing and future retiree health plans.
- There would be no change in Social Security coverage for either group of employees.

### **Policy**

No structural change would continue the bifurcated strategic and policy direction for regional land use and transportation planning and related programs between two agencies not formally linked by an integrated leadership or policy structure. Improved collaboration and teambuilding may result in better and more consistent communication to elected officials, as well as a more effective allocation of responsibilities that take advantage of the strengths of each organization. Improving the accountability and transparency regarding decision making by elected officials across two agencies on issues that cross boundaries will continue to be challenging.

### **A. Operational Effectiveness and Accountability**

This option assumes that the agency staff will work together to improve and streamline the PBA process, clarify roles and responsibilities and reach agreement as to accountability. It also assumes that a formal conflict resolution process will be adopted to address disputes between the two agencies. While improvements could be made in the PBA development process through increased collaboration and dispute resolution, there are structural issues associated with having two agencies working on the same project without a single line of authority that would be difficult to fully resolve. The project will continue to involve two agencies under two planning directors and two executive directors. It is likely there will continue to be questions about who is accountable for what part of the PBA process and the PBA product. Implementation of a conflict resolution process may allow for less protracted and heated disagreements between the two agencies, but implementation of that process itself takes time and can delay progress. This option is unlikely to substantially improve operational performance and accountability.

Option 1 will leave each agency with its separate focus and is unlikely to better integrate regional planning functions or services. It would not further integrate regional land use and transportation planning in the region. This option will retain the status quo in regard to career opportunities within each agency.



## **B. Transparency in Policy Decision Making**

Under PBA 2013, the role of the many policy committees related to PBA seems to have not been clearly defined and many committees were engaged in various aspects of PBA, frustrating stakeholders (including local agency staff) who were trying to follow and engage in the process. The process was equally frustrating to many elected officials, many of whom were on more than one committee and heard the same presentation over and over again. It is possible that working more collaboratively, the two agency staffs could streamline the committee review process to remove some duplication of effort and clarify which committee and which agency is responsible for which portions of PBA. But it is very likely that each agency (and its committees) will want to be engaged in the preparation and policy determinations of PBA 2017, leading to substantial overlap and lack of clear responsibility. This option is therefore unlikely to encourage the efficient use of elected officials' time, or create a significantly more transparent process for stakeholders.

For PBA 2013, both ABAG and MTC chose to adopt PBA. To the degree this remains a policy of both agencies, PBA will likely retain whatever perception currently exists in regard to it being a product of a representative process. However, as the SCS is an element of the RTP, MTC is ultimately responsible for its final adoption. MTC is generally perceived by local elected officials as less representative of the region's 110 jurisdictions than ABAG, due to its focus as a transportation agency and MPO.

Finally, this option would not increase the ability of the two agencies to undertake complex regional issues. Each agency is likely to retain its focus on core areas of interest and responsibility, with ABAG almost entirely dependent on grants to undertake work on any new regional issues.

## **C. Core Service Delivery and Financial Sustainability**

Option 1 assumes the continuation of the 2014 Funding Framework. As the funding agreement with ABAG is annually approved by MTC, it would leave some uncertainty as to the future financial health of ABAG should MTC choose to modify its funding agreement in the future. Continuing the funding agreement with ABAG should not have a significant impact on MTC's financial health, but it leaves MTC with an indefinite financial responsibility with little control over costs or performance by ABAG.

Given ABAG's financial fragility, it is unlikely to be able to expand core services and programs unless it receives grants to do so from other sources. With continuing monitoring and budget management, ABAG should be able to continue to provide administrative support for its programs and services.

## **D. Implementation Viability**

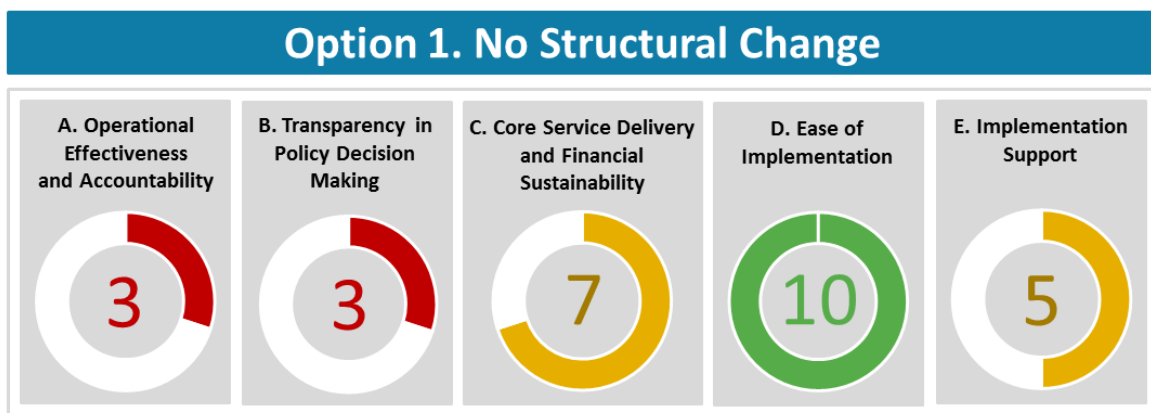
This option would require that MTC implement a new funding framework agreement with ABAG. It would not require any action by the state legislature. As noted above, as MTC's long-

term support for ABAG is not assured, any continuing uncertainty regarding ABAG's financial health will compromise its ability to retain and recruit staff.

This option will not address the strong stakeholder interest in creating a unified regional agency, nor will it address one of the key issues that led to this study as expressed by MTC: the lack of clear responsibility and a single line of authority for the PBA process. On the other hand, this option is likely to garner support from the many local elected officials that have voiced concern over the potential for ABAG to lose a significant portion of its planning function to MTC, and who may not be ready to make a commitment to creating a single new regional agency.

Based on the above criteria analysis, Figure 4 presents the overall numeric assessment for Option 1 across five major areas.

*Figure 4. Criteria Assessment Overview for Option 1*



## Option 2 – Hire an independent planning director to manage all planning functions

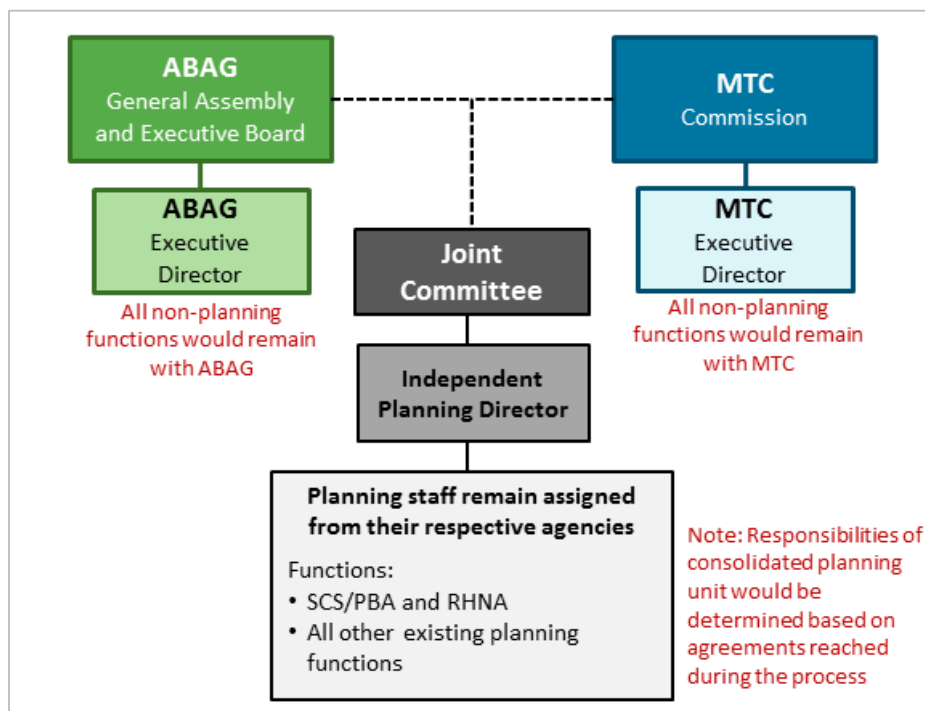
### Description

Hire an “independent” planning director (under joint contact to both ABAG and MTC) responsible for all regional planning functions who would report to a Joint Committee of ABAG (Administrative Committee) and MTC (Planning Committee). Under pension agency rules, the planning director would be an employee of either ABAG or MTC; the selection process would need to be determined.

The programs and responsibilities of the planning unit would be determined based on agreements reached during the implementation process; however, staff would be assigned from both agencies. MTC and ABAG would remain as separate, independent agencies, including their respective missions, governance structures, legal and statutory duties, responsibilities and authorities.

While SB 375 statutory duties assigned to each agency would remain, the consolidated staffing function would be responsible for development of the SCS under the oversight of the Joint Committee. (Whether MTC would continue its current funding framework in support of ABAG planning services would need to be addressed.) Figure 5 is a graphic depiction of this option.

Figure 5. Graphic Depiction of Option 2



*Note: For clarity, the graphic only depicts a brief summary of planning unit functions (not the full range of ABAG's and MTC's responsibilities).*

## General Impacts

### Legal

Technically, there is no change to MTC or ABAG's statutory duties, responsibilities and authorities. The governance and decision making structure would remain the same. However, with most, and possibly all staff planning functions assigned to an "independent" planning director under the oversight of a joint planning committee, respective agency legal staff would likely find it challenging to provide legal counsel regarding regional transportation and land use planning matters, and housing issues as they emerge. Unless independent legal counsel were hired (at an additional cost), the planning director would also be challenged to consider which legal advice should be considered or binding.

### Financial

Assuming that all planning functions of both agencies were to be consolidated under the new planning director, this assessment assumes that the two current directors of planning for each organization would be replaced with a single director of planning at a somewhat higher cost, together with a support staff person and other costs associated with maintaining a separate position and reporting relationship (including office and supplies). The independent planning director could be a current employee or someone new from outside the two agencies. This person would have to be an employee of one agency or the other, but would report to the Joint Committee. Other planning staff would remain as employees of their respective agencies.

Table 5 shows the impact of direct and indirect cost changes across both agencies is a net annual savings of approximately \$119,000 to the planning functions of both agencies. We have also included one-time recruiting costs of \$30,000. These impacts are predicated on FY 2016-17 costs and indirect rates.

Table 5. *Estimated Financial Impact of Option 2*

	Assumes 50% Split in New Costs		
	MTC	ABAG	Joint
Existing Planning Directors	(\$311,000)	(\$298,000)	(\$609,000)
New Planning Director	165,000	165,000	330,000
Support Position and Other Operations and Maintenance Costs	100,000	100,000	200,000
Change in Overhead Costs	(24,840)	(14,850)	(39,690)
Net Cost (Savings)	(\$70,840)	(\$47,850)	(\$118,690)

## Management

A consolidated planning function under an independent planning director would streamline preparation of the SCS and result in efficiencies and greater effectiveness of staff resources. The position would be accountable for performance and most staff work in support of regional land use and transportation planning (to be defined) in the region. The consolidated planning function would also be responsible for the delivery of regional planning services to the region, including ABAG members.

The independent planning director would report directly to the Joint Committee, with a matrix relationship to the agency executive directors, meaning advisory. However, the planning director would have to be an employee of one agency for purposes of compensation and benefits (costs to be shared by both agencies), and therefore would actually be under the oversight and management of one of the executive directors (agreements could be reached as to how this would actually work). While accountable to the Joint Committee for performance, this option proposes that the position would have command and control over the assigned planning staff from both agencies. Since the planning staff would still be employees of either ABAG or MTC, the director would be challenged to manage employee performance issues under two different agency employee relations frameworks.

## Existing Employee Impacts

*Representation Status* – There would be no change in representation status for either group of employees.

*Compensation* – There would be no change in compensation for either group of employees.

*Benefits* — There would be no change in benefits for either group of employees. ABAG fiscal issues could have an impact over time on ABAG employees which would be subject to the meet and confer process.

### *Retirement*

- There would be no change in current retirement benefits for either group of employees.
- There would be no immediate change in the current employee retirement contribution rate for either group of employees. ABAG fiscal issues may require a change which would be subject to the meet and confer process.
- There would be no immediate change in the current or future retiree health benefits for either group of employees. ABAG fiscal issues could have an impact over time for existing and future retiree health plans.
- There would be no change in Social Security coverage for either group of employees.

## Policy

Both ABAG and MTC would technically retain their major regional land use, transportation and housing policy roles and responsibilities as well as other statutory responsibilities. While the

Joint Committee may provide oversight and direction to the new, independent planning director, there would be little formal change to the bifurcated strategic and policy direction for regional land use and transportation planning and related programs between two agencies not formally linked by an integrated leadership or policy structure.

## **A. Operational Effectiveness and Accountability**

By creating an independent planning director with direct reporting responsibility to the Joint Committee, there should be significantly increased clarity about roles and responsibilities and increased accountability for PBA. Each of the agencies would assign staff based on a defined planning work group and program and a funding agreement between the two agencies. As an independent planning group, the planners could more readily focus on integrating land use and transportation issues as they will not be within the framework of either a transportation or land use-focused agency, but part of a group focused on integration (pursuant to the SCS). Such a group would likely not be focused programmatically, except in regard to implementing PBA, assuming PBA implementation (such as the One Bay Area Grant program) was one of its assigned responsibilities. Most program responsibilities would remain with the separate agencies unless otherwise determined.

This option would not expand career opportunities, and may narrow them as the planners would be somewhat isolated from their parent agencies. Also, employees would be reporting to an independent planning director who would have limited ability to evaluate and promote them.

## **B. Transparency in Policy Decision Making**

As noted under Option 1, there was a perceived lack of transparency with PBA 2013 due to the lack of clearly assigned policy responsibility between the two agencies and their various committees. For this reason, the PBA 2013 process did not make efficient use of elected officials' time, as many elected officials sat on more than one committee and were subjected to multiple presentations on the same subject. This option clarifies staff roles and would establish a single oversight body for preparation of the SCS and PBA as a whole. However, it does not clarify which ABAG or MTC committee should be engaged and when in the process. The proposed single planning director is likely to be more effective in avoiding duplication of committee efforts, working directly with the chairs of the various committees, but is unlikely to be able to entirely eliminate the inefficiencies of the PBA 2013 process.

With this option, the two agencies would retain their respective roles regarding preparation and adoption of PBA. To the degree that PBA 2013 was perceived as the product of a representative process, the same perception would likely apply to PBA 2017. This option could lead to the establishment of a single regional planning department with responsibility for most if not all planning for the two agencies, subject to final approval of those plans by each of the parent agencies.

While a joint committee of the two agencies would likely avoid most disagreements between the parent agencies and the plans arising from the planning department, policy disagreements could arise that would be difficult to resolve. Moreover, after approval, plans would need to be integrated into the operations and implementation programs of each of the parent agencies. Separating policy development from those staff implementing policy could lead to implementation challenges.

Whether this option would provide an opportunity to address regional issues beyond those of existing planning programs will depend on the two agencies agreeing to assign those issues to the planning group and then fund the work, and/or allow the planning director to independently seek grants or other resources to work on other issues.

### **C. Core Service Delivery and Financial Sustainability**

Option 2 assumes the continuation of the 2014 Funding Framework. As the funding agreement with ABAG is annually approved by MTC, it would leave some uncertainty as to the future financial health of ABAG should MTC choose to modify its funding agreement in the future. While hiring a new planning director (and expected administrative support) might increase some costs, this cost could be offset by savings elsewhere in the agencies. Any increased costs are not expected to be significant and would not affect the underlying financial situation of either agency.

Given ABAG's financial fragility, it is unlikely to be able to expand core services and programs unless it receives grants to do so from other sources. With continuing monitoring and budget management, ABAG should be able to provide administrative support for its programs and services under this option. This option would leave MTC with an indefinite financial responsibility with little control over costs or performance under a funding agreement.

### **D. Implementation Viability**

This option would require both agencies to mutually agree to a work program for the new planning group, assign responsibility for oversight of that work program to the current Joint Committee (or some other similar body), and provide shared funding for any new position(s) that may be needed. MTC would need to agree to continue to provide funding to ABAG to support its planning program. This option does not include a further step toward a new agency, so it is assumed for this option that MTC's commitment to fund some portion of ABAG's planning function would continue indefinitely.

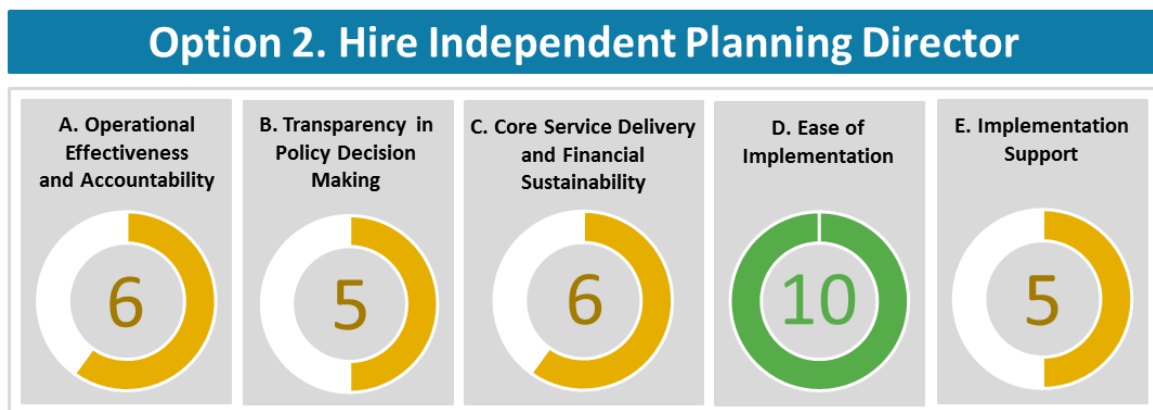
As staff would remain employed by their respective agencies, the ability to recruit and retain staff should not be substantially different than today. However, having a dual *de facto* reporting relationship (to an independent planning director, and to an executive director within the parent agency) could prove frustrating for staff, especially if any conflicts arise regarding assignments and priorities between the planning group director and managers in the respective agencies.

Assuming funding for ABAG planning functions as suggested in the funding framework, ABAG retiree benefits should remain secure. However, as noted in the ABAG financial forecast, even with continued MTC funding, ABAG's financial sustainability is at risk and needs to be addressed.

By leaving the ABAG and MTC structure intact, the existing relationship that each agency has with local governments would be maintained. A more unified and clear line of authority and responsibility, increased accountability, and a somewhat more efficient process should increase local government support for the PBA process. However, this option would not address stakeholder interest in a unified regional agency with an accountable and transparent staffing and policy structure.

Based on the above criteria analysis, Figure 6 presents the overall numeric assessment for Option 2 across five major areas.

