Metropolitan Transportation Commission

Meeting Agenda

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

Metropolitan Transportation Commission

Dave Cortese, Chair Jake Mackenzie, Vice Chair

Wednesday, June 22, 2016 | **9:50 AM** | **The Board Room - 1st Floor**

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: http://mtc.ca.gov/whats-happening/meetings and will take place at 9:50 a.m. or immediately following the 9:45 a.m. SAFE meeting.

1. Roll Call / Confirm Quorum

2. Chair's Report – Cortese

2a. 15-1677 MTC Resolution No. 4238 - Resolution of Appreciation to Joe Curley on the Occasion of his Retirement from MTC after 22 years of service.

Action: Commission Approval

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar - Cortese

6a. 15-1676 Minutes - May 25, 2016

Attachments: 6a_Commission Minutes 5.25.16

Administration Committee

6b. 15-1642 MTC Resolution No. 4236 - FY 2016-17 Agency Pay Schedules

Action: Commission Approval

Attachments: 6b_Admin-2f_Reso-4236_Salary_Schedules

2f_Reso-4236_Salary_Schedules_x.pdf

Programming and Allocations Committee

6c. 15-1629 MTC Resolution Nos. 3880, Revised, and 3881, Revised, and 4053, Revised. Revisions to the Lifeline Transportation Cycle 2 and Cycle 3 Program of Projects and the Proposition 1B - Regional Transit Program.

Action: Commission Approval

Attachments: 6c_PAC-2b_Lifeline_Prop_1B_Resos_3880+3881+4053

2b_Lifeline_Prop_1B_Resolutions_3880+3881+4053.pdf

6d. 15-1630 MTC Resolution No. 4234. Allocation of $4.7 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Transbay Terminal Building for FY2016-17.

Action: Commission Approval

Attachments: 6d_PAC-2c_TJPA_Allocation_Reso_4234

2c_TJPA_Allocation_Resolution_4234.pdf

6e. 15-1631 MTC Resolution No. 4233. Allocation of FY2016-17 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

Action: Commission Approval

Attachments: 6e_PAC-2d_TDA_Allocation_Reso_4233

2d_TDA_Allocation_Resolution_4233.pdf

6f. 15-1632 MTC Resolution No. 4239. Programming for FY2016-17 and allocation of $0.3 million in Five Percent Unrestricted State Fund Revenues and $1.4 million in Two Percent Bridge Toll Reserves for the San Francisco Bay Trail project and Water Emergency Transportation Authority (WETA).

Action: Commission Approval

Attachments: 6f_PAC-2e_WETA_Ferry_Ops_Reso_4239

2e_WETA_Ferry_Ops_Resolution_4239.pdf

6g. 15-1668 MTC Resolution No. 4235, Revised. Update the FY2016-17 State Transit Assistance (STA) Regional Coordination Program to add the Bike Share Education project and additional funding for Clipper®.

Action: Commission Approval

Attachments: 6g_PAC-2f_Bike_Share_Ed+Clipper_Reso_4235

2f_Bike_Share_Ed+Clipper_Resolution_4235.pdf

Committee Reports

7. Administration Committee – Tissier

7a. 15-1643 MTC Resolution No. 4240 - FY 2016-17 MTC Agency Budget

Approval of the FY 2016-17 MTC Agency Budget.

Action: Commission Approval

Attachments: 7a_Admin-3_Reso-4240_FY2016-17_Agency_Budget

3_Reso-4240_FY2016-17_Agency_Budget.pdf

8. Programming and Allocations Committee – Wiener

8a. 15-1634 MTC Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243. Peninsula Corridor Electrification Project Memorandum of Understanding and Funding Plan.