Figure 6. Criteria Assessment Overview for Option 2



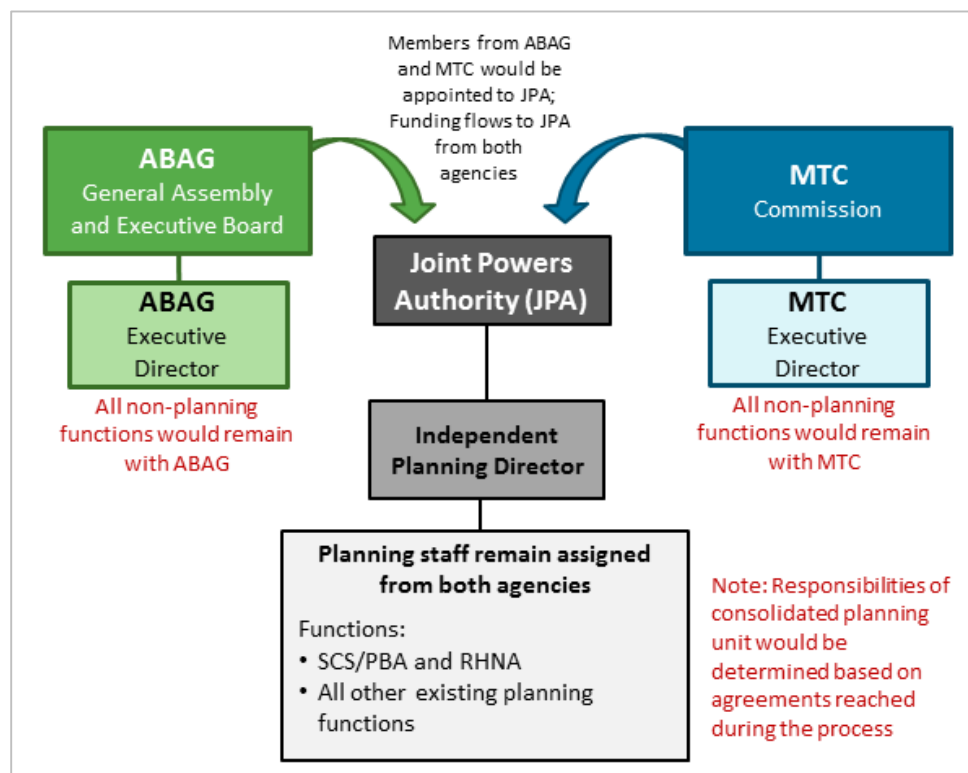


## Option 3 – Establish a New Joint Powers Authority (JPA) to Oversee all Planning Functions

### Description

Establish a new joint powers authority (JPA) with members from ABAG and MTC for purposes of potentially providing regional planning services (to be defined) to each agency. Hire a planning director reporting directly to the JPA governing board responsible for those powers “common to both agencies” regarding regional land use, housing, and transportation planning as determined by the JPA. Administrative support services to the JPA would be provided under contract by either MTC or ABAG; however, it is assumed each agency would provide proportionate funding to support the JPA. Staff would be assigned under contract from both agencies to support those activities determined to be eligible to be carried out by the JPA reporting to the new planning director, but would remain employees of MTC and ABAG. MTC and ABAG would remain as separate, independent agencies, including their respective mission, and governance structures. (Whether MTC would continue its current funding framework in support of ABAG planning services would need to be addressed.) Figure 7 provides a graphic depiction of this option.

Figure 7. Graphic Depiction of Option 3



Note: For clarity, the graphic only depicts a brief summary of planning unit functions (not the full range of ABAG's and MTC's responsibilities).

## General Impacts

### Legal

A determination would need to be made regarding the common powers with respect to regional planning that would be assigned to a JPA. ABAG's current JPA refers to "the power to study, discuss and recommend policies for solution of metropolitan area problems of direct concern to their – member – constitutional and statutory functions." As MTC would remain the MPO and ABAG the COG, a careful analysis of the purpose of the JPA and its potential powers and responsibilities would be required.

With the potential for most, and possibly all staff planning functions assigned to a consolidated planning function under the oversight of an independent planning director and JPA governing board, respective agency legal staff would find it challenging to provide legal counsel on behalf of their policy bodies regarding regional transportation and land use planning matters, and housing issues as they emerge. Further, as an independent employee of the JPA, the planning director would also be challenged to consider which legal advice should be considered. It is possible that such a JPA would need to contract outside legal counsel.

### Financial

Assuming most planning functions were determined eligible to be carried out by the JPA, this high-level financial impact analysis assumes that the two current directors of planning for each organization would be replaced with a single director of planning at a somewhat higher cost, together with a support staff person and other costs associated with maintaining a separate position and reporting relationship (including office and supplies). The independent planning director would be an employee of the JPA, but other planning staff would remain as employees of their respective agencies. There would be additional legal and administrative costs on an annual basis.

Table 6 estimates the net annual impact of direct and indirect cost changes across both agencies is approximately \$180,000, which may be low. In addition, there would be one-time recruiting costs of \$30,000, and one-time set-up cost of the JPA of at least \$200,000. The impacts below are predicated on FY 2016-17 costs and indirect rates.

Table 6. Estimated Financial Impact of Option 3

	Assumes 50% Split in New Costs		
	MTC	ABAG	Joint
<b>JPA Legal/Admin Costs</b>	\$100,000	\$100,000	\$200,000
<b>Existing Planning Directors</b>	(311,000)	(298,000)	(609,000)
<b>New Planning Director</b>	165,000	165,000	330,000
<b>Support Position and Other Operations and Maintenance Costs</b>	100,000	100,000	200,000
<b>Change in Overhead Costs</b>	29,160	30,150	59,310
<b>Net Cost (Savings)</b>	<b>\$83,160</b>	<b>\$97,150</b>	<b>\$180,310</b>

## Management

A consolidated planning function under an independent planning director reporting to an independent governing board would streamline preparation of the SCS and result in some efficiencies, and likely more effective use of staff resources. The JPA would be accountable for most of the regional land use and transportation planning (yet to be defined) in the region. Since employees would remain employees of ABAG and MTC, administrative services (human resources and financial) would remain separate.

This framework would also provide for performance and accountability by one individual, reporting to an independent governing board. There would be no formal relationship to the agency executive directors. The planning director would be accountable to the JPA governing body and have command and control over the assigned planning staff from both agencies. Since the planning staff would still be employees of either ABAG or MTC, the director would be challenged to manage employee performance issues under two different agency employee relations frameworks.

## Existing Employees

- *Representation Status* – There would be no change in representation status for either group of employees.
- *Compensation* – There would be no change in compensation for either group of employees.
- *Benefits* – There would be no change in benefits for either group of employees. ABAG fiscal issues could have an impact on ABAG employees which would be subject to the meet and confer process.
- *Retirement Plan* – There would be no change in current retirement benefits for either group of employees.
- *Employee Retirement Contribution* – There would be no change in employee retirement contribution rate for either group of employees.

- *Retiree Health* – There would be no change in retiree health benefits for either group of employees. ABAG fiscal issues could have an impact over time on existing and future retiree health plans.
- *Social Security Coverage* – There would be no change in Social Security coverage.

## Policy

Following a delegation of duties, responsibilities and authorities (pending legal assessment), the policy roles of ABAG and MTC regarding regional land use and transportation planning may change. However, it is assumed that MTC would remain the MPO and ABAG the COG, which would result in confusing policy roles and decision making responsibilities to the region. While the JPA would provide oversight and direction to the planning director, as the MPO and COG would continue to exist, transparency regarding strategic and policy direction for regional land use and transportation planning and related programs would not improve and would be confusing.

### A. Operational Effectiveness and Accountability

If a new JPA were able to assume responsibility for PBA, the roles, responsibilities and accountability for PBA would be clear. However, as PBA or the SCS must be incorporated into the region's RTP, and preparation and adoption of the RTP is one of the key functions of a metropolitan planning organization (MTC), it is unclear how a new agency preparing PBA would relate back to MTC, which is charged with and held accountable for adopting and implementing the RTP. The respective roles and responsibilities for the JPA, the COG and the MPO would have to be very clearly set forth, and the process of doing this would be challenging.

Assuming these roles and responsibilities could be established as common powers able to be delegated to a JPA, each of the agencies would need to agree to a work program and assign staff based on the scope of those roles and responsibilities. As an independent planning group, the JPA planners could more readily focus on integrating land use and transportation issues as they will not be within the framework of either a transportation or land use-focused agency, but part of a group focused on integration (pursuant to the SCS). Assuming funding for staff is funneled through the JPA and the JPA director would contract for staff with the two agencies, the director may have greater ability to hold staff accountable.

While a new JPA governing body appointed by both agencies could avoid most disagreements between the parent agencies and the plans arising from the new JPA, policy disagreements could arise that would be difficult to resolve. Moreover, after approval, plans would need to be integrated into the operations and implementation programs of each of the parent agencies. Separating policy development from those staff implementing policy can lead to implementation challenges. Whether the new JPA would be assigned authority for implementation of PBA (and some funding resources, such as oversight for One Bay Area

grants) would need to be determined. The relationship between the planning function under the JPA and the two agencies charged with implementing those plans would need to be defined.

This option would not expand career opportunities, and may narrow them as the planners would be somewhat isolated from their parent agencies. Also, the employees would be reporting to an independent planning director who would have limited ability to evaluate and promote.

## **B. Transparency in Policy Decision Making**

If the new JPA were assigned preparation of Plan Bay Area, clear policy responsibility under the JPA governing body would also be established. The JPA could, in turn, establish committees to oversee aspects of PBA, similar to the two parent agencies. The transparency of decision making under a JPA should therefore increase. The “dueling” agency problem that was evident under PBA 2013 is likely to be significantly reduced.

However, MTC and ABAG would continue to exist with their own committee structures, involving the same local government officials as those involved in the JPA. While there would be less meeting duplication for PBA responsibilities (and therefore, potentially fewer PBA-oriented meetings), the overall meeting responsibility is unlikely to decrease, and may very well increase. While the JPA would have some independence from the two parent agencies, the two parent agencies are likely to want regular reporting to them regarding the activities of the JPA, leading to additional demands on staff and elected officials.

If the JPA could be assigned full responsibility for PBA, the question of whether the preparation of PBA was a result of representative decision making will depend in part on the structure of the JPA’s governing board. The governance issues that have arisen from local elected officials during the stakeholder outreach process for this merger study would need to be resolved: how are the interests of small governments and major cities balanced? While the members of any JPA governing board would almost certainly be local elected officials, their role on the JPA Board will be a further step removed from their home jurisdictions, as they would be appointed by the two regional agencies’ governing boards. This distance from their elected positions would increase concerns expressed by some stakeholders about the ability to hold elected officials accountable for their actions on regional agency boards, and may also cause concern from other elected officials in each county as to who the individuals on the JPA Board are representing.

The degree to which this option would provide an opportunity to address other regional issues will depend on a determination of the powers, including financial, able to be delegated to the JPA.

## **C. Core Service Delivery and Financial Sustainability**

Option 3 assumes the continuation of the 2014 or similar funding framework. As the funding agreement with ABAG is annually approved by MTC, it would leave some uncertainty as to the future financial health of ABAG should MTC choose to modify its funding agreement in the

future. Creation of a JPA is expected to have some one-time costs and annual ongoing costs. This level of expenditure would not be expected to significantly impact the underlying financial condition of either agency. Nonetheless, given ABAG's need to address its overall financial sustainability, it is unlikely to be able to expand core services and programs under this option unless it receives grants to do so from other sources.

## **D. Implementation Viability**

This option assumes that legal grounds may be found to establish such a JPA in accordance with state law. Other regional planning agencies in the state, e.g., SACOG and SCAG operate under JPAs. If determined to be viable, it would require both agencies to mutually agree to create a new joint powers authority, decide which programmatic responsibilities to assign to that new authority, agree on a governance structure for that new authority, and then fund it.

There would be some significant costs associated with the creation of this new agency, both in staff and elected officials' time, and direct costs for consultants (legal, etc.). As noted earlier, it is unclear what the relation of this new agency would be to the parent agencies, especially MTC, which has statutory responsibility for the RTP and must integrate the RTP into its operations and funding. This option does not include a further step toward a new agency, so it is assumed for this option that MTC's commitment to fund some portion of ABAG's planning function would continue indefinitely.

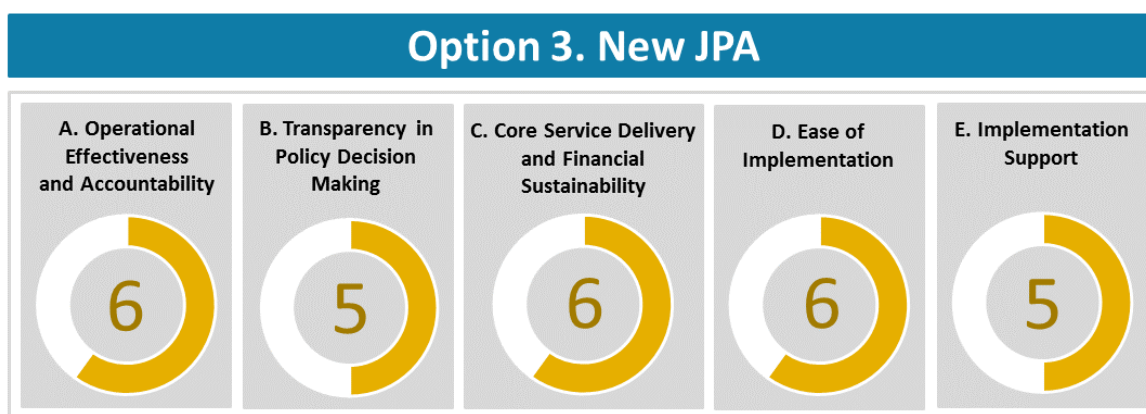
As staff would remain employed by their respective agencies, the ability to recruit and retain staff should not be substantially different than today. However, the dual *de facto* reporting relationship (to an independent planning director hired by the JPA, and to an executive director within the parent agency) could prove frustrating for staff, especially if any conflicts arise in regard to assignments and priorities between the JPA director and managers in the parent agencies.

Assuming that funding for ABAG planning functions as suggested in the 2014 Funding Framework continued, ABAG retiree benefits should remain secure. However, as noted in our analysis of ABAG's finances, even with continued MTC funding, ABAG's financial sustainability is at risk.

Whether this new JPA is supported by local governments will be highly dependent on the governance structure. However, while a step forward, this option would not address stakeholder interest in a unified regional agency with an accountable and transparent staffing and policy structure.

Based on the above criteria analysis, Figure 8 shows the overall numeric assessment for Option 3 across five major areas.

Figure 8. Criteria Assessment Overview for Option 3



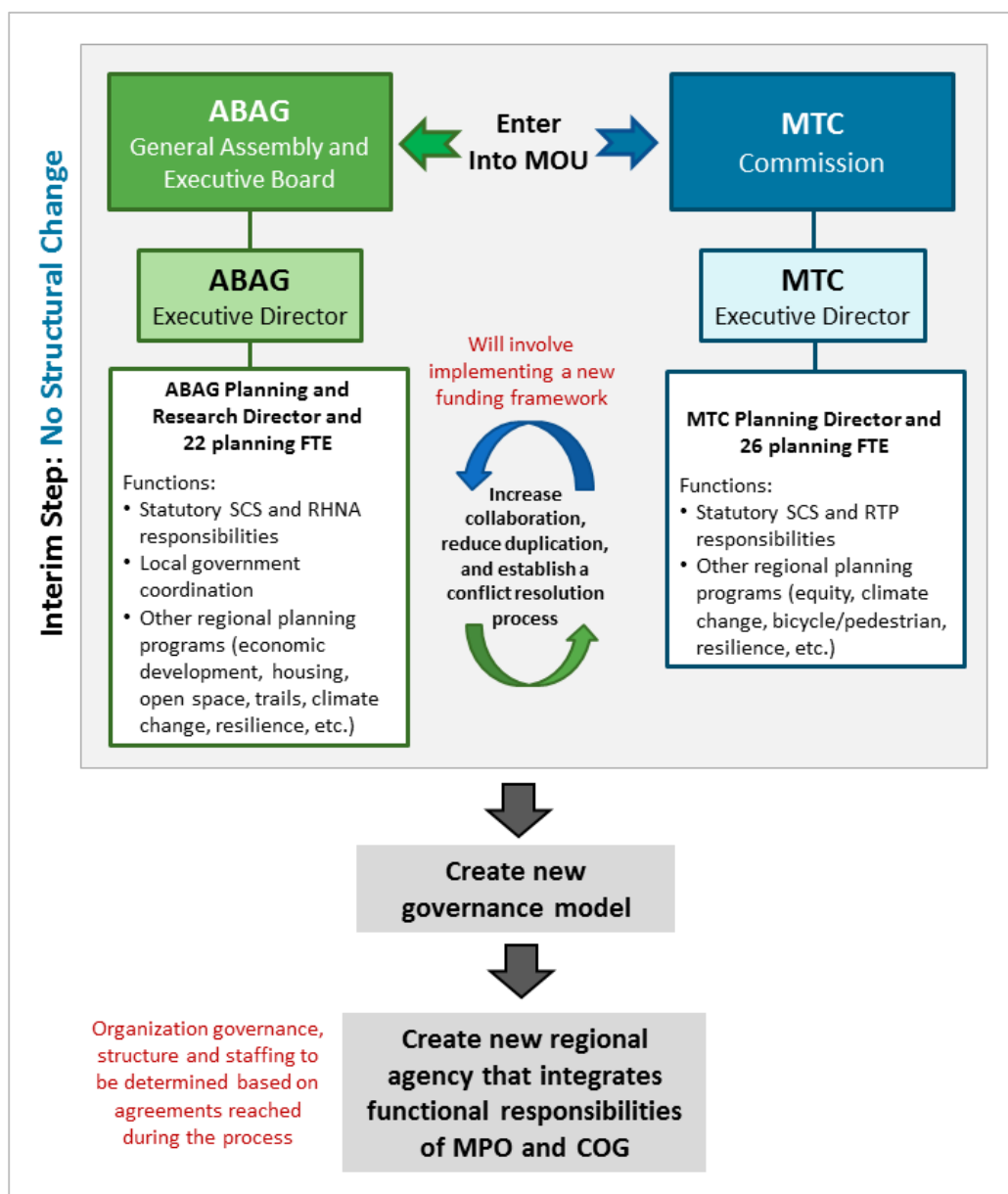
## **Option 4 – Create a New Regional Agency and Governance Model**

### **Description**

Enter into a memorandum of understanding (MOU) between MTC and ABAG to create a new governance model that integrates the MPO (MTC) and the COG (ABAG). The MOU would set forth the principles, parameters and basic terms to guide the creation of a new regional agency and governance model for the region. Until a new agency is created and integration achieved, MTC and ABAG would remain as separate, independent agencies, including their respective mission, governance structures, legal and statutory duties, responsibilities and authorities. ABAG would statutorily continue to be responsible for those activities set forth in SB 375 regarding preparation of the SCS. Figure 9 on the following page provides a graphic depiction of this option.



Figure 9. Graphic Depiction of Option 4



Note: For clarity, the graphic only depicts a brief summary of planning unit functions (not the full range of ABAG's and MTC's responsibilities).

## General Impacts

### Legal

Entering into an MOU would result in a formal agreement between ABAG and MTC to create a new regional agency and governance structure and set forth the guiding principles, parameters and basic terms to guide its establishment. Following a determination about the governance structure, duties and responsibilities of a new regional agency, as well as a financial assessment

and proposed staffing plan, state legislation would be required to transfer the current statutory duties and responsibilities of MTC and ABAG to the new agency. Both ABAG and MTC have ancillary JPAs staffed by their respective agency personnel, which would have to enter into new contracts with a new agency for the same purpose if they wish to remain affiliated with the successor agency.

Other authorities such as the Bay Area Toll Authority (BATA) have significant authorities, duties and responsibilities as well as fiduciary obligations that would have to be examined carefully to ensure the process would not impact operational commitments during the next several years. Financing authorities as well as bond documents would also have to be reviewed to determine whether there are any significant obstacles to a successor agency.

## Financial

If MTC and ABAG choose an option that involves creating a new agency, a more in-depth financial assessment will be required. Such an assessment would need to include a detailed analysis of each agency's existing financial liabilities and their future impact on the finances of a newly created agency. The high-level assessment (base assumptions) in this report is based on our experience with other mergers. Under a new regional agency, it is assumed there would be a net reduction of one executive director position in addition to one less planning director at a minimum.

Given the overall merger of staff, we believe it is reasonable to expect at least a 10% overall reduction in remaining overhead costs, which is likely conservative. Efficiencies and economies of scale typically result in greater cost savings. The overall impact for both agencies is therefore projected at a \$2.6 million in net annual savings, as indicated in Table 7. There would be one-time recruiting costs of \$80,000 for the new executive director and planning director positions, and one-time implementation costs (legal and consulting) of at least \$500,000. This option assumes that Resolution 4210 is replaced by adequate funding to avoid adverse fiscal impacts on ABAG during the period of negotiation and implementation of the new organization.

Table 7. *Estimated Financial Impact of Option 4*

	Assumes 50% Split in New Costs		
	MTC	ABAG	Joint
Existing Executive Directors	(\$456,000)	(\$363,000)	(\$819,000)
New Executive Director	237,500	237,500	475,000
Existing Planning Directors	(311,000)	(298,000)	(609,000)
New Planning Director	165,000	165,000	330,000
10% Reduction in Overhead Costs	(1,652,271)	(302,632)	(1,954,903)
Net Cost (Savings)	(\$2,016,771)	(\$561,132)	(\$2,577,903)

## Management

Until such time as a new regional agency is created, the current management, performance and accountability issues associated with preparation of the SCS and PBA would likely continue until and unless shared agreements reset how the agencies currently work together on regional planning programs and services.

A new regional agency would result in a completely consolidated regional planning organization (along with other programs, operations and services) under a single management and leadership structure. This would result in clear and consistent direction to staff and transparency to the governing body or bodies and the public about who is responsible for implementing the region's vision. It would also present significant opportunity for the agency's management and leadership to integrate both agencies into a cohesive, efficient and well-functioning organization with a shared mission, vision and values.

## Existing Employees

*Representation Status* – In a new agency, the first determination to be made would be whether to offer positions to existing employees in the two agencies or to fill positions through an open recruitment process. This decision would be made as part of the process to establish the new agency and would be done under collective bargaining rules and in consultation with existing employee groups. A bargaining unit in the new agency would be unrepresented until such time as a majority of all employees in the unit elected to be represented by one or more unions. For the bargaining unit to become represented, employees would first need to present evidence of the desire to be represented through a card check process or by signing petitions. Typically administered by the state, such an election would result in all of the employees in the agency being represented by a union if 50% plus one of the employees in the unit voted affirmatively for such an affiliation.

*Compensation* – Compensation levels would be established as part of a meet and confer process under state law with the employees of the new agency. If they were set at the current MTC level, former ABAG staff may see an increase in compensation depending on the position.

*Benefits* – Benefits would be established as part of a meet and confer process under state law with employees of the new agency. They could be set to mirror the current MTC benefits, the current ABAG benefits, or a different set of benefits.

### *Retirement Plan*

- The retirement plan would be established as part of a meet and confer process within the options available through CalPERS. Both agencies currently have a 2.5% @ 55 plan for "Classic" employees and the required 2% @ 62 plan for new plan employees. The current MTC retirement plan includes a survivor benefit while the ABAG plan does not. The current MTC plan includes a 3% annual COLA while the ABAG plan includes a 2% COLA. Either of these options could be selected by the new agency. The current rate paid by MTC includes these options and, if both were selected, the contribution rate

would likely be set at the current MTC rate (although this would need to be confirmed with CalPERS for a new agency).

- The employee contribution for Classic employees would be established as part of a meet and confer process under state law. New plan employees are required to pay the full employee contribution rate set by PERS. Currently, ABAG employees pay a 1% retirement contribution with this amount increasing to 2% and 3% over the next two years. Classic MTC employees pay a 5.73% retirement contribution, increasing to 8% over the next several years (depending on employer share increases each year). ABAG's new plan members pay the full 6.25% contribution rate and MTC's new plan employees pay the full 6.5% contribution rate. The difference in contribution rate is due to the inclusion of a survivor benefit and a higher COLA in the MTC plan.
- Retiree health benefits would be established as part of the collective bargaining process between the employees and the new agency. They could be set to mirror the current MTC benefits, the current ABAG benefits, or a combination of the two. Employees that have already retired would see no change to their retiree health benefits if the new agency were able to assume the ongoing cost.
- A decision to include or exclude employees from Social Security would be made as part of the meet and confer process under state law. Currently, ABAG employees are covered under Social Security while MTC employees are not. ABAG employees have a payroll deduction for Social Security contributions while MTC employees do not.

## Policy

A new agency and governance model presents an opportunity to integrate the two agencies responsible for regional land use and transportation planning and associated services and programs into a transparent and more accountable policy structure. It would also provide an opportunity to establish a clear vision for the region. Duplicate committees addressing similar issues could be eliminated, which would also mean a much more efficient use of elected officials' time.

Alternative governance models provide a range of options to meet the interests of the region's local governments and stakeholders, including multiple governance structures responsible for different missions of the new agency, e.g., the MPO or transportation, the COG, and administration (executive board) within an overarching policy body. Voting structures among the governing bodies can be weighted in accordance with various factors, including population, or by certain categories.

## A. Operational Effectiveness and Accountability

Creation of a new regional agency should provide for clear staff roles and responsibilities for Plan Bay Area. However, it will take a minimum of a year (likely more) to establish and additional time to implement this option, and therefore it will have little impact on the PBA 2017 process which is likely to be nearing conclusion or be completed by the time a new agency can be operational. For this option, we assume a new funding framework would be

implemented and the respective roles for ABAG and MTC in regard to PBA would continue until a new agency is created. As discussed under Option 1, while some modest incremental improvements could be made for the current PBA 2017 process in comparison with the PBA 2013 process through improved coordination and a dispute resolution process, many of the same issues of operational effectiveness and accountability are likely to remain until a new agency is created.

This option would result in the integration of land use and transportation planning, programs and services under one unified agency. A new, integrated and unified agency under one management and leadership structure would clarify and streamline staff roles and responsibilities and improve accountability. A single integrated agency should also provide increased career opportunities for staff within a larger agency.

## **B. Transparency in Policy Decision Making**

In the near term this option is unlikely to address concerns with the roles and responsibilities for PBA 2017. The fundamental problems associated with having two agencies with overlapping responsibilities for the same plan will not be resolved until a new agency is created. Once a new agency is created, there should be significant improvements in streamlining the process, both for staff and for elected officials. A new committee structure would likely be created, allowing for less overlap in responsibility and fewer overall meetings. The PBA process would go through one agency rather than two, allowing for stakeholders to better follow and engage in the process.

Whether PBA will be seen as the product of “representative decision making” will largely depend on the structure of the governing body or bodies. In any regional agency smaller jurisdictions want their interests and unique circumstances to be respected and their concerns understood. The interests of the more populous cities and counties are that programs and funding serve locations with the majority of the population of the region. These two interests must be addressed and balanced in any new governance structure.

A single agency serving the region will be able to tackle some of the issues facing the region in a more holistic and comprehensive manner, including new issues as they arise. The administrative and other savings that can be expected by combining two agencies into a single agency could be used to support new policy initiatives.

## **C. Core Service Delivery and Financial Sustainability**

Option 4 assumes the continuation of the 2014 Funding Framework until a new agency is created. We estimate that a new agency would lead to annual savings of \$2.6 million after an estimated one-time cost of at least \$500,000 to create it.

Both organizations are much more than planning agencies, and provide a range of services in addition to their role in preparing and implementing PBA. ABAG’s programs include the Estuary Project, its insurance pool, and assisting local governments with resilience and emergency planning. These services are valued by its member agencies. In addition to its role in

managing and distributing transportation funds, MTC (including its associated agencies such as the Bay Area Toll Authority) has significant programmatic responsibilities, including the 511 system, oversight of bridge operations and maintenance, and the Clipper Card system.

MTC is somewhat unusual among MPOs we examined in the amount of local and state funding it manages in addition to federal funds, and the degree to which it has operational responsibilities; however, it is not unique. The San Diego Association of Governments (SANDAG) has operational and capital improvement responsibilities and approximately as large an overall budget as MTC. Large local governments in the Bay Area also manage comparable budgets and operations, and provide an even larger range of operations and programs than MTC, including significant land use, capital improvement, planning and policy responsibilities.

While unifying two agencies into a single agency will present challenges, we have not identified any overt operational obstacles (pending legal review) to that unification. Existing MTC operations and programs should transition to a successor agency relatively seamlessly (pending legal review) with little operational impact. With a comparatively secure financial foundation and significant savings from agency unification, the new agency should be able to maintain and expand core service programs, and provide adequate administrative support for programs and services.

A new agency provides an opportunity for a more integrated, consistent and comprehensive approach to all regional programs and services, including implementation of PBA. Assuming a continuation of current grants, service programs and dues revenue, with less duplication and more cost-effective agency administration, the new agency would have additional resources to broaden its mission. This would allow it to become a partner with local governments in several areas in addition to implementing PBA, including assisting local governments and stakeholders in addressing other issues of significant regional concern, such as housing policies and resilience.

## **D. Implementation Viability**

Creating a new regional agency will require legislation at the state level. It will also require approval from the MTC and ABAG governing bodies as well as associated JPAs and other authorities. The complexity of this process has not been examined in depth, but we believe it to be one that will take some time.

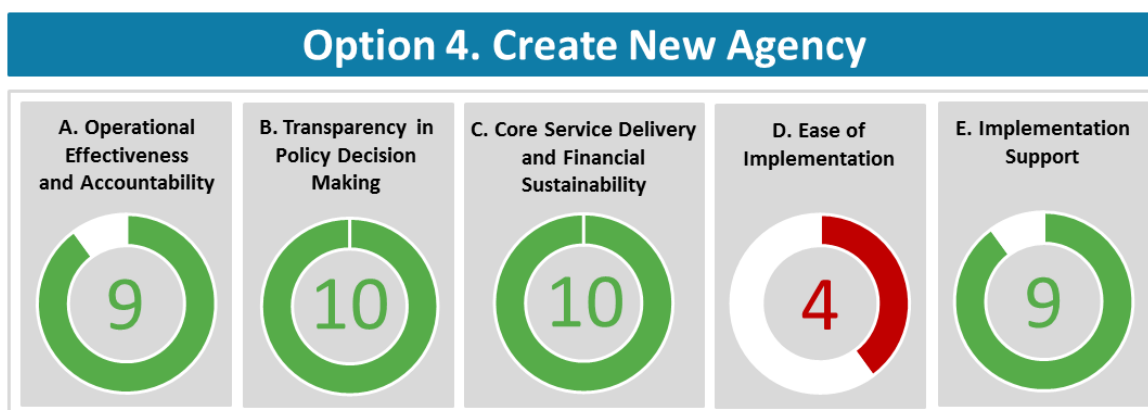
The major challenge in implementing this option will be reaching agreement among the many interests and stakeholders on a new governance structure that strikes the appropriate balance between their various interests. A new agency also provides a different opportunity for employee representation in the collective bargaining process to be determined.

Once created, a single larger, organization with secure and stable financial resources is more likely to be able to recruit and retain qualified staff. With a strong financial foundation, the new agency should be able to maintain benefits for current and future retirees, although this has not been assessed. This option would implement the strong stakeholder interest in having a unified

planning agency. The option's ability to foster support from local governments will depend in large measure on the governance structure ultimately agreed on for the new agency.

Based on the above criteria analysis, Figure 10 presents the overall numeric assessment for Option 4 across five major areas.

*Figure 10. Criteria Assessment Overview for Option 4*



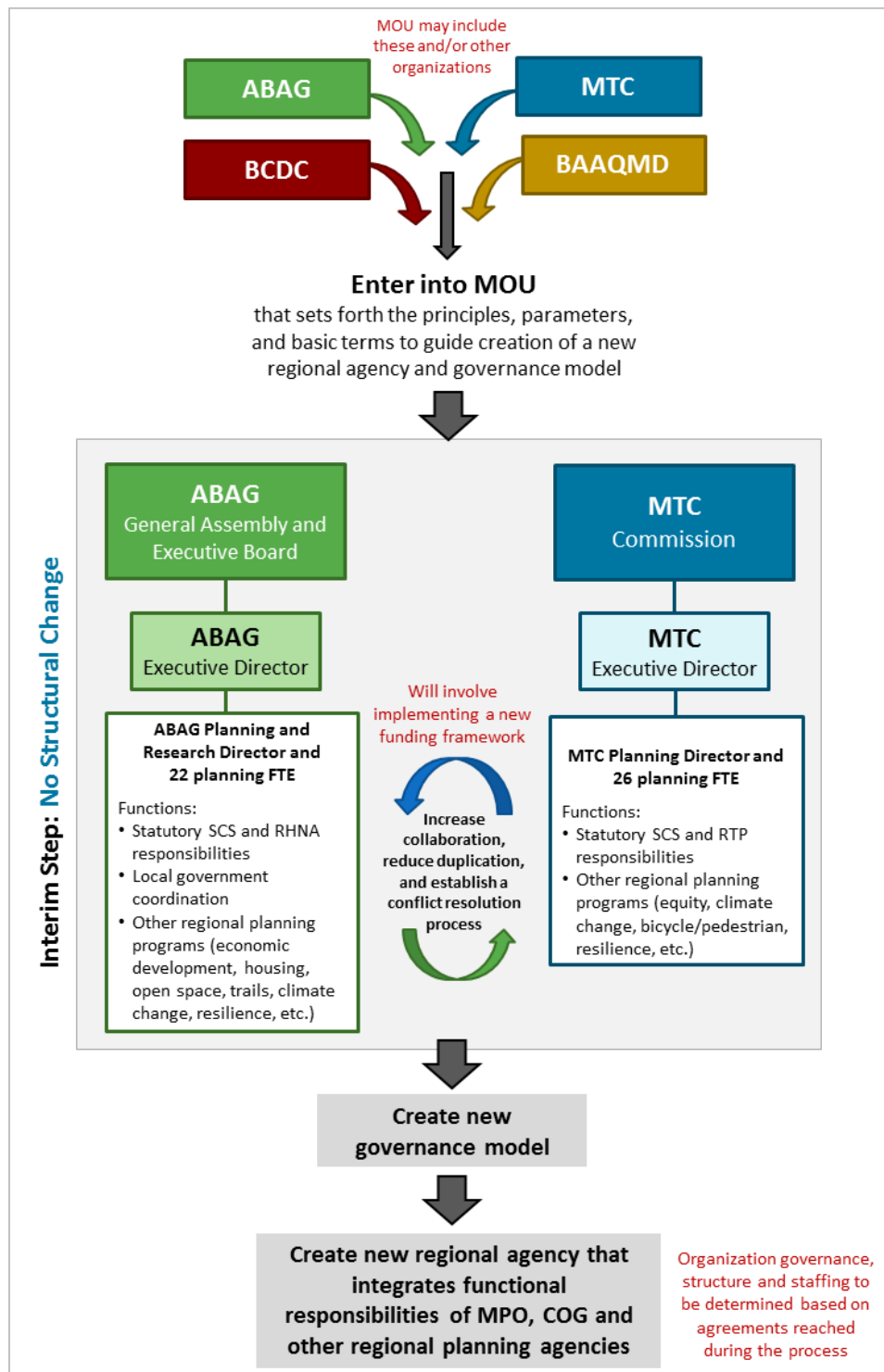
## **Option 5 – Create a New Comprehensive Regional Agency and Governance Model**

### **Description**

Enter into a memorandum of understanding (MOU) between MTC and ABAG and other regional agencies such as the Bay Conservation and Development Commission (BCDC) and the Bay Area Air Quality Management District (BAAQMD) in the Bay Area to create a new regional agency and governance model that integrates the MPO (MTC) and the COG (ABAG). The MOU would set forth the principles, parameters and basic terms to guide the creation of a new regional agency and governance model for the region. Until a new agency is created and integration achieved, MTC and ABAG would remain as separate, independent agencies, including their respective mission, governance structures, legal and statutory duties, responsibilities and authorities. ABAG would statutorily continue to be responsible for those activities set forth in SB 375 regarding preparation of the SCS. Figure 11 on the following page provides a graphic depiction of this option.



Figure 11. Graphic Depiction of Option 5



Note: For clarity, the graphic only depicts a brief summary of planning unit functions (not the full range of ABAG's and MTC's responsibilities).

## **General Impacts**

### **Legal**

Entering into an MOU would result in a formal agreement between ABAG, MTC, and other selected agencies to create a new regional agency and set forth the guiding principles, parameters and basic terms to guide its establishment. There may be significant legal obstacles to other regional agencies joining in such an effort, especially if it is a state regulatory agency. Management Partners did not research state and federal statutes to make this determination, nor did we contact the agencies to assess what issues might arise. Following a determination on the governance structure, duties and responsibilities of a new regional agency, as well as a financial assessment and proposed staffing plan, state and/or federal legislation may be required to transfer the current statutory duties and responsibilities of the agencies to a new regional agency.

Both ABAG and MTC have ancillary JPAs, staffed by their respective agency staff which would have to enter into new contracts with the new agency for the same purpose. Other authorities such as the Bay Area Toll Authority (BATA) have significant authorities, duties and responsibilities as well as fiduciary obligations that would have to be examined carefully to ensure the process would not impact operational commitments during the next several years. Financing authorities as well as bond documents would also have to be reviewed to determine whether there are any significant obstacles to a successor agency.

### **Financial**

This option addresses the entire organizational structure of both agencies, but also assumes the inclusion of other agencies such as BCDC and BAAQMD. The finances of these other districts have not been analyzed and thus it is difficult to make an estimate of the fiscal impact other than to say the potential for savings is somewhat greater than for Option 4 as there is a greater degree of likely overlap in overhead costs. However, the greater degree of complexity involved would certainly increase the one-time costs of formation.

### **Management**

Until such time as a new regional agency is created, the current management, performance and accountability issues associated with preparation of PBA would likely continue until and unless shared agreements reset the way the agencies currently work together on regional planning programs and services. This option would result in a completely consolidated regional agency (along with other programs, operations and services) under a single management and leadership structure. As mentioned previously, the scope of this engagement did not allow Management Partners to research the operations and programs of other agencies that might be involved to make even a high level assessment about the management opportunities and challenges that might result from such a consolidation of agencies. Further research would be required.

## Existing Employees

*Representation Status* – In a new agency, a bargaining unit would be unrepresented until such time as a majority of all employees in the unit elected to be represented by one or more unions. For the bargaining unit to become represented, employees would first need to present evidence of the desire to be represented through a card check process or by signing petitions. Typically administered by the state, such an election would result in all of the employees in the agency being represented by a union if 50% plus one of the employees in the unit voted affirmatively for such an affiliation.

*Compensation* – Compensation levels would be established as part of a meet and confer process under state law with the employees of the new agency. If they were set at the current MTC level, former ABAG staff may see an increase in compensation depending on the position. Implications for the other agencies that may be involved are unknown.

*Benefits* – Benefits would be established as part of a meet and confer process under state law with employees of the new agency. They could be set to mirror the current MTC benefits, the current ABAG benefits, or a different set of benefits.

### *Retirement Plan*

- The retirement plan would be established as part of a meet and confer process within the options available through CalPERS. Both agencies currently have a 2.5% @ 55 plan for “Classic” employees and the required 2% @ 62 plan for new plan employees. The current MTC retirement plan includes a survivor benefit while the ABAG plan does not. The current MTC plan includes a 3% annual COLA while the ABAG plan includes a 2% COLA. Either of these options could be selected by the new agency. The current rate paid by MTC includes these options and, if both were selected, the contribution rate would likely be set at the current MTC rate although this would need to be confirmed with CalPERS for a new agency.
- The employee contribution for Classic employees would be established as part of a meet and confer process under state law. New plan employees are required to pay the full employee contribution rate set by PERS. Currently, ABAG employees pay a 1% retirement contribution with this amount increasing to 2% and 3% over the next two years. Classic MTC employees pay a 5.73% retirement contribution, increasing to 8% over the next several years (depending on employer share increases each year). ABAG’s new plan members pay the full 6.25% contribution rate and MTC’s new plan employees pay the full 6.5% contribution rate. The difference in contribution rate is due to the inclusion of a survivor benefit and a higher COLA in the MTC plan.
- Retiree health benefits would be established as part of the collective bargaining process between the employees and the new agency. They could be set to mirror the current MTC benefits, the current ABAG benefits, or a combination of the two. Employees that have already retired would see no change to their retiree health benefits if the new agency were able to assume the ongoing cost (this has not been assessed).

- A decision to include or exclude employees from Social Security would be made as part of the meet and confer process under state law. Currently, ABAG employees are covered under Social Security while MTC employees are not. ABAG employees have a payroll deduction for Social Security contributions while MTC employees do not.

## **Policy**

A new comprehensive agency presents an opportunity to integrate all the regional agencies in the Bay Area into a transparent and potentially more accountable policy structure, capable of addressing the complex and challenging issues facing the region. Governing boards that address similar or related issues could be consolidated into one or more sets of policy bodies, which could result in a much more efficient use of elected officials' time and improved decision making. Alternative governance models provide a range of options to meet the interests of the region's local governments and stakeholders, including multiple governance structures responsible for different missions of the new agency, e.g., the MPO or transportation, the COG, environmental programs, and administration (executive board) within an overarching policy body. Voting structures among the governing bodies can be weighted in accordance with various factors, including population, or by specified categories. Again, further research into the roles and responsibilities of all the agencies who might be involved in such an effort would be required.