This item proposes to update the funding plan for the Peninsula Corridor Electrification Project (PCEP), with certain conditions, by:
1) Authorizing the Executive Director to execute a Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor;
2) Programming and allocating $8.4 million of RM1 West Bay Rail Reserve funds to PCEP;
3) Allocating $11 million of RM1 West Bay Rail Reserve funds and $20 million of RM2 funds, which were previously programmed to PCEP; and
4) Revising the FY2015-16 Transit Capital Priorities program to program $22.6 million of FTA formula funds to Caltrain's Railcar Replacement project, and $12.6 million to Caltrain fixed guideway rehabilitation projects.

Action: Commission Approval

Attachments: 8a_PAC-3a_Electrification_MOU_Resos_3915+4137+4212+4241+4243_w-Nev

3a_Electrification_MOU_Resos_3915+4137+4212+4241+4243.pdf

3a_HANDOUT_Lebrun-Comments.pdf

8b. 15-1635 MTC Resolution Nos. 4229, 4230, and 4231.

Allocation of $57.3 million in FY2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to support transit operations and capital projects in the region.

Action: Commission Approval

Attachments: 8b_PAC-3b_TDA_STA_RM2_Allocations_Resos_4229+4230+4231

3b_TDA_STA_RM2_Allocations_Resos_4229+4230+4231_.pdf

8c. 15-1542 Regional Support of Bay Area Projects for the State's Cap and Trade Transit and Intercity Rail Capital Program 2016 Programming Cycle.

Recommended endorsements for the state Transit and Intercity Rail Capital Program (TIRCP) based on the region's adopted Cap and Trade Framework.

Action: Commission Approval

Attachments: 8c_PAC-3c_Cap_and_Trade_Endorsements

3c_Cap_and_Trade_Endorsements.pdf

9. Legislation - Aguirre

9a. 15-1607 SB 885 (Wolk): Construction Contracts: Indemnity

Modifies a public agency's liability related to engineering, land surveying, architecture, and landscape architecture work performed on its behalf by narrowing the liability of the design professional.

Action: Oppose / Commission Approval

Attachments: 9a_SB885_ConstructionContractsIndemnity

4b_SB885_ConstructionContractsIndemnity.pdf

10. Joint MTC Planning/ABAG Administrative Committee - Spering

10a. 15-1737 Approval of Implementation Action Plan for MTC/ABAG Merger Study Option 7 and Related Financial Actions.

1) Approval of the Implementation Action Plan (IAP) to guide Option 7 implementation (the consolidation of all staff functions of MTC and ABAG within MTC under one executive director and consideration of new governance options).
2) Approval of a $1.9 million funding agreement to support ABAG planning functions through December 31, 2016.
3) Approval of a $250,000 contract with Public Financial Management to support financial due diligence called for in the IAP.
4) Approval of a $250,000 contract with Orrick, Herrington & Sutcliffe LLP to conduct legal due diligence called for in the IAP.

Action: Commission Approval

Attachments: 10a_Approval of Implementation Action Plan for MTC ABAG Merger Study Opti

10a_HANDOUT ABAG Employees Worker Protection Principles

11. Other Business / Public Comment

12. Adjournment / Next Meeting

The next meeting of the Commission will be held on Wednesday, July 27, 2016 at 9:30 a.m. in the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105

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

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

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

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el 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 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1677	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	5/27/2016			**In control:**	Metropolitan Transportation Commission
On agenda:	6/22/2016			**Final action:**	
Title:	MTC Resolution No. 4238 - Resolution of Appreciation to Joe Curley on the Occasion of his Retirement from MTC after 22 years of service.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Subject:

MTC Resolution No. 4238 - Resolution of Appreciation to Joe Curley on the Occasion of his Retirement from MTC after 22 years of service.

Commission Approval

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Metropolitan Transportation Commission

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Type:	Minutes			**Status:**	Commission Approval
File created:	5/27/2016			**In control:**	Metropolitan Transportation Commission
On agenda:	6/22/2016			**Final action:**	
Title:	Minutes - May 25, 2016				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6a_Commission Minutes 5.25.16				

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

Wednesday, May 25, 2016 | **10:15 AM** | **The Board Room - 1st Floor**

1. Roll Call / Confirm Quorum

Present: 17 - 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 Spering, Commissioner Tissier, and Commissioner Wiener

Absent: 1 - Commissioner Schaaf

Non- Voting Member Present: Commissioner Giacopini
Non-Voting Members Absent: Commissioner Azumbrado and Commissioner Sartipi

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

Upon the motion by Commissioner Spering and second by Commissioner Worth, Resolution No. 4237 was unanimously adopted. The motion carried by the following vote:

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

Absent: 1 - Schaaf

3. Policy Advisory Council Report – Castellanos

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

Approval of the Consent Calendar

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

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

Absent: 1 - Schaaf

6a. 15-1590 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

6c. 15-1561 MTC Resolution 4181, Revised - FY 2015-16 MTC Agency Budget

Action: Commission Approval

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

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

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

6g. 15-1536 MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-30.

Action: Commission Approval

6h. 15-1538 MTC Resolution No. 4179, Revised. Revisions to the Lifeline Transportation Cycle 4 Program in Marin County.

Action: Commission Approval

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

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

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

Action: Commission Approval

Operations Committee

6l. 15-1501 MTC Resolution No. 4226: Right of Way Certification Authority for MTC Projects

Action: Commission Approval

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

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

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

Upon the motion by Commissioner Wiener and second by Commissioner Spering,the Commission unanimously adopted Resolution No. 4220, Revised. The motion carried by the following vote:

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

Absent: 1 - Schaaf

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

Upon the motion by Commissioner Wiener and second by Commissioner Bates, the Commission unanimously adopted Resolution Nos. 4185, Revised and 4228. The motion carried by the following vote:

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

Absent: 1 - Schaaf

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

Upon the motion by Commissioner Wiener and second by Commissioner Glover, the Commission unanimously adopted Resolution No. 4035 Revised. The motion carried by the following vote:

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

Absent: 1 - Schaaf

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

Upon the motion by Commissioner Aguirre and second by Commissioner Spering, the Commission unanimously adopted a support position on Solano County Meaures G and H. The motion carried by the following vote:

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

Absent: 1 - Schaaf

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

Upon the motion by Commissioner Aguirre and second by Commissioner Spering, the Commission unanimously adopted a support position on the FY 2016-17 Budget Request for housing assistance. The motion carried by the following vote:

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

Absent: 1 - Schaaf

Upon the motion by Commissioner Aguirre and second by Commissioner Bates, the Commission adopted a support if amended position on Senate Bill 1069 (Wieckowski). The motion carried with the following vote:

Present: 17 - 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 Spering, Commissioner Tissier, and Commissioner Wiener

Absent: 1 - Commissioner Schaaf

Upon the motion by Commissioner Aguirre and second by Commissioner Luce, the Commission unanimously adopted a support position on Assembly Bill 2441 (Thurmond). The motion carried by the following vote:

Present: 17 - 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 Spering, Commissioner Tissier, and Commissioner Wiener

Absent: 1 - Commissioner Schaaf

Upon the motion by Commissioner Aguiree and second by Commission Tissier, the Commission unanimously adopted a support position on Assembly Bill 2502 (Mullin). The motion carried by the following vote:

Present: 17 - 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 Spering, Commissioner Tissier, and Commissioner Wiener

Absent: 1 - Commissioner Schaaf

Upon the motion by Commissioner Aguirre and second by Commissioner Tissier, the Commission unanimously adopted a support position on Senate Bill 1053 (Leno). The motion carried by the following vote:

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

Absent: 1 - Schaaf

8c. 15-1574 State Transit Assistance Clean-Up Bill

Distribution of Revenue-Based Funds.