### **A. Operational Effectiveness and Accountability**

For purposes of this assessment, we assumed that the new, more comprehensive regional agency associated with this option would include, at minimum, ABAG, MTC, the BAAQMD and BCDC. These agencies are already associated through the Bay Area Regional Collaborative (BARC). Another candidate would be the Regional Water Quality Control Board. In other regions, a comprehensive regional authority can also become a coordinating body for regional water supply, solid waste management, and other services that tend to cross jurisdictional boundaries or where efficiencies are possible at scale. This option would take a minimum of two years (and likely much more) to implement and would therefore have little or no impact on PBA 2017.

This option would result in the integration of land use and transportation planning, programs and services under one unified agency at a minimum. A new, integrated and unified agency under one management and leadership structure would clarify and streamline staff roles and responsibilities and improve accountability. A single integrated agency should also provide increased career opportunities for staff within a larger agency.

A new agency also presents an opportunity for a more integrated, consistent and comprehensive approach to all regional programs and services, including implementation of PBA. With careful planning, existing MTC operations and programs should transition to a successor agency relatively seamlessly (pending legal review) with no change in operational programs. With less duplication and more cost-effective administration, a new agency would

have additional resources to broaden its mission and become a partner with local governments for implementing PBA, and address other issues of significant regional concern, such as housing policies, and resilience.

When implemented, this option may also allow the PBA process to more effectively integrate some key agencies that have a significant influence on the region's environment and on the implementation of the plan. Both BAAQMD and BCDC have land use roles, and BAAQMD has some responsibility for evaluating land use and transportation plans for conformance with clean-air requirements. In the past, conflicts have occasionally arisen between the various regional agencies' plans, programs and regulations and those conflicts could potentially be avoided if they were managed under one agency umbrella.

## **B. Transparency in Policy Decision Making**

A single comprehensive agency would allow for more streamlined policy roles and responsibilities for the PBA process and regional development policy in general. A single agency is likely to be more visible and accountable to the region's residents than the four or more agencies that currently affect regional environmental policy. As local government elected officials sit on all of these regional agencies, it is likely that unifying the agencies would allow for more efficient use of elected officials' time. As with all of the "new agency" options described in this report, the degree to which local governments believe the new agency engages in representative decision-making will depend on the agreed upon governance structure. The agency would clearly have a greater ability to address complex regional issues, such as sea level rise and health impacts of poor air quality (which are also related to land use and transportation).

## **C. Core Service Delivery and Financial Sustainability**

Option 5 assumes the continuation of the 2014 Funding Framework for ABAG until a new comprehensive agency is created. The finances of the other potential agencies that might be incorporated into the new unified agency have not been analyzed and thus it is difficult to project a fiscal impact other than to say the potential for savings is somewhat greater than for Option 4 as there is a greater degree of likely overlap in overhead costs. However, the greater degree of complexity involved would certainly increase the one-time costs of formation.

With a comparatively secure financial foundation and significant savings from agency unification, the new agency should be able to maintain and expand core service programs, and provide adequate administrative support for programs and services.

## **D. Implementation Viability**

While there may be advantages to creating a comprehensive regional planning (and regulatory) agency, the complexity of establishing such an agency also grows with its size and range of authority. Instead of combining two agencies with their separate staffs, organizational cultures, legislative authorities, governance boards and other elements, this option would require

combining at least four. Implementation would require both legislative action and action by the governing boards of all four agencies.

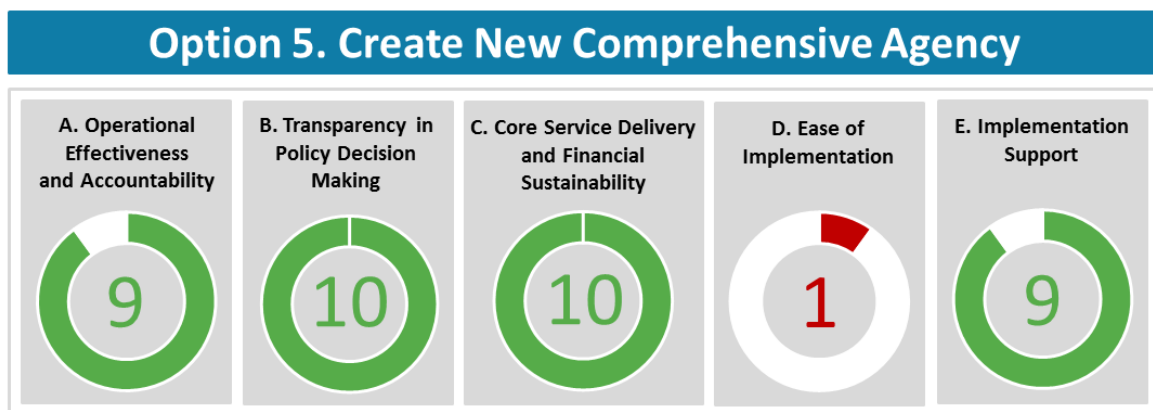
The scope of this engagement did not allow Management Partners to research the operations and programs of other agencies to make even a high-level assessment of the opportunities and challenges that might result from such a consolidation of agencies, or the legal hurdles. Further research would be required. However, based on our experience with agency consolidation, we expect that combining four agencies would be exponentially more complex than consolidating ABAG and MTC into a single agency.

One advantage of such an agency is that with its size and range of activities, it is more likely to be able to retain and recruit qualified staff and maintain benefits for current retirees. It would also be able to address stakeholder interests in a unified regional planning agency.

Whether this option could gain support from local governments would depend, in part, on the structure of the governing board. Perhaps the major challenge in implementing this option will be reaching agreement among the many interests and stakeholders about a new governance structure that strikes the appropriate balance between their various interests. This option also has another hurdle: unlike other options, if determined to be legally feasible, this combined agency would have some regulatory authority, including some land use authority near the Bay (BCDC). Such authority would make this agency considerably stronger in some respects than some of the other options, but also may increase local government concerns with its creation because it could be perceived as having greater ability to erode local government authority.

Based on the above criteria analysis, Figure 12 presents the overall numeric assessment for Option 5 across five major areas.

*Figure 12. Criteria Assessment Overview for Option 5*



## **Option 6 – Execute a Contract between MTC and ABAG to Consolidate Planning Functions within MTC and Enter into an MOU to Create a New Regional Agency and Governance Model**

### **Description**

Execute an agreement between ABAG and MTC to consolidate all ABAG planning functions within MTC. Up to 22 planning positions could be created in MTC and offered to ABAG incumbents. No planning positions would remain in ABAG except possibly those determined to be directly related to and supported by enterprise programs. The agreement would address the financial resources to accomplish this objective, an agreed upon work program, and any transition payments to assist ABAG with a financial transition to support its program responsibilities and performance.

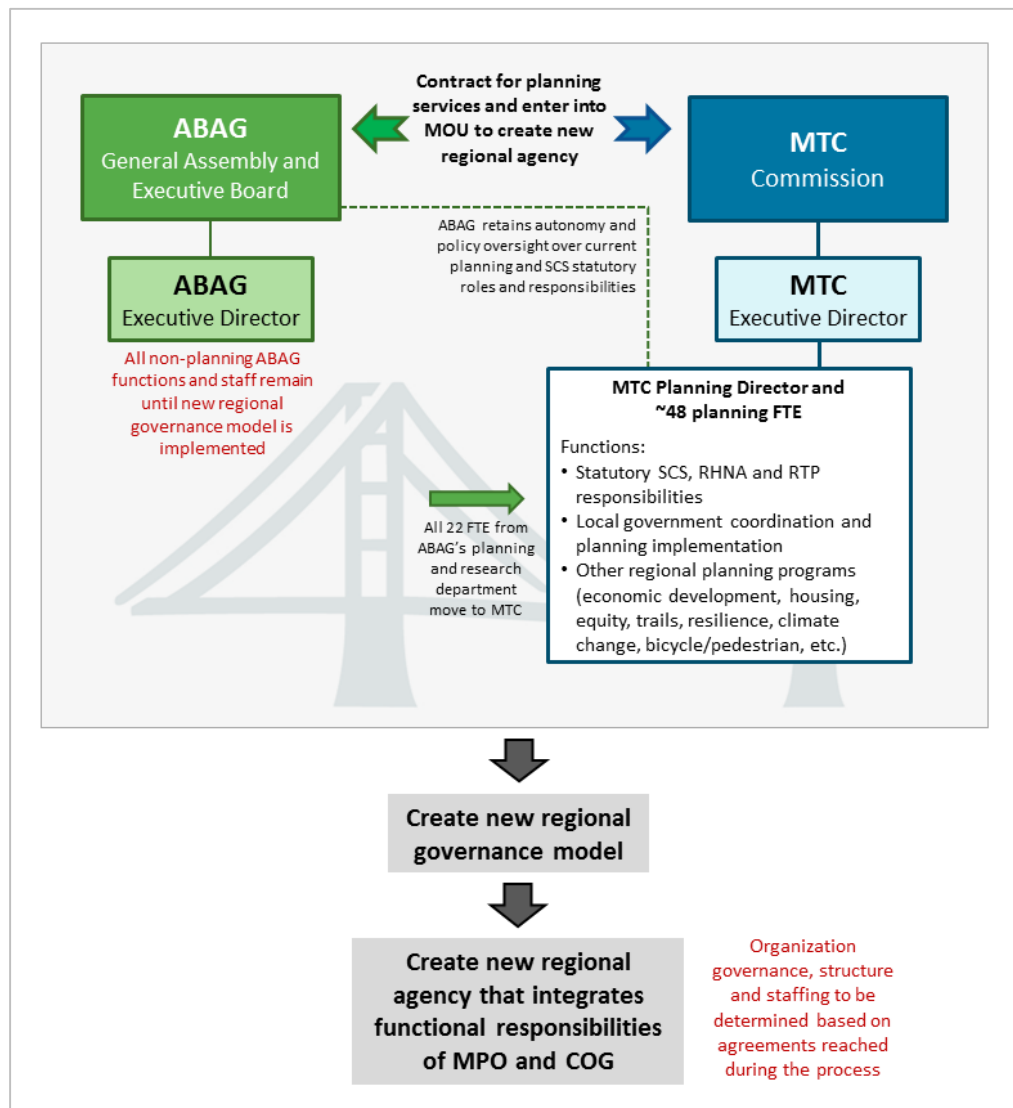
Enter into a memorandum of understanding (MOU) between ABAG and MTC to create a new regional agency and governance model that integrates the MPO (MTC) and the COG (ABAG). The MOU would set forth the principles, parameters and basic terms to guide the creation of a new regional agency and governance model for the region.

Until a new agency is created and full integration achieved, MTC and ABAG would remain as separate, independent agencies, including their respective missions, governance structures, legal and statutory duties, responsibilities and authorities. ABAG would statutorily continue to be responsible for those activities set forth in SB 375 regarding preparation of the SCS as well as RHNA.

Both the contract and the MOU are intended to proceed simultaneously. While there are steps in the process, this alternative is explicitly a bridge to an end result which would be a regional agency providing both COG and MPO services, using a combined staff and management.

Figure 13 on the following page provides a graphic depiction of this option.

Figure 13. Graphic Depiction of Option 6



Note: For clarity, the graphic only depicts a brief summary of planning unit functions (not the full range of ABAG's and MTC's responsibilities).

## General Impacts

### Legal

Technically, there is no change to MTC or ABAG's statutory duties, responsibilities and authorities. The governance and decision making structure would remain the same. With most staff planning functions transferred to MTC, however, ABAG legal counsel's ability to advise ABAG's governing body on regional land use and housing issues as they emerge will be constrained under this structure. While the planners in MTC may be able to access ABAG's



legal counsel for consultation, it would be challenging for that position to provide influence and direction if it is contrary to that provided by MTC management and legal counsel.

Entering into an MOU would result in a formal agreement between ABAG and MTC to create a new regional agency and governance structure and set forth the guiding principles, parameters and basic terms to guide its establishment. Following a determination about the governance structure, duties and responsibilities of a new regional agency, as well as a financial assessment and proposed staffing plan, state legislation would be required to transfer the current statutory duties and responsibilities of MTC and ABAG to the new agency.

Both ABAG and MTC have ancillary JPAs, staffed by their respective agency staff, which would have to enter into new contracts with a new agency for the same purpose if they wish to remain affiliated with the successor agency. Other authorities such as the Bay Area Toll Authority (BATA) have significant authorities, duties and responsibilities as well as fiduciary obligations that would have to be examined carefully to ensure the process would not impact operational commitments during the next several years. Financing authorities as well as bond documents would also have to be reviewed to determine whether there are any significant obstacles to a successor agency.

## Financial

If MTC and ABAG choose an option that involves creating a new agency, a more in-depth financial assessment will be required. Such an assessment would need to include a detailed analysis of each agency's existing financial liabilities and their future impact on the finances of a newly created agency.

Until a new agency is established, ABAG would be required to address its financial condition and develop a strategy that can sustain the agency in the near term. In addition to these efforts, this option assumes that adequate transition funding would be provided by MTC to avoid adverse fiscal impacts on ABAG during the period of negotiation and implementation of the new regional agency. In addition, non-MTC revenue sources used to fund ABAG planners would need to be made available to MTC (the former ABAG planners would continue to work as needed for ABAG grants and service programs that previously relied upon their support). This near-term impact is the same as under Option 2, as shown in Table 8 below.

*Table 8. Estimated Near-Term Financial Impact of Option 6*

	Assumes 50% Split in New Costs		
	MTC	ABAG	Joint
<b>Existing Planning Directors</b>	(\$311,000)	(\$298,000)	(\$609,000)
<b>New Planning Director</b>	165,000	165,000	330,000
<b>Support Position and Other Operations and Maintenance Costs</b>	100,000	100,000	200,000
<b>Change in Overhead Costs</b>	(24,840)	(14,850)	(39,690)
<b>Net Cost (Savings)</b>	<b>(\$70,840)</b>	<b>(\$47,850)</b>	<b>(\$118,690)</b>

In the long-term, it is assumed the impact would be the same as under Option 4. Under a new regional agency and governance model it is assumed that there would be a net reduction of one executive director in addition to one less director of planning. Given the overall merger of staffs, it would be reasonable to expect a 10% overall reduction in remaining overhead costs. The overall impact for both agencies is therefore projected at a \$2.6 million net annual savings, as indicated in Table 9. In addition, it is estimated there would be one-time recruiting costs of \$80,000, and one-time implementation costs (legal and consulting) of at least \$500,000.

Table 9. *Estimated Long Term Financial Impact of Option 6*

	Assumes 50% Split in New Costs		
	MTC	ABAG	Joint
<b>Existing Executive Directors</b>	(\$456,000)	(\$363,000)	(\$819,000)
<b>New Executive Director</b>	237,500	237,500	475,000
<b>Existing Planning Directors</b>	(311,000)	(298,000)	(609,000)
<b>New Planning Director</b>	165,000	165,000	330,000
<b>10% Reduction in Overhead Costs</b>	(1,652,271)	(302,632)	(1,954,903)
<b>Net Cost (Savings)</b>	<b>(\$2,016,771)</b>	<b>(\$561,132)</b>	<b>(\$2,577,903)</b>

## Management

Consolidation of all planning functions under one planning director would streamline preparation of the SCS and result in efficiencies and greater effectiveness in the allocation of planning staff resources. The MTC planning director (and MTC executive director) as well as the consolidated staffing function would also be accountable for performance and most staff work in support of regional land use and transportation planning in the region. The MTC planning director reports to the MTC executive director, but also would oversee and provide staff support to the ABAG General Assembly, Executive Board and other ABAG committees with respect to regional land use planning and programs.

The consolidated planning function would presumably be responsible for the delivery of regional planning services to ABAG members. Since ABAG's SB 375 and other land use statutory duties as well as its current mission would not change, the MTC planning director and planning staff would effectively be accountable (as determined by contract) to a policy body (ABAG) that has no institutional relationship to MTC management or its policy structure.

A new regional agency would result in a completely consolidated regional planning organization (along with other programs, operations and services) under a single management and leadership structure. This would result in clear and consistent direction to staff and transparency to the governing body or bodies and the public about who is responsible for implementing the region's vision. It would also present significant opportunity for the agency's managers and leaders to integrate both agencies into a cohesive, efficient and well-functioning organization with a shared mission, vision and values.

## **Existing Employees**

Until a new regional agency is formed, the employee impacts would be the same as those described under the Implementation of Resolution 4210. Following the creation of a new agency, the impacts would be the same as those described under Option 4, Creation of a New Regional Agency and Governance Model.

## **Policy**

Until a new regional governance agency is established, MTC would likely assume major regional planning policy roles and responsibilities except those statutorily residing with ABAG. ABAG would retain its autonomy and policy role with respect to SCS and RHNA statutory responsibilities. MTC would provide staff support to ABAG's policy bodies regarding regional land use and housing, but on an interim basis, there would be little formal change to the bifurcated strategic and policy direction for regional land use and transportation planning and related programs between two agencies not formally linked by an integrated leadership or policy structure.

A new agency presents an opportunity to integrate the two agencies responsible for regional land use and transportation planning and associated services and programs into a transparent and more accountable policy structure. It would also provide an opportunity to establish a clear vision for the region. Duplicate committees addressing similar issues could be eliminated, which would also result in a more efficient use of elected officials' time.

Alternative governance models provide a range of options to meet the interests of the region's local governments and stakeholders. These include multiple governance structures within the new agency that are responsible for different missions, e.g., the MPO or transportation funding and planning, the COG, and administration (executive board). Voting structures among the governing bodies can be weighted in accordance with various factors, including population, or by certain categories.

## **A. Operational Effectiveness and Accountability**

This options assumes that an MOU will be approved committing the two agencies to create a single new agency, and until that new agency can be created, all planning staff would move to MTC under a contract. Management Partners is recommending that this option include all planning staff (unlike MTC Resolution 4210) because we see no basis for keeping a limited planning function at ABAG during this transition period, especially given the cyclical nature of the RHNA process, the fact that both agencies are addressing resilience, and that MTC already funds the Bay Trail work. The indirect and administrative costs for ABAG would also be unnecessarily high to sustain those functions.

Consolidation of all planning into a single planning department should integrate regional land use and transportation planning more effectively and improve performance and accountability for development of PBA 2017. However, many stakeholders and elected officials have voiced

concerns with integrating land use planning into a transportation agency. The vast majority of stakeholders engaged in this process have stated that ABAG demonstrates a greater sensitivity to the diverse interests of local government, and has been significantly more engaged in addressing these interests as part of the PBA process than MTC. Because the regional agencies have no land use authority, regional plans are implemented jurisdiction by jurisdiction and sensitivity to local concerns can help foster jurisdictional support for PBA and ultimately help implement increased integration of regional land use and transportation. Based on the outreach undertaken for this study, MTC would need to modify its current approach to its planning engagement strategies and redefine its role in the region to address these concerns while the new agency is being created.

This option presumably would result in the integration of land use and transportation planning, programs, and services under one unified agency. A new, integrated and unified agency under one management and leadership structure would clarify and streamline staff roles and responsibilities and improve accountability. A single integrated agency should also provide increased career opportunities for staff within a larger agency.

A new agency also presents an opportunity for a more integrated, consistent and comprehensive approach to all regional programs and services, including implementation of PBA. With less duplication and more cost-effective agency administration, the new agency would have additional resources to broaden its mission and become a partner with local governments for implementing PBA, as well as assisting local governments and working with its partners to address other issues of significant regional concern, such as housing policies and resilience.

## **B. Transparency in Policy Decision Making**

In the short term, until a new unified agency is created, some of the transparency issues associated with multiple committees and two governing bodies having some level of responsibility over the SCS process are likely to continue. Having only one staff group and a clear line of staff authority over the process should lead to fewer conflicts needing governing body review. A combined staff can also better monitor the committee review process to try and limit the duplication of effort by committee.

The fundamental problems associated with having two agencies with overlapping responsibilities for the same plan will not be resolved until a new agency is created. Once a new agency is created, it should allow for significant improvements in streamlining the process, both for staff and elected officials. A new committee structure would likely be created, which would result in less overlap in responsibility and fewer overall meetings. The PBA process would go through one agency rather than two, allowing for stakeholders to better follow and engage in the process.

A new agency also presents an opportunity for a more integrated, consistent and comprehensive approach to all regional programs and services, including implementation of

PBA. With careful planning, existing MTC operations and programs should transition to a successor agency relatively seamlessly (pending legal review) with little change in operations.

Whether PBA will be seen as the product of “representative decision making” will largely depend on the structure of the governing body or bodies. In any regional agency, smaller jurisdictions want their interests and unique circumstances to be respected and their concerns understood. The interests of the more populous cities and counties are that programs and funding serve locations with the majority of the population of the region. These two interests must be addressed and balanced in any new governance structure.

A single agency serving the region will be able to provide an opportunity to tackle regional issues in a more holistic and comprehensive manner, including new issues as they arise. The administrative and other savings that can be expected by combining two agencies into a single agency could be used to support new initiatives.

### **C. Core Service Delivery and Financial Sustainability**

Until a new agency is established, ABAG would be required to address its financial condition and develop a strategy that can sustain the agency in the near term. In addition to these efforts, Option 6 assumes that MTC would continue to provide adequate transition funding to ABAG during the period of negotiation and implementation of a new unified regional organizational structure. The impact on MTC finances of potentially absorbing ABAG liabilities after unification will need to be fully assessed before this option is implemented. After unification, there should be substantial savings in administrative costs, similar to Option 4: annual savings of \$2.6 million after an estimated one-time cost of at least \$500,000 to create the unified agency.

Both organizations are much more than planning agencies, and provide a range of services in addition to their role in preparing and implementing PBA. ABAG’s programs include the Estuary Project, its insurance pool, and assisting local governments with resilience and emergency planning. These services are valued by its member agencies. In addition to its role in managing and distributing transportation funds, MTC (including its associated agencies such as the Bay Area Toll Authority) has significant programmatic responsibilities, including the 511 system, oversight over bridge operations and maintenance and the Clipper Card system.

MTC is somewhat unusual among MPOs we examined in the amount of local and state funding it manages in addition to federal funds, and the degree to which it has operational responsibilities; however, it is not unique. The San Diego Association of Governments (SANDAG) has operational and capital improvement responsibilities and approximately as large an overall budget as MTC. Large local governments in the Bay Area also manage comparable budgets and operations, and provide an even larger range of operations and programs than MTC, including significant land use planning, capital improvement and policy development responsibilities.

While unifying two agencies into a single agency will present challenges, we have not identified any overt operational obstacles (pending legal review) to that unification. Existing MTC operations and programs should transition to a successor agency relatively seamlessly (pending

legal review) with little operational impact. With a comparatively secure financial foundation (assuming continuation of current grants, service programs and dues revenue) and significant savings from agency unification, the new agency should be able to maintain and expand core service programs and provide adequate administrative support for programs and services.

## **D. Implementation Viability**

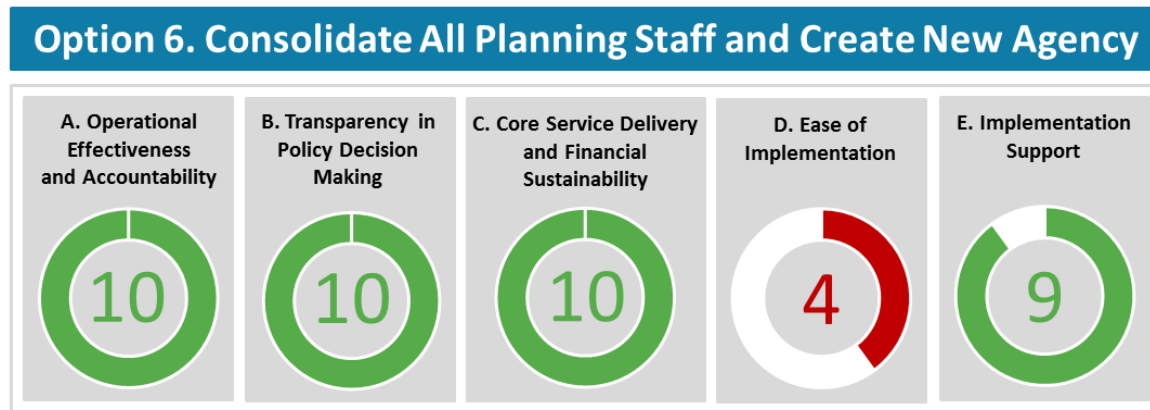
Creating a new regional agency will require legislation at the state level. It will also require approval from the MTC and ABAG governing bodies as well as associated JPAs and other authorities. The complexity of this process has not been examined in depth, but we believe it to be one that will take some time. Perhaps the major challenge in implementing this option will be reaching agreement among the many interests and stakeholders about a new governance structure that strikes the appropriate balance between their various interests.

In the near term, the planners transferred to MTC under this option may find it to be a more attractive agency than ABAG with respect to compensation and some benefits; however, the issue of non-affiliation with a union may be a negative factor. Leadership and a careful transition plan will be needed for ABAG and MTC planning staff to consolidate into a well-functioning team. Remaining ABAG employees as well as retirees will likely be concerned about the ability of ABAG to support its financial obligations to its current compensation and retirement plans until a new agency is created.

The creation of a new agency provides a different opportunity for employee representation in the collective bargaining process to be determined. Once created, a single larger, organization with secure and stable financial resources is more likely to be able to recruit and retain qualified staff. With a strong financial foundation, the new agency should be able to maintain benefits for current and future retirees although this has not been fully assessed. This option would implement the strong stakeholder interest in having a unified planning agency. The option's ability to foster support from local governments will depend in large measure on the governance structure ultimately agreed upon for a new agency.

Based on the above criteria analysis, Figure 14 presents the overall numeric assessment for Option 6 across five major areas.

Figure 14. Criteria Assessment Overview for Option 6



## **Option 7 – Enter into a Contract between ABAG and MTC to Consolidate Staff Functions under One Executive Director and Enter into an MOU to Pursue New Governance Options (Full Functional Consolidation)**

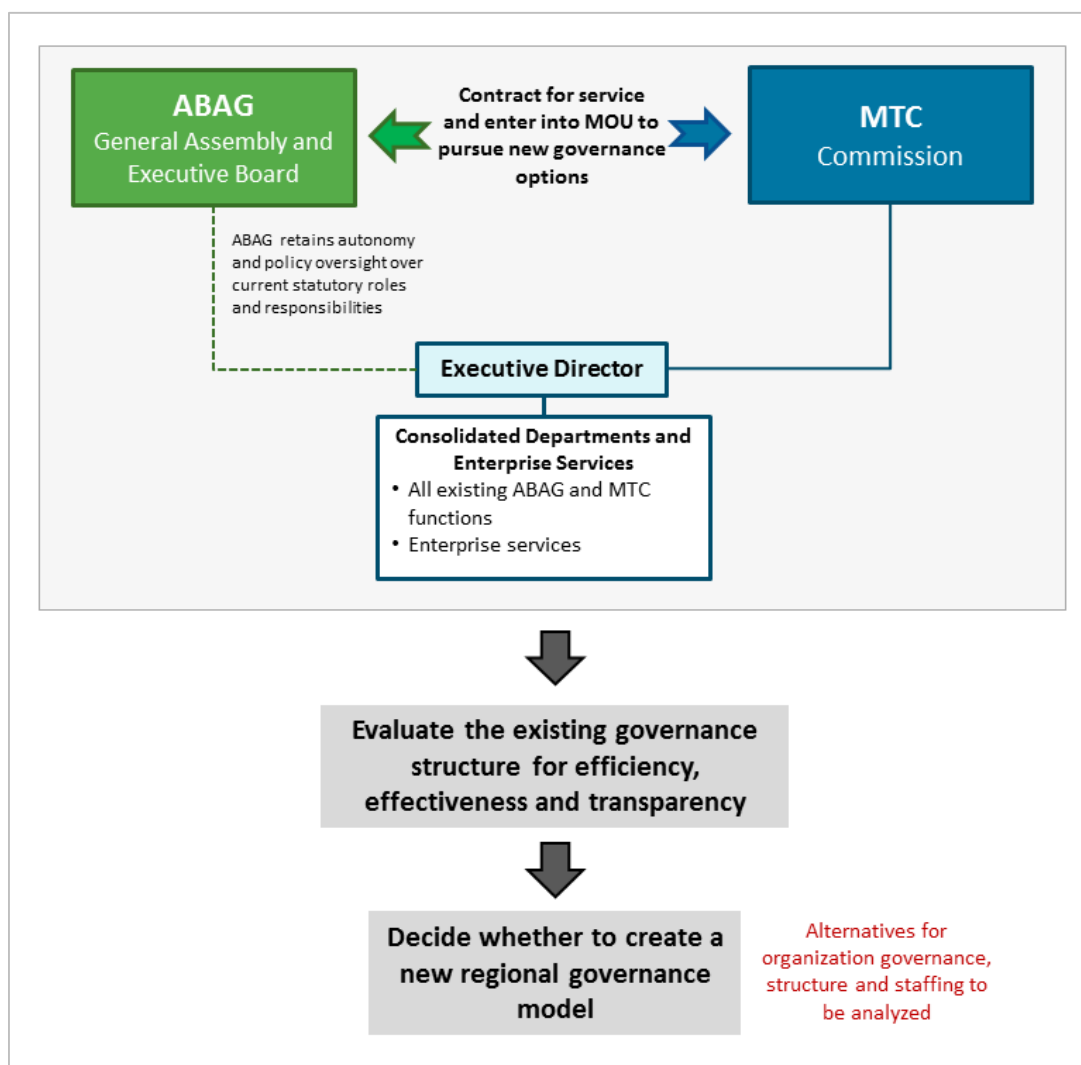
### **Description**

Enter into a contract between ABAG and MTC to provide staffing for all ABAG statutory duties and responsibilities, a work program, functions agreed to be transitioned, as well as the role of the executive director with respect to the ABAG policy body. Enter into a memorandum of understanding (MOU) between MTC and ABAG to establish a timeframe for considering a new governance structure and to set forth principles, goals and parameters for pursuing new governance options. The ABAG JPA and MTC governance structures, as well as their statutory roles and responsibilities, would remain unchanged.

Within a timeframe agreed upon, evaluate the existing governance structure for efficiency, effectiveness and transparency and decide whether to create a new regional governance model. The ABAG and MTC governance structures and consolidated agency would remain in place as well as their statutory authorities, duties and responsibilities until and unless a new regional agency and/or governance structure is agreed upon and implemented. Figure 15 on the following page provides a graphic depiction of this option.



Figure 15. Graphic Depiction of Option 7



Note: For clarity, the graphic only depicts a brief summary of planning unit functions (not the full range of ABAG's and MTC's responsibilities).

## General Impacts

### Legal

MTC would become the legal counsel for the ABAG JPA as well as its enterprise functions and other JPAs to the extent the latter authorities agree to the transition. ABAG staff provides support to four JPAs, which would have to enter into new contracts with MTC for the same purpose. ABAG financing authorities as well as bond documents would also have to be reviewed to determine actions which might have to be taken to respond to any obstacles or liabilities if MTC assumes oversight in these areas.

Should a new governance model be agreed on, legislative action by ABAG and MTC as well as state legislation would likely be required to transition to a new model.

## Financial

If this option is pursued, a more in-depth financial assessment will be required. Such an assessment would need to include a detailed analysis of each agency's existing financial liabilities and their future impact on the finances of MTC, or if pursued, a newly created agency. The outcome of this option in terms of organizational savings is the same as Options 4 and 6: there would be a net reduction of one executive director and one director of planning, and given the merger of staffs, it would be reasonable to expect a 10% overall reduction in remaining overhead costs. The overall impact for both agencies is therefore projected at a \$2.6 million net annual savings, as indicated in Table 10. In addition, it is estimated there would be one-time recruiting costs of \$80,000, and one-time implementation costs (legal and consulting) of \$500,000. This option assumes that Resolution 4210 is replaced by adequate funding to avoid adverse fiscal impacts on ABAG during the period of contract negotiation.

Table 10. Estimated Financial Impact of Option 7

	Assumes 50% Split in New Costs		
	MTC	ABAG	Joint
Existing Executive Directors	(\$456,000)	(\$363,000)	(\$819,000)
New Executive Director	237,500	237,500	475,000
Existing Planning Directors	(311,000)	(298,000)	(609,000)
New Planning Director	165,000	165,000	330,000
10% Reduction in Overhead Costs	(1,652,271)	(302,632)	(1,954,903)
Net Cost (Savings)	(\$2,016,771)	(\$561,132)	(\$2,577,903)

## Management

Consolidating the ABAG and MTC staff would result in a more comprehensive regional planning organization under a single management and leadership structure. This would result in efficiencies, cost savings and more effective use of staff resources including streamlining the preparation of PBA. Under contract to ABAG, the combined staff will be assuming support to all of ABAG's policy bodies, duties and responsibilities. MTC will need to adjust its organizational structure to accommodate ABAG functions and services. Following an analysis of the duties and responsibilities of ABAG staff, some positions may also no longer be required when the functions are consolidated in MTC.

ABAG's commitment to providing assistance to its member agencies in a number of areas will also need to be supported and continued in the new framework. Nonetheless, the consolidation

should result in clear and consistent direction to staff and transparency to the governing body or bodies and the public about the staff responsible for implementing the region's vision as established by ABAG and MTC. It would also present significant opportunity for an executive director to integrate both agencies into a cohesive, efficient and well-functioning organization with a shared mission, vision and values.

## **Employee Impacts**

Until a new regional agency is formed, the employee impacts would generally be the same as those described under the Implementation of Resolution 4210; however, there has been no determination as to whether all ABAG positions would transition to MTC. Should there be agreement to create a successor agency under a new governance structure, the impacts should be the same as those described under Option 4, Creation of a New Regional Agency and Governance Model.

## **Policy**

Until and unless a new regional governance model is agreed on, ABAG and MTC's policy and governance structures would continue as currently structured. ABAG would remain autonomous and independent from a policy standpoint. In addition to its JPA policy and statutory duties and responsibilities, the ABAG governing bodies would specifically retain their statutory responsibilities over the SCS as well as RHNA and therefore its specific policy roles in these areas. While some policy decision making could be streamlined with staff integration, there will be no formal change to the bifurcated strategic and policy direction for regional land use and transportation planning and related programs between two agencies not formally linked by an integrated policy structure.

Under this option, there is no formal commitment to create a successor agency and new governance model. If a new governance model is pursued and implemented, it would increase the transparency of regional land use and transportation policy decisions and provide an opportunity to establish a clear vision for the region. A new governance model would also eliminate duplicate committees addressing similar issues, which would also mean a more efficient use of elected officials' time as well as staff time. Alternative governance models provide a range of options to meet the interests of the region's local governments and stakeholders, including multiple governance structures within the new agency that are responsible for different missions, e.g., the MPO or transportation, the COG, and administration (executive board). Voting structures among the governing bodies can be weighted in accordance with various factors, including population, or by certain categories.

## **A. Operational Effectiveness and Accountability**

Consolidating staff would clarify and streamline staff roles and responsibilities between the MPO and COG under a single leadership and management structure, thereby fostering accountability for performance on PBA 2017 as well as all regional land use and transportation

planning generally. This option would provide a single planning department that would integrate regional land use and transportation planning more effectively. A combined organization with more stable financial resources should also result in increased support for integrated transportation and land use programs and services.

As many stakeholders have voiced concerns about integrating land use planning into a transportation agency, MTC would need to increase staff resources and demonstrate a much stronger commitment to increasing local government engagement and support for PBA. Because neither ABAG nor MTC have land use authority, regional plans are implemented jurisdiction by jurisdiction and local jurisdiction support will be critical to the successful implementation of this option. Additionally, MTC would be expected to continue ABAG's commitment to providing local government with a range of planning and other specialized assistance. Performance and expectations regarding these issues could be set forth in the contract and work program.

Consolidating administrative services and other functions would result in efficiencies and effectiveness and probably reduce costs to ABAG programs and services, including the JPAs. It would also provide additional resources and expertise to address ABAG's financial issues and provide long-term solutions. Further analysis as well as additional information would be required to understand the impact on MTC (administratively and financially) in this area. While a consolidated staffing function in a larger agency would provide additional depth and flexibility, transparency and accountability to ABAG's member agencies by staff would be paramount. Implementation of this option would significantly increase the overall number of staff in MTC and the career opportunities for staff.

Under the contract between MTC and ABAG, the executive director as the leader of MTC staff would be responsible for the oversight and management of the staff functions to carry out the duties and responsibilities of ABAG. ABAG would maintain its autonomy and policy role through an annual (or more) contract with MTC that sets forth expectations, responsibilities, a work program and annual budget for carrying it out. ABAG would retain authority to contract with consultants who can independently review issues or work if it deems necessary to do so. As an employee of MTC, the executive director would technically only report to one oversight body (in this instance, the Commission). Nonetheless, Management Partners has seen many agencies where executive directors (and other chief executive officers) are responsible to meet and balance the interests of many competing stakeholder groups.

In the Washington, DC and Chicago MPOs, regional agency executive directors have essentially two different governing boards whose interests they must address, and they have not indicated any significant issues in doing so. In other California major regional agencies, the executive directors must balance the MPO and COG policies, roles and responsibilities. Establishing a clear set of duties and responsibilities regarding the executive director's role with respect to the ABAG governing bodies will need to occur. Similarly, MTC legal counsel could agree to provide day to day services in support of ABAG functions and services but is also accountable to and reports to the Commission. ABAG may wish to retain outside legal counsel on contract to provide advice and counsel to the policy body.

## **B. Transparency in Policy Decision Making**

Implementation of this option would establish clear lines of responsibility and decision making for staff, but leave policy divided between the two agencies. The combined staff would now report to the ABAG policy structure regarding those issues under ABAG's purview, and to the MTC policy structure for those issues under MTC's purview. Having only one staff and a clear line of staff authority over the process should lead to fewer conflicts needing governing body review. A combined staff can also better monitor the committee review process to try to limit the duplication of effort by committees and by staff reporting to committees. (ABAG and MTC could also consider a different committee structure to improve efficiency.)

While duplication of effort can be reduced, the existing official bifurcation of roles and responsibilities between the two policy bodies would continue, potentially leading to some continuation of the lack of transparency regarding decision making and continued inefficient use of elected officials' time. There could also be some inefficiency related to resolving disagreements between the two policy bodies about the allocation of staff resources for the PBA process and other ABAG programs. A conflict resolution process would need to be adopted as part of the contract to address this type of resource allocation issue.

Because the PBA process would still involve two agencies with their own committee/policy structure, issues identified by stakeholders regarding transparency of decision-making would not necessarily be resolved by this option. Whether PBA 2017 is seen as a product of "representative decision making" should be similar to PBA 2013 under this option, assuming both agencies choose to continue the current practice of joint adoption of PBA. However, should that practice change and MTC not receive ABAG's support for PBA, the perception that PBA is a product of representative decision making could be compromised.

This option could lead to an opportunity to address more complex regional issues, as it could increase the staff resources available for such work. Overall, this option should allow for more efficient allocation of staff with potentially significant cost savings. By reducing duplication of effort and allowing for a more streamlined PBA process, the level of staffing necessary for PBA 2017 should be reduced in comparison to PBA 2013. Assuming some increased efficiency and reduced costs, there should be increased staff resources available to undertake new initiatives. While MTC will have the ability and the resources to do more comprehensive regional planning, undertaking a wider range of planning activities will require MTC to redefine itself as more than a transportation agency, which it has already begun to do.

## **C. Core Service Delivery and Financial Sustainability**

Option 7 assumes that all ABAG staff and MTC staff would be consolidated into a single agency under a single executive director. The impact on MTC finances of potentially absorbing ABAG liabilities will need to be fully assessed before this option is implemented. While we have not fully evaluated the fiscal impacts of consolidating all ABAG and MTC staff functions into MTC, we would assume the administrative savings would be roughly the same as for options 4 and 6: about \$2.6 million in annual savings and a one-time cost of at least \$500,000. There would likely

be additional costs associated with a later evaluation of the effectiveness of the governance structure, and further costs to implement a decision to move forward with agency unification.

The unified staff will be under an agency with a comparatively secure financial foundation and strong administrative services and programs. Overall, the annual savings from this option should allow maintenance and expansion of core service programs, and provide adequate administrative support for programs and services, assuming continuation of current grants, service programs and dues revenue.