Action: Support / Commission Approval

Upon the motion by Commissioner Aguirre and second by Vice Chair Mackenzie, the Commission unanimously adopted a support position on the State Transit Assistance Budget Trailer Bill and a Long-Term Policy. The motion carried by the following vote:

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

Absent: 1 - Schaaf

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

Upon the motion by Commissioner Spering and second by Commissioner Halsted, the Commission unanimously approved the Plan Bay Area 2040 Project Performance Guidelines and Performance Thresholds.. The motion carried by the following vote:

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

Absent: 1 - Schaaf

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

Michael Brinton was called to speak.
Lee Huo was called to speak.
Ken Bukowski was called to speak.

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

Upon the motion by Commissioner Spering and second by Commissioner Halsted, the Commission unanimously adopted Resolution No. 4245 as amended to replace the word pursuit to consideration throughout the resolution.

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

Absent: 2 - Campos and Schaaf

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 2ndand 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

The Commission reconvened in open session. Chair Cortese asked General Counsel Adrienne Weil to report on the Closed Session actions. General Counsel reported that the Commission unanimously authorized to negotiate and enter into a purchase sale agreement with the Bay Area Rapid Transit District 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 as well as Space G-5, all located at 101 - 8th Street, Oakland, CA 94607.

17. Other Business / Public Comment

Jerry Grace was called to speak however, he was no longer in attendance.

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.

Dave Cortese, Chair

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1642	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	5/8/2016			**In control:**	Metropolitan Transportation Commission
On agenda:	6/8/2016			**Final action:**	
Title:	MTC Resolution No. 4236 - FY 2016-17 Agency Pay Schedules				
Sponsors:					
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Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Administration Committee		

Subject:
MTC Resolution No. 4236 - FY 2016-17 Agency Pay Schedules

Presenter:
Robin James

Recommended Action:
Commission Approval

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Commission
Agenda Item 6b

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee DATE: June 1, 2016

FR: Executive Director W. I. 1153

RE: MTC Resolution No. 4236: MTC Agency FY 2016-17 Pay Schedules

This memorandum requests referral of MTC Resolution No. 4236, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2016-17 to the Commission for approval, consistent with California Code of Regulations Section 570.5 requirements. The pay schedules for the Executive Director and General Counsel will be presented for approval in September after their performance evaluations are completed this summer.

As background, on June 25, 2014, MTC approved employment benefits and salaries as part of a Memorandum of Understanding (MOU) for a four-year period from July 1, 2014 through June 30, 2018 through MTC Resolution Nos. 4153 and 4154. The pay schedules are consistent with the MOU.

Staff recommends that this Committee refer MTC Resolution No. 4236 to the Commission for approval.

Steve Heminger

SH:rj
Attachments

SH: AB J:\COMMITTE\Administration\2016 by Month\06_Jun'2016_Admin\2f_Reso-4236_Pay_Schedules_Memo.doc

Date: June 22, 2016
W.I.: 1153
Referred by: Administration Committee

ABSTRACT

Resolution No. 4236

This resolution sets forth the MTC agency pay schedule for MTC employees from July 1, 2016 through and including June 30, 2017.

Further discussion of this action is included in the MTC Executive Director's memorandum to the Administration Committee dated June 1, 2016.

Date: June 22, 2016
W.I.: 1153
Referred by: Administration Committee

Re: MTC Agency Pay Schedules for FY2015-16, from July 1, 2016 through June 30, 2017

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4236

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Authority for the San Francisco Bay Area pursuant to Government Code §§ 66500 *et seq*.; and

WHEREAS, MTC Resolution No. 4153, sets forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2014 through and including June 30, 2018; and

WHEREAS, MTC Resolution No. 4154 sets forth the employment benefits and salary schedule for specific executive employees from July 1, 2014 through and including June 30, 2018; and

WHEREAS, the MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees; and

WHEREAS, CalPERS uses the MTC's pay schedules to calculate retirement benefits earned by the MTC's employees; and

WHEREAS, the MTC as a contracting public employer is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS member agencies to have a duly approved and adopted publicly available pay schedule; now therefore be it