## **D. Implementation Viability**

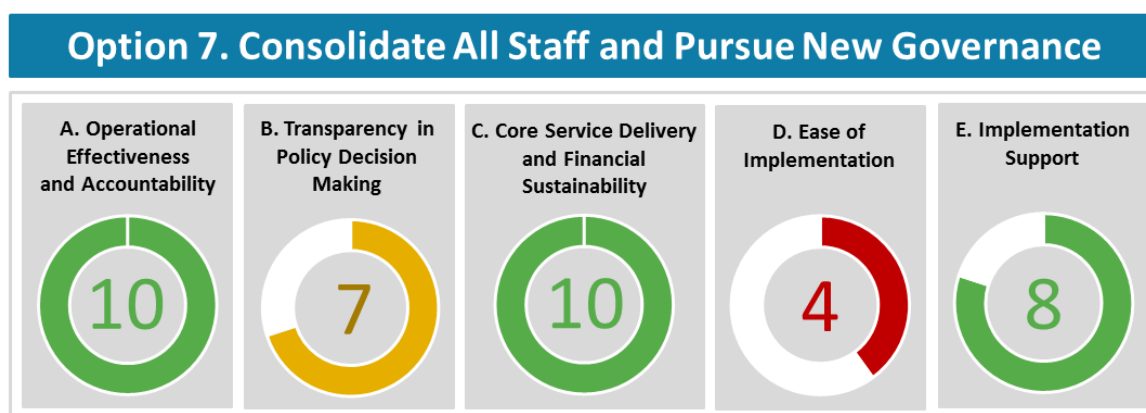
Option 7 would not require any immediate legislative action, although it would be required should the agencies decide to create a unified agency in the future. This option would require ABAG and MTC to enter into an agreement for the transfer of staff and financial resources. Such an agreement would also set forth the programs and services staff would perform for ABAG.

MTC may be perceived as a more attractive agency than ABAG with respect to compensation and some benefits by ABAG staff; however, the issue of non-affiliation with a union may be a negative factor. Also, leadership and a careful transition plan will be needed for a successful integration of ABAG and MTC staff into a single organizational culture. The consolidated staff will be in a more securely funded organization than ABAG, and this should address some of the uncertainties associated with ABAG's current financial state.

This option would only partially address stakeholder interest in a unified regional planning agency because it would leave intact the existing policy bifurcation. It is likely to be perceived as a step in the direction of a more unified agency, given the commitment to evaluate the effectiveness of the dual governance structure in the future. Based on the stakeholder meetings, this option would need extensive engagement to provide information about how ABAG will retain its independent role, and how it will provide policy direction to programs and policies under a consolidated staffing structure.

Based on the above criteria analysis, Figure 16 presents the overall numeric assessment for Option 7 across five major areas.

Figure 16. Criteria Assessment Overview for Option 7



These options are intended to frame possible approaches at this time. There may be elements or components of one that might be transferable or incorporated into another option, especially with respect to implementation mechanisms, e.g., a contract, resolution or MOU. The Executive Summary of this report provides a summary of Management Partners' conclusions regarding these options and our recommendation for a path forward.

## Attachment A. Definition of Three Problems

Based on interviews and the comments that emerged from the stakeholder engagement process as well as Management Partners' own research, analysis and expertise, we believe there effectively are three problems that are driving the merger study discussion and warrant resolution.

**Problem 1: Preparation of the region's sustainable community strategy to reduce greenhouse gases is statutorily split between two regional agencies.**

Preparation and management of a Sustainable Community Strategy (SCS), including a forecasted development pattern for the region, is carried out by two independent regional land use and transportation planning agencies.



*Consequences*

- Leadership and management issues (who is in charge of getting the SCS completed and implemented)
- Coordination and performance confusion (accountability)
- Inefficient use of staff resources
- Confusion for the public about who makes which policy decisions (transparency)
- Inefficient government and increased costs
- Bifurcated and sometimes competing strategic direction at the policy, leadership and management levels

**Problem 2: Two agencies responsible for regional land use and transportation planning and associated services and programs are not formally linked by an integrated management, leadership or policy structure.**

MTC and ABAG have overlapping roles and responsibilities for land use and transportation planning and related services and programs.



*Consequences*

- Significant obstacle to integrating complex land use, transportation and regional policy issues into a clear vision for the region
- Distraction for a region needing to address complex and difficult issues (stakeholders want a "one stop, accountable shop")
- Disparate and in some cases, duplicative and competing programs provided to local government
- Inefficient use of staff resources
- Perceptions regarding the lack of accountability and transparency (too many committees across two agencies addressing similar issues and programs)
- Inefficient use of elected officials' time



**Problem 3: ABAG's ongoing ability to implement its mission is compromised.**

A significantly changed, complex and statutorily prescribed regional planning platform and continued reliance on discretionary revenue will challenge ABAG's fiscal sustainability over the long term and impede its intergovernmental coordination activities.



***Consequences***

- Increased dependency on discretionary revenue that will fluctuate with the economy, grantors and contractors
- Ongoing concern by members and regional planning stakeholders regarding ABAG's mission and ability to influence complex and difficult regional issues
- Member agency "voice" is at risk regarding complex regional issues
- Potential loss of confidence among grantor organizations
- With or without regional planning, ABAG's members and grantors may not be willing to sustain the agency's financial security over the long term

## Attachment B. Comparison of Planner Base Salaries

Table 11. Top-Step Base Salaries for ABAG and MTC Planners

Position Classification	Annual Base Salary (Top-Step)
<b>Association of Bay Area Governments (ABAG)</b>	
Planning and Research Director	\$167,500
Assistant Planning Director	\$134,700
Principal	\$122,412
Senior Regional Planner	\$96,756
Regional Planner III	\$88,056
Regional Planner II	\$73,260
Regional Planner I	\$63,840
<b>Metropolitan Transportation Commission (MTC)*</b>	
Planning Director	\$210,204
Principal, Planner/Analyst	\$171,672
Senior Planner/Analyst	\$141,591
Associate Planner/Analyst	\$115,644
Assistant Planner/Analyst	\$100,305
Junior Planner/Analyst	\$86,994
Planning Technician	\$78,865

\*Base salaries to increase by 2.6% on July 1, 2016.

## Appendix 1. Comparison of Employee Benefits

Benefit Category	ABAG	MTC
Pension and Retirement Programs	<p>Public Employees Retirement System (PERS); employee contributes a portion of gross salary on a pre-tax basis.</p> <p>ABAG in CalPERS public misc. pool plan.</p> <p>Classic plan members, 2.5% at 55; Jan. 1, 2015 employees pay 1.00% of plan 7.00% employee contribution rate; Jan 1, 2016, employees will pay 2.00%; Jan 1 2017, employees will pay 3.00%.</p> <p>New plan members, 2.0% at 62, pay full employee rate which is 6.25%.</p> <p>No survivor benefit options; 2% retiree annual COLA.</p> <p>All employees participate in Social Security. The employer and the employee are required to make contributions. The current employee contribution is 6.20% of salary.</p> <p>ABAG has a two tier medical retirement plan.</p> <p>For Legacy Employees, hired before and by June 30, 2009, ABAG pays 100% of Kaiser Supplemental Medicare rate; for employees with 5+ years of service with ABAG at retirement, ABAG pays for two party Kaiser Supp. Medicare</p>	<p>Public Employees Retirement System (PERS); employee contributes a portion of gross salary on a pre-tax basis.</p> <p>Classic plan members, 2.5% at 55, 7/1/15 employees pay 5.73% of plan 8.00% employee contribution rate; share employer contribution increase each FY 50%/50% until employees contributing full 8.00% employee rate.</p> <p>New plan members, 2.0% at 62, employees required to pay full employee contribution rate which is 6.50% for MTC.</p> <p>Survivor benefit options; 3% retiree annual COLA.</p> <p>MTC does not participate in Social Security.</p> <p>MTC is subject to California Pension Reform and as of January 1, 2013 will offer two pension plans. The plan employee will receive will be based on the individual's historical pension plan membership.</p> <p>MTC is a PEMCHA equal method participant for retiree medical benefits; retirees pay the same premium cost-shares as active employees (responsible currently for 5% of premium for all enrollment choices).</p>

Benefit Category	ABAG	MTC
	<p>rate; reimburse for Medicare Part B deductible.</p> <p>In addition, ABAG pays 100% of the premium for retired employees who are not yet Medicare eligible for either the Kaiser employee only or employee plus one dependent options.</p> <p>For employees hired on or after July 1, 2009, ABAG contributes \$100 per month into a MARA (retirement medical savings account); other than PEMCHA required minimum, no further obligation to retiree medical.</p>	
Health and Dental Benefits	<p><b>Medical insurance</b> through the Public Employees' Retirement System; currently six HMO and three PPO Medical Plans.</p> <p>For 2015 – 2017 calendar years, ABAG pays up to an agreed to amount; amount goes up 2016 and 2017 1.5%; reopen if Kaiser premium is higher than ABAG's contribution levels or if Blue Shield Access+ goes up 7% or more.</p> <p>Cash in lieu for employees hired on or before of 10/07/04 who were receiving cash at that time.</p> <p><b>Dental and vision insurance</b> paid fully by ABAG for employee and their dependents.</p> <p>No cash in lieu for dental or vision.</p>	<p><b>Medical insurance</b> through the Public Employees' Retirement System currently six HMO and three PPO Medical Plans.</p> <p>Premiums are shared between agency and employee at 95%/5% split; thru June 30, 2018, current MOU period. Cash in lieu of \$965 for calendar 2016.</p> <p><b>Dental insurance</b> (premium for employee paid by MTC; dependent coverage shared by the employee and MTC; employee pays \$6.30 monthly for 1; \$19.13 monthly for family).</p> <p><b>Vision care insurance</b> (premium for employee paid by MTC; dependent coverage is paid in full by employee at \$7.29 monthly for 1; \$25.93 monthly for family).</p> <p>Cash in lieu available for both dental and vision.</p> <p>MTC provides access to and administers retiree dental and vision insurance plans. The retirees pay 100% of</p>

Benefit Category	ABAG	MTC
		premiums. CalPERS deducts premiums and pays MTC from retiree pension payments as a benefit to retirees.
Salary Administration	<p>Four support grades with five steps; five professional grades with five steps; for classified union positions.</p> <p>For calendars 2015 – 2017 3.00% COLA.</p> <p>Merit is move to next step while still in range each year for satisfactory performance; Executive Director has ability to grant bonuses and extra step increases.</p>	<p>Nine support grades with eleven steps; five management grades with minimums and maximums.</p> <p>Annual COLA increase to all salary grades July 1 of 2.6% through June 2018.</p> <p>Merit salary increase options per performance until at top of grade range.</p>
Insurance	<p><b>Life/AD&amp;D Insurance</b> – ABAG pays 100% of premium; benefit is two-times salary for all employees.</p> <p><b>Short-Term Disability</b> – ABAG participates in state program (SDI) which means also participate in state Paid Family Leave (PFL). 60 days.</p> <p>SDI and PFL benefits are 66 and 2/3ds salary.</p> <p><b>Long Term Disability</b> – ABAG provides LTD, premium paid 100% by agency (benefits taxable upon use).</p>	<p><b>Life/AD&amp;D Insurance</b> – MTC pays 100% of premium; benefit is one-times salary for management employees.</p> <p>Dependent coverages included; voluntary life available at employee cost.</p> <p><b>Short-Term Disability</b> – MTC provides private Short-Term Disability (STD), premium paid 100% by agency (benefits taxable upon use). 90 days.</p> <p>MTC allows staff to use sick leave for PFL equivalent leaves (sick family, paternity leave, etc.)</p> <p>STD benefit is 66 and 2/3ds salary.</p> <p><b>Long Term Disability</b> – MTC provides Long Term Disability, premium paid 100% by agency (benefits taxable upon use).</p>

Benefit Category	ABAG	MTC
<p>Holidays, Vacation, Sick, and other Paid Leaves</p>	<p><b>Holidays</b> – eleven paid holidays per year; three floating holiday days</p> <p><b>Vacation</b> –</p> <p>1-3 years – 5/6ths days/month</p> <p>3-6 years – 1.25 days/month</p> <p>6-10 years – 1.42 days/month</p> <p>10+ years – 1.66 days per month (approx. 20 days/year)</p> <p>Accrues to two-times annual two-year credit limit; excess paid out as of Dec 31 each year.</p> <p>Accruals payable upon employment separation.</p> <p><b>Sick Leave</b> – one day per month worked up to a cap of 240 days (1,920 hours).</p> <p>Not payable upon employment separation.</p> <p>CalPERS contracts (classic and new) allow for accrued sick leave to count towards service years upon termination/retirement.</p> <p>Can use for self and for sick immediate family members defined as parent, spouse or child.</p> <p>Can integrate sick leave with SDI benefits.</p>	<p><b>Holidays</b> - eleven paid holidays per year.</p> <p><b>Personal Business Days</b> – three days per year.</p> <p><b>Vacation</b> -</p> <p>Eight hours per month accrued per pay period.</p> <p>Starting at employment for the first year, an additional day is added up to a maximum total accrual level of 25 days per year.</p> <p>Accrual caps at 500 hours.</p> <p>Can cash out once a year for balances above 320 hours up to cap of 500 hours.</p> <p>Accruals payable upon employment separation.</p> <p><b>Sick Leave</b> - one day per month paid sick leave with no limit to the amount of sick leave that can be accrued.</p> <p>Up to 240 hours of accrual payable upon employment separation.</p> <p>Can use for self and for sick immediate family members (extensive definition list using current CA FMLA and CFRA definitions).</p> <p>Can integrate sick leave with STD and LTD benefits.</p> <p><b>Catastrophic Sick Leave Program</b></p>

Benefit Category	ABAG	MTC
	<p><b>Jury Duty Leave</b> – allows open-ended leave on continued pay.</p> <p><b>Funeral Leave</b> – 3 days paid for California, 5 days paid for out-of-state.</p> <p>Other mandatory leave benefits.</p>	<p>Employees may contribute accrued sick leave hours accrued above 240 hours to a Catastrophic Sick Leave Bank.</p> <p>Employees may be eligible to request sick leave from the Catastrophic Sick Leave Bank.</p> <p><b>Jury Duty Leave</b> – allows open-ended leave on continued full pay.</p> <p><b>Funeral Leave</b> – 3 days paid; can use sick leave for longer leaves.</p> <p>Other mandatory leave benefits.</p>
Transit and Parking	<ol style="list-style-type: none"> <li>Public Transit – up to \$200 a month per IRS regulation</li> <li>Employer paid parking – after move to San Francisco, employer provided parking to be used in combination with public transit use.</li> <li>Carpooling – while in Oakland, fully subsidized parking in employer lot for verified carpools (two or more).</li> </ol> <p>\$20 pre-tax subsidy for bicycle commuting.</p>	<p>MTC provides a five option transit subsidy benefit:</p> <ol style="list-style-type: none"> <li>\$214 benefit monthly to be used for public transportation purchases (WageWorks or Clipper Direct); pre-tax as allowable by the IRS for transit and parking.</li> <li>Subsidized parking in the MTC lot for \$18.50 a month pre-tax.</li> <li>100% subsidized parking in the MTC lot for legitimate carpools.</li> <li>\$20 pre-tax a month for eligible bicycle commuting.</li> <li>\$20 taxable subsidy month cash-in-lieu</li> </ol>
Deferred Compensation	STARS/UTC 457 and/or ICMA-RC Retirement Plan (Voluntary)	<p>Two 457 deferred compensation plans; CalPERS and ICMA-RC. Employee deferral only; no employer contribution. (Voluntary – opt in)</p> <p>Roth IRA option. (Voluntary – opt in)</p>
Flexible Spending Accounts	Pre-tax options for eligible health care and dependent care expenses (Optional)	Employee-paid pre-tax dependent care and health care flexible spending accounts both at IRS allowable maximum levels. (Voluntary – opt in)



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Attachment B**  
  
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***Memorandum***

TO: Commission

DATE: April 22, 2016

FR: Executive Director

W. I. 1121

RE: MTC/ABAG Merger Study

The courtship of MTC and ABAG has entered a more intense phase, and perhaps is nearing a final resolution. In October 2015, the Commission adopted Resolution No. 4210, which approved the functional consolidation of the two planning departments within MTC. The resolution – which was supported by ABAG – also approved the development of a jointly funded merger study and implementation plan to examine alternatives to the planning department consolidation, up to and including full institutional merger. Under Resolution 4210, the planning department consolidation is to take effect on July 1, 2016, unless a mutually agreeable alternative is approved by both agencies prior to that date.

The consultant Management Partners was retained in December 2015 and has been reporting on discrete items of work to monthly joint meetings of the MTC Planning Committee and ABAG Administrative Committee. Table 1 below outlines the work products that have been reported and discussed at these meetings.

Table 1

Month	Work Product
<b>January 2016</b>	Work Scope of Study
<b>February 2016</b>	Other MPO/COG Models
<b>March 2016</b>	Financial Forecasts of MTC & ABAG
<b>April 2016</b>	Options Analysis and Recommendation
<b>May 2016</b>	TBD

In brief, the presentation of other California and national MPO/COG organizational models did not reveal a clear candidate after which to pattern a new Bay Area regional agency. The financial forecasts confirmed that ABAG's financial position is precarious, whether Resolution 4210 is implemented or not. At the joint committee meeting on April 22<sup>nd</sup>, the consultants presented their evaluation and scoring of seven alternatives to Resolution 4210, as summarized in Table 2 on the next page. The full consultant report and associated power point presentation are included in Attachment A to this item. The consultant provided five scores for each option according to various criteria. MTC staff has weighted each of these scores equally in developing the composite scores shown in Table 2, from a low of 1 to a high of 10.



Table 2

Option	Description	Score
<b>Resolution 4210</b>	Partial planning department consolidation	5.8
<b>Option 1</b>	No change	5.6
<b>Option 2</b>	Independent planning director	6.4
<b>Option 3</b>	New JPA to oversee planning	5.6
<b>Option 4</b>	MTC/ABAG institutional merger	8.4
<b>Option 5</b>	MTC/ABAG/BAAQMD/BCDC merger	7.8
<b>Option 6</b>	Full planning department consolidation under MTC/MOU to change governance	8.6
<b>Option 7</b>	Full staff consolidation under MTC/MOU to study governance	7.8

Unfortunately, it is difficult to understand or defend the consultant's scoring methodology. For example, Resolution 4210 and the "no change" option are given virtually the same score. This would seem to suggest that consolidating the planning departments and doing nothing to cure our dysfunctional relationship with ABAG would have the same impact on regional planning – a ridiculous conclusion. Similarly, it strains credibility to suggest that hiring an independent planning director (Option 2) would provide better regional planning outcomes than either the status quo or Resolution 4210. After all, it would add a third player to the SCS planning enterprise that has already proven unwieldy with the two separate planning staffs involved.

The consultant has recommended that MTC and ABAG pursue Option 6, but both committees voted today to recommend Option 7 to their respective policy boards for further consideration. Viewed from one perspective, the full staff consolidation under MTC outlined in Option 7 is simply Resolution 4210 taken to its logical conclusion. Both proposals would leave current governance arrangements undisturbed (at least for now). Both would achieve the desired planning department integration. Both could promote greater efficiency and accountability in the use of staff resources. And both could enhance our ability to tackle the region's complex housing and transportation challenges, if implemented properly. An added benefit: neither requires state legislative action.

However, Option 7 would entail a complete change to ABAG's current organizational model and a substantial set of organizational and financial impacts for MTC as well. To better inform the Commission about these various consequences, staff will present the results of our preliminary financial analysis of Option 7 at your workshop on April 27<sup>th</sup>.

---

 Steve Heminger

SH:AB

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To: MTC Planning Committee  
ABAG Administrative Committee

From: Lynn Dantzker, Partner  
Dan Marks, Special Advisor

Subject: MTC-ABAG Merger Study  
Implementation Action Plan (IAP)

Date: May 17, 2016

---

Management Partners has developed the attached proposed Option 7 Implementation Action Plan (IAP) (Attachment A) to assist the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) with the implementation of Option 7 (full functional consolidation of staff and the pursuit of a new governance options). Also attached is an Overview Schedule of the proposed IAP (Attachment B). On April 22, 2016, Option 7 was recommended to the governing boards of each agency by the Joint Committee comprised of members of the MTC Planning Committee and ABAG Administrative Committee. The purpose of the IAP is to set forth a process to *guide* the respective agencies as they move forward. It is intended as a tool that the agencies may use to help plan the process; as a tool, the content, actions and dates listed may be modified as the process moves forward.

The approach to the IAP is organized around the following general objectives:

1. Gaining policy support for Option 7
2. Conducting a due-diligence analysis leading to a possible Contract for Service and Memorandum of Understanding (MOU)
3. Establishing a process by which employees will be engaged early and in-depth.
4. If contract for service is executed, transitioning ABAG employees.
5. Implementing general administrative activities to support the contract for service.
6. Integrating the ABAG work program into the MTC organization.

We will present this IAP at the May 27 Joint Committee meeting.

#### Attachments

- A- Proposed Implementation Action Plan – Option 7
- B- Overview of Proposed Implementation Plan

## **Attachment A**

# **Metropolitan Transportation Commission and Association of Bay Area Governments**

## **Consolidation of all Staff Functions and Pursuit of New Governance Options (Option 7) – Proposed Implementation Action Plan**

**May 17, 2016**



## Introduction to the Implementation Action Plan

Management Partners has developed this proposed Option 7 Implementation Action Plan (IAP) to assist the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) with the implementation of Option 7 (full functional consolidation of staff and the pursuit of a new governance options). On April 22, 2016, Option 7 was recommended by the Joint Committee comprised of members of the MTC Planning Committee and ABAG Administrative Committee. The purpose of the IAP is to set forth a process to *guide* the respective agencies as they move forward. It is intended as a tool that the agencies may use to help plan the process; as a tool the dates and actions listed may be modified as the process moves forward.

The general approach to the IAP is predicated on the following:

1. Gaining policy support for Option 7
2. Conducting a due-diligence analysis leading to a possible Contract for Service and Memorandum of Understanding (MOU)
3. Establishing a process by which employees will be engaged early and in-depth.
4. If a contract for service is executed, transitioning ABAG employees.
5. Implementing general administrative activities to support the contract for service.
6. Integrating the ABAG work program into the MTC organization.

The Implementation Action Plan is organized around the following major objectives with specific Action Areas and general implementation steps set forth in each category:

- A. *General Agreements/Option 7 Policy Support:* Achieving policy support for Option 7 and a consensus regarding the general framework, schedule and plan for its implementation.
- B. *Contract for Service:* Conducting a financial analysis of the impact on both MTC and ABAG of consolidating all staff functions within MTC and developing a contract for service if determined to be feasible.
- C. *Memorandum of Understanding:* Establishing a time frame for future consideration of governance options.
- D. *Human Resources:* Establishing the compensation and benefit structure for ABAG employees to be transitioned to a consolidated agency.
- E. *General Administration:* Establishing a work program for general administrative activities following execution of a contract for service.

F. *Planning Programs and Services:* Developing an integrated work program for Plan Bay Area and establishing a unified planning team positioned to address the region's planning priorities.

The work involved to implement the steps described in each Action Area must be integrated into the other work of the agency's divisions, with appropriate assignments of lead responsibility for implementation and with the identification of more specific planned completion dates. To convert this draft to a final Action Plan, each agency will need to identify more specific target dates for completion of implementation. In doing so, modification of the described activities for implementing an individual action area based on knowledge of what will be required for completion, or to adjust the assignment of responsibility based on workload or other considerations may be required. Prudent implementation of most steps requires "circling back" after implementation and fine-tuning the implementation steps as determined to be necessary. The steps to do that are not spelled out for each item in this document on the assumption that it would be part of each agency's management system for any newly implemented action.

## A. General Agreements

*Objective: To achieve consensus regarding the general framework, schedule and plan for implementation of Option 7.*

No.	Action Area	General Implementation Steps	Completion Goal Date	Lead Implementation Responsibility	Comments
<b>Framework and Schedule</b>					
<b>A1.</b>	<b>Option 7 Policy Support</b>	<ul style="list-style-type: none"> <li>Adopt resolutions expressing support of Option 7 and direct staff to:               <ol style="list-style-type: none"> <li>Enter into a letter agreement to support ABAG planning services pending development and execution of a Contract for Service.</li> <li>Conduct financial and legal analyses to determine the impact on both ABAG and MTC of a staff consolidation (see Item B5 below for implementation details).</li> <li>Enter into negotiations and establish a deadline for:                   <ol style="list-style-type: none"> <li>A multi-year contract for service that consolidates staff under one executive director and provides staffing for all ABAG statutory duties and responsibilities as the region's COG</li> <li>A memorandum of understanding(MOU) to pursue new governance options within a specified time period</li> </ol> </li> </ol> </li> </ul>	June 30, 2016  July 2016  October 2016  September to October 2016	Agency Executive Directors	Policy action will be required by the Metropolitan Transportation Commission and the ABAG Executive Board.
<b>A2.</b>	<b>Implementation schedule</b>	<ul style="list-style-type: none"> <li>Develop a schedule for the development and execution of Contract for Service and MOU (to be simultaneous)</li> <li>Develop detailed action plan for assessment of and implementation of Contract for Service</li> </ul>	July 2016  July 2016	Agency Executive Directors	
<b>A3.</b>	<b>Joint Agency Commission/Board Chairs</b>	<ul style="list-style-type: none"> <li>Request Commission/Board Chairs or designees to work with respective agency staff, legal counsel and a project manager/facilitator on the Contract for Service and MOU</li> </ul>	July 2016	MTC Chair and ABAG President	
<b>A4.</b>	<b>Employee Relations</b>	<ul style="list-style-type: none"> <li>Establish a joint employee/management committee with</li> </ul>	July - September	Agency Executive	HR Directors, employee group

No.	Action Area	General Implementation Steps	Completion Goal Date	Lead Implementation Responsibility	Comments
	<b>Committee (See also Section D, Human Resources regarding Employee Transitions)</b>	representatives from both MTC and ABAG to assist with the transition process <ul style="list-style-type: none"> <li>• Meet with MTC bargaining group to discuss impacts of consolidating staff</li> <li>• Meet with ABAG bargaining group representatives to discuss current compensation and benefit information and MTC's benefit programs and compensation policies</li> <li>• Meet with all ABAG employees to present and discuss the same information</li> </ul>	2016	Directors	and collective bargaining representatives will also be involved.
<b>A5.</b>	<b>Communications Plan</b>	<ul style="list-style-type: none"> <li>• Document each agency's existing policy structure, roles, and responsibilities, and clarify intent to maintain them until and unless there is a successor governance structure; include as part of a communications plan to Bay Area cities and counties</li> <li>• Develop a communications plan regarding proposed consolidated staff agency and MOU to communicate with:                             <ul style="list-style-type: none"> <li>➤ Agency employees and retirees</li> <li>➤ Bay Area cities and counties</li> <li>➤ Grantor and grantee agencies</li> <li>➤ Enterprise and other associated JPAs</li> <li>➤ Non-governmental organizations</li> <li>➤ Other partner agencies who may be impacted by the staff consolidation</li> </ul> </li> </ul>	July 2016	MTC and ABAG Executive Board  Deputy Executive Directors	Respective agency public information staff will need to work together to generate a unified communication plan that is agreed upon by both agencies.

## B. Contract for Service

*Objective: To conduct a financial analysis of the impact on both MTC and ABAG of consolidating all staff functions within MTC and develop a contract for service if determined to be feasible.*

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
<b>Financial Analysis (Due Diligence)</b>					
<b>B1.</b>	<b>Financial analysis</b>	<ul style="list-style-type: none"> <li>Conduct financial analysis to determine ABAG annual: <ul style="list-style-type: none"> <li>➤ Revenues</li> <li>➤ Expenditures</li> <li>➤ Unfunded pension liabilities</li> <li>➤ Existing and future retiree costs</li> <li>➤ Enterprise costs</li> <li>➤ Assets and liabilities</li> <li>➤ Debt obligations</li> </ul> </li> <li>Draft five-year revenue forecast showing projections available to meet ABAG obligations, contract services and program costs under a consolidated staff agency</li> <li>Complete an actuarial study of ABAG pension obligations; meet with CalPERS to understand impact and implications of transitioning all ABAG employees to MTC</li> <li>Document ongoing employee costs that will remain the obligation of ABAG JPA (e.g., pension liability, and those to be assumed by MTC)</li> </ul>	October 2016	Agency Finance Directors	
<b>B2.</b>	<b>Programs and services</b>	<ul style="list-style-type: none"> <li>Analyze program, service, grant administration or enterprise costs unrelated to direct personnel expenditures</li> <li>Determine ongoing costs for a consolidated agency</li> </ul>	October 2016	Deputy Directors/Agency Finance Directors	Some programs may not stay with ABAG under a consolidated agency; however, there may be transition costs.



No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
B3.	<b>Cost allocation and budget</b>	<ul style="list-style-type: none"> <li>Develop financial assumptions, including a cost allocation plan, and projections of revenues and expenditures</li> <li>Draft estimated five-year ABAG budget to meet agreed upon service contract costs</li> <li>Evaluate impact of proposed cost structure on MTC's budget</li> <li>Review proposed budget and contract costs with Commission/Board Chairs and respective agency policy bodies</li> </ul>	October 2016	Agency Finance Directors  Agency Executive Directors	
<b>Contract Development</b>					
B4.	<b>Contract development team</b>	<ul style="list-style-type: none"> <li>Assign principal staff member from each agency to lead contract development</li> <li>Hire a third-party facilitator or project manager to work with both agencies to implement the work program</li> <li>Establish a joint agency staff committee responsible for working with Commission/Board Chairs, legal counsel on the draft contract</li> <li>Agree on timeframe for contract development and execution, e.g., three months</li> </ul>	July 2016	Agency Executive Directors	The core staff committee may be supplemented as necessary with various subject matter and program area experts. Legal counsel will also be involved in contract discussions.
B5.	<b>Contract scope of services</b>	<ul style="list-style-type: none"> <li>Inventory ABAG administrative, planning and program services and enterprise functions for inclusion in the contract</li> <li>Identify legal requirements related to ABAG's programs and services, timelines for performance, and existing work programs and activities in support of those requirements</li> <li>Meet with grantor agencies to determine interests, legal constraints and parameters for continuing grant programs in a consolidated staff agency</li> <li>Meet with ABAG JPAs to understand financial status, determine interests, legal constraints and parameters for continuing enterprise functions in a consolidated</li> </ul>	September 2016	Deputy Executive Directors; Joint staff committee	

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		<p>staff agency or in an alternative institutional arrangement</p> <ul style="list-style-type: none"> <li>Develop outline of scope of services proposed to be included under the contract</li> </ul>			
<b>B6.</b>	<b>Executive Level Organization Structure</b>	<ul style="list-style-type: none"> <li>Assess administrative and management staff support needs for a consolidated staff agency to support the ABAG JPA policy and committee structure and member agencies</li> <li>Draft roles and responsibilities and establish reporting relationships of executive director, any new executive level or other positions to meet the needs of ABAG as an ongoing COG and policy body</li> <li>Draft proposed executive level organization structure to support ABAG Executive Board and Committee needs; review with ABAG Executive Board</li> <li>Include proposed executive level organization structure, and general description of roles and responsibilities in services contract</li> </ul>	September 2016	Board Leadership Team	
<b>B7.</b>	<b>ABAG Work Program</b>	<ul style="list-style-type: none"> <li>Develop a work program expected to be carried out annually under the Contract for Services</li> <li>Develop policies and procedures for changes to the work program</li> <li>Review with ABAG Executive Board and Committees</li> </ul>	October 2016	Deputy Directors	
<b>B8.</b>	<b>Legal Assessment</b>	<ul style="list-style-type: none"> <li>Identify legal issues that must be addressed in a consolidated staff agency</li> <li>Identify legal services that may be provided by MTC legal counsel regarding the ABAG work program, and those that may needed to be provided by outside legal counsel; estimate the cost for doing so</li> </ul>	October 2016	Respective agency legal counsel	
<b>B9.</b>	<b>Services contract</b>	<ul style="list-style-type: none"> <li>Draft and execute services contract</li> </ul>	October 2016 to January 2017	Respective agency legal counsel; Joint staff committee	The Executive Directors will also be integrally involved. This should occur following the financial analysis and

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
					establishment of a budget to support the services and staff transitions outlined in the sections below. Execution of the contract will require policy action by the respective agencies.

## C. Memorandum of Understanding

*Objective: To establish a time frame for future consideration of governance options.*

No.	Action Area	Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
<b>Goals and Objective</b>					
<b>C1.</b>	<b>MOU</b>	<ul style="list-style-type: none"> <li>Establish timeframe for future consideration of governance options</li> <li>Draft MOU and review with respective policy bodies</li> <li>Adopt MOU</li> </ul>	January 2017	Respective Agency Chairs	<p>A policy determination will need to be made with respect to timing of the evaluation; multiple evaluation milestones are possible.</p> <p>Respective Agency Legal Counsel and Executive Directors will also be involved.</p>
<b>C2.</b>	<b>Evaluation</b>	<ul style="list-style-type: none"> <li>Establish criteria for evaluation of the two-agency model</li> <li>Draft goals and objectives for the evaluation of governance options, if determined to do so</li> <li>Develop a work program for conducting the evaluation of governance options</li> </ul>	To be determined during agreed upon timeframe for evaluation.	Respective Agency Chairs	Respective agency staff, legal counsel and policy bodies will also be integrally involved.

No.	Action Area	Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		<ul style="list-style-type: none"> <li>Hire a consultant to work with both agencies on the evaluation</li> <li>Establish a joint sub-committee of policy makers to work with both agencies on the evaluation</li> <li>Conduct an evaluation to include legal and statutory issues</li> </ul>			

## D. Human Resources

*Objective: To establish the compensation and benefit structure for ABAG employees to be transitioned to a consolidated agency.*

No.	Action Area	Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
<b>Compensation and benefits</b>					
<b>D1.</b>	<b>Compensation</b>	<ul style="list-style-type: none"> <li>Document current ABAG compensation policies (management and non-management), including vacation and sick leave accrual rates, medical plans and compare to MTC policies</li> <li>Develop list of full and part-time ABAG employees and their respective total compensation</li> </ul>	August 2016	Human Resource Directors or Managers	
<b>D2.</b>	<b>Benefits</b>	<ul style="list-style-type: none"> <li>Document current ABAG benefit structure by employee group and employee</li> </ul>	August 2016	Human Resource Directors or Managers	
<b>Employee transitions</b>					
<b>D3.</b>	<b>Transition plan and policies</b>	<ul style="list-style-type: none"> <li>Sustain ABAG and relevant MTC vacancies and establish a process to review filling those determined to be essential until a contract for service is agreed upon</li> <li>Develop complete list of ABAG employees affected by staff consolidation</li> <li>Develop proposed transition plan and policies for the</li> </ul>	July 2016	Agency Executive Directors	

No.	Action Area	Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		migration of ABAG employees to MTC; review with Employee Relations Committee <ul style="list-style-type: none"> <li>Meet and discuss proposed transition policies with ABAG and MTC employees and employee bargaining groups and their representatives</li> <li>Prepare final transition plan and policies</li> </ul>	July – November 2016  November 2016		
<b>D4.</b>	<b>Staff transitions</b>	<ul style="list-style-type: none"> <li>Identify and address overlapping MTC and ABAG executive and managerial positions</li> <li>Develop list of existing MTC classifications that may be appropriate for ABAG employees</li> <li>Develop new classification and compensation for those ABAG positions that do not fit within the current MTC classifications</li> <li>Draft list of positions and proposed compensation</li> <li>Meet with ABAG employees and discuss staff transitions</li> <li>Make offers of employment</li> <li>Transition employees</li> </ul>	September 2016     November - December 2016  February 2017	Deputy Directors/Human Resources Managers	
<b>Existing ABAG Retirees</b>					
<b>D5.</b>	<b>Existing policies and procedures</b>	<ul style="list-style-type: none"> <li>Confirm ABAG obligations to existing retirees; assess ongoing financial cost</li> <li>Determine whether financial obligation will remain with ABAG JPA or become part of contract for service</li> </ul>	October 2016	Agency Finance Directors	
<b>D6.</b>	<b>Existing retiree briefing</b>	<ul style="list-style-type: none"> <li>Brief existing retirees</li> </ul>	November 2016	Agency Executive Directors	

## E. General Administration

*Objective: To establish a work program for general administrative activities following execution of a contract for service.*

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
<b>Administrative Services</b>					
<b>E1.</b>	<b>General financial services</b>	<ul style="list-style-type: none"> <li>Continue independent accounting of ABAG JPA for the term of the Contract for Service</li> <li>Identify ABAG financial structure and services required following execution of contract for service in FY 2016-17.</li> <li>Review ABAG financial systems and account structure to determine any proposed changes that may be needed for fiscal management, consolidation of staff functions and reporting requirements</li> <li>Establish fiscal oversight policies and procedures of ABAG financial systems, and reporting relationships of transitioned ABAG employees within the Finance Department</li> <li>Meet with enterprise services to understand their interests and financial services' needs; develop plan to meet the needs and/or transition the services</li> <li>Schedule briefing(s) with ABAG employees about MTC financial policies and procedures, e.g., purchasing and contract management</li> <li>Assess opportunities for consolidation and efficiency; develop a plan for doing so</li> </ul>	January-March 2017	Agency Finance Directors	These steps would occur following execution of a Contract for Service. Provide regular reports to the ABAG Executive Board.
<b>E2.</b>	<b>Financial reporting</b>	<ul style="list-style-type: none"> <li>Review current ABAG financial reporting policies and practices</li> <li>Identify changes in financial reporting requirements if needed</li> <li>Review potential changes with ABAG staff to ensure compliance with third party contractors, enterprise functions or granting agencies and management information needs</li> <li>Review reporting requirements with ABAG Executive Board</li> <li>Develop implementation schedule</li> </ul>	January-March 2017	Agency Finance Directors	Provide reports to the ABAG Executive Board.
<b>E3.</b>	<b>Treasury management</b>	<ul style="list-style-type: none"> <li>Assess ABAG investment policies and identify amendments as necessary</li> </ul>	January-March 2017	MTC Finance Director	

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		<ul style="list-style-type: none"> <li>Recommend to ABAG Executive Board for approval</li> <li>Assess services of ABAG existing financial managers; recommend changes and process to do so if determined to be necessary</li> </ul>			
<b>E4.</b>	<b>Budget</b>	<ul style="list-style-type: none"> <li>Draft cost allocation program proposed to be implemented following Contract for Service; review with impacted grantees and grantors and enterprise services</li> <li>Develop and submit amended FY 2016-17 budget to ABAG policy bodies, if determined to be necessary</li> <li>Identify and recommend changes to annual budget process to ABAG policy bodies, if necessary</li> </ul>	January-March 2017	MTC Finance Director	
<b>E5.</b>	<b>Human Resources</b>	<ul style="list-style-type: none"> <li>Identify MTC human resources policies and procedures that need to be conveyed to ABAG employees</li> <li>Schedule briefing sessions with ABAG employees to ensure understanding of MTC human resources policies and practices.</li> </ul>	January-March 2017	MTC Human Resources Director/Manager	
<b>E6.</b>	<b>Information technology</b>	<ul style="list-style-type: none"> <li>Review current ABAG information technology systems and contracts</li> <li>Assess opportunities for consolidation and efficiency; develop a plan to do so</li> </ul>	January-March 2017	IT Directors/Managers for ABAG and MTC	
<b>E7.</b>	<b>General support</b>	<ul style="list-style-type: none"> <li>Identify and evaluate responsibilities of existing ABAG and MTC support staff</li> <li>Develop transition plan for most effective use of support staff</li> <li>Redistribute responsibilities as needed</li> </ul>	January-March 2017	Deputy Directors	
<b>E8.</b>	<b>Legal services</b>	<ul style="list-style-type: none"> <li>Identify legal services that may be provided by MTC legal counsel to the ABAG JPA and those that should be provided on a contract basis directly to the JPA Board</li> <li>Draft and issue an RFP for outside legal services; enter into a contract</li> </ul>	January 2017  January-March 2017	MTC Legal Counsel	ABAG legal counsel will also need to provide input.
<b>Organizational Development</b>					

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
E9.	<b>Organization structure</b>	<ul style="list-style-type: none"> <li>Review and assess existing MTC and ABAG organization structure, staffing levels and expertise</li> <li>Meet with respective agency policy bodies to review organization structure interests</li> <li>Meet with ABAG senior staff to understand support and services currently provided to the JPA policy makers, committees and member agencies</li> <li>Gain consensus on an organization structure that meets identified needs as well as the placement of transitioned ABAG staff</li> <li>Review as necessary with appropriate MTC and ABAG Committees</li> <li>Implement new organization structure</li> </ul>	January-March 2017	MTC Executive Director/Deputy Directors	
E10.	<b>Unified, integrated planning department</b>	<ul style="list-style-type: none"> <li>Meet with each staff member individually to understand their interests and concerns regarding an integrated department and to assess the professional contributions each brings to the department</li> <li>Develop an integrated planning work program that sets forth how all work and the ABAG work program will be accomplished, eliminates duplication of effort, and assesses the staffing levels needed to carry it out</li> <li>Develop an organization structure that supports the integrated work program</li> <li>Communicate the structure and how work will be accomplished to the staff and policy bodies</li> <li>Conduct teambuilding session(s) with staff to establish vision, values and expectations of how staff will work together as an integrated planning function</li> <li>Engage staff periodically to gauge and evaluate team effectiveness</li> </ul>	January-March 2017	MTC Planning Director	
E11.	<b>Unified Agency mission, vision and values</b>	<ul style="list-style-type: none"> <li>Conduct teambuilding session(s) with staff to establish vision, values and expectations of working together</li> <li>Share results with MTC and ABAG policy bodies</li> <li>Engage staff periodically to gauge and evaluate team</li> </ul>	January-March 2017	Agency Executive Director/outside consultant	



No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		effectiveness			
<b>Commission, Board and Committee Support</b>					
<b>E12.</b>	<b>Reporting relationships</b>	<ul style="list-style-type: none"> <li>Determine the reporting relationship of the MTC Executive Director to the ABAG Executive Board and General Assembly</li> <li>Determine reporting relationships and board support for other ABAG Committees and JPAs</li> </ul>	December 2016	MTC Executive Director	
<b>E13.</b>	<b>ABAG Executive Board, Committee and associated JPA administrative support</b>	<ul style="list-style-type: none"> <li>Identify and assess ABAG Board, committee and associated JPA Board administrative support needs</li> <li>Assign staff</li> </ul>	January-March 2017	Deputy Directors	
<b>E14.</b>	<b>Policy committee structure</b>	<ul style="list-style-type: none"> <li>Develop process maps for selected MTC and ABAG committee processes to assess efficiency opportunities while respecting each agency's statutory duties and responsibilities as the region's MPO and COG</li> <li>Propose revisions to reduce staff and elected officials' time commitments and improve transparency to the public</li> </ul>	March 2017	MTC Executive Director/Other executive level staff	

## F. Planning Programs and Services

*Objective: To develop an integrated work program for Plan Bay Area and establish a unified planning team positioned to address the region's planning priorities.*

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
<b>Plan Bay Area</b>					
<b>F1.</b>	<b>Statutory and policy roles and responsibilities</b>	<ul style="list-style-type: none"> <li>Document, and if necessary, propose revised policy roles and responsibilities consistent with statute regarding the</li> </ul>	January-March 2017	MTC and ABAG Executive Board	

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		<ul style="list-style-type: none"> <li>preparation of the Sustainable Communities Strategy (SCS)</li> <li>• Prepare a policy decision making process map showing steps to review and adopt the SCS</li> <li>• Review with respective MTC and ABAG committees</li> </ul>			
<b>F2.</b>	<b>Integrated work program and schedule</b>	<ul style="list-style-type: none"> <li>• Prepare a revised and fully integrated work program and schedule leading to adoption of a new Plan Bay Area in 2017</li> <li>• Revise the community outreach and stakeholder engagement plan as necessary</li> <li>• Review both with appropriate MTC and ABAG committees</li> </ul>	January-March 2017	MTC Planning Director	
<b>Integrated Planning Programs and Services</b>					
<b>F3.</b>	<b>Regional planning</b>	<ul style="list-style-type: none"> <li>• Identify existing and emerging regional issues that are not currently addressed by existing agency programs, and identify opportunities to address those issues, including funding opportunities</li> <li>• Forge closer relationships with BAAQMD and BCDC through BARC on cross-cutting regional issues</li> <li>• Discuss with local governments the opportunities and activities the unified department can undertake in support of local governments' efforts to implement local programs and policies addressing region-wide issues</li> </ul>	June 2017	MTC Planning Director	ABAG and MTC committees will likely have an interest in this as well as stakeholder groups and partner agencies.
<b>F4.</b>	<b>Planning programs and services</b>	<ul style="list-style-type: none"> <li>• Inventory all planning programs and services</li> <li>• Assess duplication and opportunities for consolidation, integration or reassignment to other partners or agencies</li> <li>• Review possible changes with stakeholders, grantors or other partners' agencies as appropriate</li> <li>• Develop work program, schedule and assign staff to implement proposed changes</li> </ul>	April-June 2017	MTC Planning Director	ABAG and MTC committees may also be involved in this effort.

## MTC-ABAG Merger Study

	2016							2017					
	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>A. Framework and Schedule</b>													
<i>Objective: To achieve consensus regarding the general framework, schedule and plan for implementation of Option 7.</i>													
A1a. Adopt resolution expressing support for Option 7													
A1b. Enter into agreement to support ABAG planning services													
A2. Develop implementation schedule													
A3. Request Commission/Board Chairs to work on contract and MOU													
A4a. Establish a joint employee/management committee													
A4b. Meet with employee bargaining groups													
A5. Develop Communications Plan													
<b>B. Contract for Service</b>													
<i>Objective: To conduct a financial analysis of the impact on both MTC and ABAG of consolidating all staff functions within MTC and develop a contract for service if determined to be feasible.</i>													
<b>Financial Analysis (Due Diligence)</b>													
B1. Conduct financial analysis, forecast and actuarial study													
B2. Analyze programs and services and determine ongoing costs													
B3. Evaluate cost structure to provide contract services													
<b>Contract Development</b>													
B4. Assign contract development team													
B5. Develop outline for scope of services to be included													
B6. Prepare proposed executive level organization structure													
B7. Develop work program to be carried out by MTC													
B8. Conduct legal assessment													
B9. Draft and execute services contract													
<b>C. Memorandum of Understanding</b>													
<i>Objective: To establish a time frame for future consideration of governance options.</i>													
C1a. Establish timeframe for future consideration of governance options													
C1b. Draft MOU and review with respective policy bodies													
C1c. Adopt MOU													
C2. Conduct evaluation								TBD					

## MTC-ABAG Merger Study

	2016							2017					
	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>D. Human Resources</b>													
<b>Objective:</b> To establish the compensation and benefit structure for ABAG employees to be transitioned to a consolidated agency.													
D1. Document ABAG staff and compensation policies													
D2. Document ABAG benefit structure													
D3a. Sustain ABAG and relevant MTC vacancies													
D3b. Develop transition plan													
D4a. Implement transition plan and make employment offers													
D4b. Transition employees													
D5. Determine how to address ABAG obligations to retirees													
D6. Brief existing retirees													
<b>E. General Administration</b>													
<b>Objective:</b> To establish a work program for general administrative activities following execution of a contract for service.													
<b>Administrative Services</b>													
E1. Establish policies and procedures for financial management													
E2. Develop financial reporting policies													
E3. Assess ABAG investment policies and make changes as needed													
E4. Amend budget documents following contract implementation													
E5. Brief ABAG employees on new HR policies and procedures													
E6. Assess opportunities to consolidate IT systems													
E7. Redistribute support staff responsibilities, as needed													
E8. Contract outside legal services for ABAG													
<b>Organizational Development</b>													
E9a. Review existing MTC and ABAG organization structure													
E9b. Meet with designated stakeholders on organization structure													
E9c. Gain consensus around new structure and implement													
E10a. Meet with planning staff to understand interests													
E10b. Develop integrated planning work program													
E11a. Conduct teambuilding sessions													
E11b. Establish vision, values and expectations for planning dept.													
<b>Commission, Board and Committee Support</b>													
E12. Determine reporting relationships													
E13. Assess policy body staff support needs and assign staff													
E14a. Study policy committee structure (using process maps)													
E14b. Propose revisions to policy committee structure													

[illegible]

Executive Director  
**Amie Fishman**

May 25, 2016

BOARD OF DIRECTORS  
President  
**Matthew O. Franklin**  
MidPen Housing

**To:** MTC Commission

Vice President  
**Jacque Hoffman**  
Mercy Housing  
Management Group

**Re:** MTC Resolution No. 4245; ABAG-MTC Merger Study Recommendation

Secretary  
**Leslye Corsiglia**  
SV@Home

Dear MTC Commissioners,

On behalf of the Non-Profit Housing Association of Northern California (NPH), I write to share our perspective on the question of the relationship between ABAG and MTC and the proposal to transfer all ABAG staff into MTC.

Treasurer  
**Dan Sawislak**  
Resources for  
Community Development

Founded in 1979, NPH is the collective voice of those who support, build and finance affordable housing. We promote the proven methods of the non-profit sector and focus government policy on housing solutions for lower-income people who suffer disproportionately from the housing affordability crisis. We are 750 affordable housing developers, advocates, community leaders and businesses, working to secure resources, promote good policy, educate the public and support affordable homes as the foundation for thriving individuals, families and neighborhoods.

**Chuck Cornell**  
Burbank Housing  
Development Corporation

**Jack Gardner**  
The John Stewart  
Company

The MTC Commission and the ABAG Executive Board are to be commended for engaging in a difficult process to chart a new path forward for regional governance in the Bay Area. These conversations come at a time when the region is grappling with historically high housing prices and the displacement of thousands of long time residents due to skyrocketing rents and evictions. NPH believes that the Bay Area's affordability crisis must be addressed by every jurisdiction doing their fair share and multiple policy solutions. In addition, the Bay Area needs a comprehensive regional agency that can fully address, integrate, and coordinate land use, housing and transportation strategies. MTC's Resolution 4245 is a positive first step in the creation of a comprehensive regional agency that can be a powerful partner in addressing the region's affordability challenge.

**Gail Gilman**  
Community Housing  
Partnership

**Matt Huerta**  
Neighborhood Housing  
Services Silicon Valley

**Andrea Papanastassiou**  
Northern California  
Community Loan Fund

**Cynthia Parker**  
BRIDGE Housing

As ABAG staff is integrated into MTC, both agencies should engage in an inclusive and transparent process to create a comprehensive mission statement for the new MTC where planning for the region's housing, particularly affordable housing, is a major component. NPH is concerned that the draft Implementation Action Plan (Attachment A) treats the development of a unified agency mission as a relatively minor consideration and calls for only engaging staff (see Action Area No. E11). As MTC and ABAG revise the draft Implementation Action Plan attention should be

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Charities Housing

**Malcolm Yeung**  
Chinatown Community  
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**Executive Director**  
**Amie Fishman**

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Chinatown Community  
Development Center

given to how the agencies will transparently engage with the region's diverse stakeholders, jurisdictions and members of the public to ensure that the unified agency is able to appropriately address the region's wide-ranging issues, especially affordable housing.

We believe that an efficient, effective and fully functioning unified agency will help to achieve our collective goals of a diverse and equitable region with an outstanding quality of life and full socio-economic and racial integration of our neighborhoods and communities.

We have a tremendous opportunity to create a unified regional agency that is able to bring the best of a COG and MPO structure to improve the social, economic and environmental well being of the residents of the Bay Area. NPH is deeply committed to working with MTC and ABAG to help bring about this vision.

Thank you for the opportunity to comment on this crucial issue.

Sincerely,



**Amie Fishman**  
**Executive Director**  
**Non Profit Housing Association of Northern California (NPH)**

**Cc:** ABAG Administrative Committee  
Steve Heminger, MTC Executive Director  
Ezra Rapport, ABAG Executive Director  
Hon. Dave Cortese, Chair, MTC Commission  
Hon. Julie Pierce, President, ABAG Executive Board



# Metropolitan Transportation Commission

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

## Legislation Details (With Text)

**File #:** 15-1528      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 4/7/2016      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/27/2016      **Final action:**

**Title:** Closed Session - Conference with Real Property Negotiators  
MTC will meet in Closed Session pursuant to Government Code Section 54956.8: to confer with real property negotiators to discuss a potential commercial purchase and sale agreement as follows:  
Property: 101 - 8th Street, the MTC Condominium Unit consisting of the entire 2nd and 3rd floors and the ABAG Condominium Unit consisting of a portion of the 1st floor, subject to MTC/BAHA acquiring the unit, and the Cafeteria, Meeting, Parking and Library Tenancy in Common units, Oakland, CA 94607  
Agency Negotiators:  
For MTC: Metropolitan Transportation Commission, Cushman & Wakefield  
· MTC Negotiators: Steve Heminger, Executive Director, Andrew Fremier, Deputy Executive Director, Brian Mayhew, Chief Financial Officer, Teri Green, Director  
· Cushman & Wakefield Negotiators: Mark McGranahan, Managing Broker and Ryan Hattersly, Executive Director  
  
Negotiating Parties: MTC with broker Cushman & Wakefield and East Bay Asian Local Development Corporation for itself, Asian Health Services (AHS), an AHS affiliate, and/or a joint venture formed by East Bay Asian Local Development Corporation and AHS and/or its affiliate (collectively, "EBALDC") with advisor Carolyn E. Johnson and counsel Goldfarb & Lipman LLP  
Under Negotiation: Both price and terms

### Sponsors:

### Indexes:

### Code sections:

### Attachments:

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

Closed Session - Conference with Real Property Negotiators  
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Agency Negotiators:



For MTC: Metropolitan Transportation Commission, Cushman & Wakefield

- MTC Negotiators: Steve Heminger, Executive Director, Andrew Fremier, Deputy Executive Director, Brian Mayhew, Chief Financial Officer, Teri Green, Director

- Cushman & Wakefield Negotiators: Mark McGranahan, Managing Broker and Ryan Hattersly, Executive Director

Negotiating Parties: MTC with broker Cushman & Wakefield and East Bay Asian Local Development Corporation for itself, Asian Health Services (AHS), an AHS affiliate, and/or a joint venture formed by East Bay Asian Local Development Corporation and AHS and/or its affiliate (collectively, "EBALDC") with advisor Carolyn E. Johnson and counsel Goldfarb & Lipman LLP

Under Negotiation: Both price and terms



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## Legislation Details (With Text)

**File #:** 15-1529      **Version:** 1      **Name:**  
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**Title:** Closed Session - Conference with Real Property Negotiators  
MTC will meet in Closed Session pursuant to Government Code Section 54956.8: to confer with real property negotiators to discuss a potential commercial purchase and sale agreement opportunity as follows:  
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Agency negotiators:  
For MTC: Metropolitan Transportation Commission, Cushman & Wakefield  
· MTC Negotiators: Steve Heminger, Executive Director, Andrew Fremier, Deputy Executive Director, Brian Mayhew, Chief Financial Officer, Teri Green, Director  
· Cushman & Wakefield Negotiators: Mark McGranahan, Managing Broker and Ryan Hattersly, Executive Director  
  
Negotiating Parties: MTC with broker Cushman & Wakefield and the San Francisco Bay Area Rapid Transit District  
Under Negotiation: Both price and terms

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· MTC Negotiators: Steve Heminger, Executive Director, Andrew

Fremier, Deputy Executive Director, Brian Mayhew, Chief Financial Officer, Teri Green, Director  
· Cushman & Wakefield Negotiators: Mark McGranahan, Managing Broker and Ryan Hattersly, Executive Director

Negotiating Parties: MTC with broker Cushman & Wakefield and the San Francisco Bay Area Rapid Transit District  
Under Negotiation: Both price and terms



# Metropolitan Transportation Commission

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## Legislation Details (With Text)

**File #:** 15-1530      **Version:** 1      **Name:**  
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**On agenda:** 4/27/2016      **Final action:**

**Title:** Closed Session - Conference with Real Property Negotiators  
MTC will meet in Closed Session pursuant to Government Code Section 54956.8: to confer with real property negotiators to discuss a potential commercial purchase and sale agreement opportunity as follows:  
Property: 101 - 8th Street, the MTC Condominium Unit consisting of ground floor Space G-5, Oakland, CA 94607  
Agency negotiators:  
For MTC: Metropolitan Transportation Commission, Cushman & Wakefield  
· MTC Negotiators: Steve Heminger, Executive Director, Andrew Fremier, Deputy Executive Director, Brian Mayhew, Chief Financial Officer, Teri Green, Director  
· Cushman & Wakefield Negotiators: Mark McGranahan, Managing Broker and Ryan Hattersly, Executive Director  
  
Negotiating Parties: MTC with broker Cushman & Wakefield and the San Francisco Bay Area Rapid Transit District  
Under Negotiation: Both price and terms

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### Code sections:

### Attachments:

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

Closed Session - Conference with Real Property Negotiators  
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Agency negotiators:  
For MTC: Metropolitan Transportation Commission, Cushman & Wakefield  
· MTC Negotiators: Steve Heminger, Executive Director, Andrew Fremier, Deputy Executive Director, Brian Mayhew, Chief Financial Officer, Teri Green, Director  
· Cushman & Wakefield Negotiators: Mark McGranahan, Managing Broker and Ryan Hattersly, Executive Director

Negotiating Parties: MTC with broker Cushman & Wakefield and

the San Francisco Bay Area Rapid Transit District  
Under Negotiation: Both price and terms



# Metropolitan Transportation Commission

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

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<b>File #:</b>	15-1531	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Commission Approval	
<b>File created:</b>	4/7/2016	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	4/27/2016	<b>Final action:</b>			
<b>Title:</b>	Open Session - Authority to enter into a purchase and sale agreement with EBALDC for entire 2nd and 3rd floors and the Cafeteria, Parking, Meeting and Library Tenancy in Common Units, as well as the ABAG Condominium Unit consisting of a portion of the 1st floor, subject to MTC/BAHA acquiring the ABAG Unit, all located at 101 - 8th Street, Oakland, CA 94607.				

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Open Session - Authority to enter into a purchase and sale agreement with EBALDC for entire 2nd and 3<sup>rd</sup> floors and the Cafeteria, Parking, Meeting and Library Tenancy in Common Units, as well as the ABAG Condominium Unit consisting of a portion of the 1st floor, subject to MTC/BAHA acquiring the ABAG Unit, all located at 101 - 8th Street, Oakland, CA 94607.  
Commission Approval



# Metropolitan Transportation Commission

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Oakland, CA

## Legislation Details (With Text)

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**File #:** 15-1532      **Version:** 1      **Name:**

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

**File created:** 4/7/2016      **In control:** Metropolitan Transportation Commission

**On agenda:** 4/27/2016      **Final action:**

**Title:** Open Session - Authority to enter into purchase and sale agreement with the San Francisco Bay Area Rapid Transit District for the entire 2nd and 3rd floors, and the Cafeteria, Parking, Meeting and Library Tenancy in Common Units, as well as the ABAG Condominium Unit consisting of a portion of the 1st floor, subject to MTC/BAHA acquiring the ABAG Unit, all located at 101 - 8th Street, Oakland, CA 94607.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Open Session - Authority to enter into purchase and sale agreement with the San Francisco Bay Area Rapid Transit District for the entire 2<sup>nd</sup> and 3rd floors, and the Cafeteria, Parking, Meeting and Library Tenancy in Common Units, as well as the ABAG Condominium Unit consisting of a portion of the 1<sup>st</sup> floor, subject to MTC/BAHA acquiring the ABAG Unit, all located at 101 - 8th Street, Oakland, CA 94607.  
Commission Approval



# Metropolitan Transportation Commission

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

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**File #:** 15-1533      **Version:** 1      **Name:**

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

**File created:** 4/7/2016      **In control:** Metropolitan Transportation Commission

**On agenda:** 4/27/2016      **Final action:**

**Title:** Open Session - Authority to enter into purchase and sale agreement with the San Francisco Bay Area Rapid Transit District for the ground floor Space G-5, located at 101 - 8th Street, Oakland, CA 94607.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Open Session - Authority to enter into purchase and sale agreement with the San Francisco Bay Area Rapid Transit District for the ground floor Space G-5, located at 101 - 8th Street, Oakland, CA 94607.  
Commission Approval