RESOLVED, that this resolution sets forth the MTC pay schedules contemplated in MTC Resolution Nos. 4153 and 4154 for the period from July 1, 2016 through June 30, 2017; and be it further

RESOLVED, that MTC agency pay schedule for CSR represented regular staff employees and Confidential employees effective July 1, 2016 through June 30, 2017 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC agency pay schedule for specific executive employees effective July 1, 2016 through June 30, 2017 shall be as set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the attached pay schedules will be posted at MTC's offices or immediately accessible for public review during normal business hours or posted on MTC's internet site.

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 June 22, 2016.

Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR I	**I**	**$20.0667**	**$20.5684**	**$21.0826**	**$21.6097**	**$22.1499**	**$22.7037**	**$23.2713**	**$23.8531**	**$24.4494**	**$25.0606**	**$25.6872**	**HOURLY BASE RATE**
		$1,605.34	$1,645.47	$1,686.61	$1,728.78	$1,771.99	$1,816.30	$1,861.70	$1,908.25	$1,955.95	$2,004.85	$2,054.98	BI-WEEKLY
		$3,478.23	$3,565.19	$3,654.32	$3,745.68	$3,839.32	$3,935.31	$4,033.69	$4,134.54	$4,237.90	$4,343.84	$4,452.45	MONTHLY
		$41,738.74	$42,782.27	$43,851.81	$44,948.18	$46,071.79	$47,223.70	$48,404.30	$49,614.45	$50,854.75	$52,126.05	$53,429.38	ANNUAL
Intern													
ADMINISTRATOR II	**II**	**$22.7932**	**$23.3629**	**$23.9470**	**$24.5458**	**$25.1594**	**$25.7884**	**$26.4332**	**$27.0940**	**$27.7714**	**$28.4658**	**$29.1773**	**HOURLY BASE RATE**
		$1,823.46	$1,869.03	$1,915.76	$1,963.66	$2,012.75	$2,063.07	$2,114.66	$2,167.52	$2,221.71	$2,277.26	$2,334.18	BI-WEEKLY
		$3,950.82	$4,049.57	$4,150.81	$4,254.61	$4,360.96	$4,469.99	$4,581.75	$4,696.29	$4,813.71	$4,934.07	$5,057.40	MONTHLY
		$47,409.86	$48,594.83	$49,809.76	$51,055.26	$52,331.55	$53,639.87	$54,981.06	$56,355.52	$57,764.51	$59,208.86	$60,688.78	ANNUAL
Administrative Assistant I													
GSU Assistant I													
Accounting Assistant I													
ADMINISTRATOR III	**III**	**$25.1164**	**$25.7443**	**$26.3880**	**$27.0476**	**$27.7239**	**$28.4170**	**$29.1273**	**$29.8555**	**$30.6019**	**$31.3669**	**$32.1510**	**HOURLY BASE RATE**
		$2,009.31	$2,059.54	$2,111.04	$2,163.81	$2,217.91	$2,273.36	$2,330.18	$2,388.44	$2,448.15	$2,509.35	$2,572.08	BI-WEEKLY
		$4,353.51	$4,462.35	$4,573.92	$4,688.25	$4,805.48	$4,925.61	$5,048.73	$5,174.95	$5,304.33	$5,436.93	$5,572.84	MONTHLY
		$52,242.11	$53,548.14	$54,887.04	$56,259.01	$57,665.71	$59,107.36	$60,584.78	$62,099.44	$63,651.95	$65,243.15	$66,874.08	ANNUAL
Administrative Assistant II													
GSU Assistant II													
Accounting Assistant II													
ADMINISTRATOR/TECHNICIAN	**IV**	**$27.6201**	**$28.3106**	**$29.0185**	**$29.7439**	**$30.4876**	**$31.2497**	**$32.0310**	**$32.8318**	**$33.6526**	**$34.4939**	**$35.3563**	**HOURLY BASE RATE**
		$2,209.61	$2,264.85	$2,321.48	$2,379.51	$2,439.01	$2,499.98	$2,562.48	$2,626.54	$2,692.21	$2,759.51	$2,828.50	BI-WEEKLY
		$4,787.48	$4,907.17	$5,029.87	$5,155.61	$5,284.52	$5,416.61	$5,552.04	$5,690.85	$5,833.12	$5,978.94	$6,128.43	MONTHLY
		$57,449.81	$58,886.05	$60,358.48	$61,867.31	$63,414.21	$64,999.38	$66,624.48	$68,290.14	$69,997.41	$71,747.31	$73,541.10	ANNUAL
Administrative Assistant III													
Purchasing Technician													
GSU Assistant III													
Building Services Assistant I													
Information Systems Technician I													
Accounting Assistant III													
Library Technician I													
Public Info & Outreach Technician I													

Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	**V**	**$30.3901**	**$31.1499**	**$31.9286**	**$32.7268**	**$33.5450**	**$34.3836**	**$35.2432**	**$36.1242**	**$37.0274**	**$37.9531**	**$38.9019**	**HOURLY BASE RATE**
		$2,431.21	$2,491.99	$2,554.29	$2,618.14	$2,683.60	$2,750.69	$2,819.46	$2,889.94	$2,962.19	$3,036.25	$3,112.15	BI-WEEKLY
		$5,267.62	$5,399.32	$5,534.29	$5,672.65	$5,814.47	$5,959.82	$6,108.82	$6,261.53	$6,418.08	$6,578.54	$6,743.00	MONTHLY
		$63,211.41	$64,791.79	$66,411.49	$68,071.74	$69,773.60	$71,517.89	$73,305.86	$75,138.34	$77,016.99	$78,942.45	$80,915.95	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	**VI**	**$33.5224**	**$34.3604**	**$35.2195**	**$36.1000**	**$37.0026**	**$37.9275**	**$38.8758**	**$39.8476**	**$40.8437**	**$41.8648**	**$42.9114**	**HOURLY BASE RATE**
		$2,681.79	$2,748.83	$2,817.56	$2,888.00	$2,960.21	$3,034.20	$3,110.06	$3,187.81	$3,267.50	$3,349.18	$3,432.91	BI-WEEKLY
		$5,810.55	$5,955.80	$6,104.71	$6,257.33	$6,413.78	$6,574.10	$6,738.47	$6,906.92	$7,079.57	$7,256.57	$7,437.98	MONTHLY
		$69,726.59	$71,469.63	$73,256.56	$75,088.00	$76,965.41	$78,889.20	$80,861.66	$82,883.01	$84,954.90	$87,078.78	$89,255.71	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSISTANT	**VII**	**$38.6517**	**$39.6179**	**$40.6084**	**$41.6236**	**$42.6642**	**$43.7308**	**$44.8240**	**$45.9447**	**$47.0933**	**$48.2705**	**$49.4773**	**HOURLY BASE RATE**
		$3,092.14	$3,169.43	$3,248.67	$3,329.89	$3,413.14	$3,498.46	$3,585.92	$3,675.58	$3,767.46	$3,861.64	$3,958.18	BI-WEEKLY
		$6,699.63	$6,867.10	$7,038.79	$7,214.76	$7,395.13	$7,580.01	$7,769.49	$7,963.75	$8,162.84	$8,366.89	$8,576.07	MONTHLY
		$80,395.54	$82,405.23	$84,465.47	$86,577.09	$88,741.54	$90,960.06	$93,233.92	$95,564.98	$97,954.06	$100,402.64	$102,912.78	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													
ASSOCIATE	**VIII**	**$44.5622**	**$45.6762**	**$46.8181**	**$47.9885**	**$49.1883**	**$50.4181**	**$51.6785**	**$52.9704**	**$54.2948**	**$55.6521**	**$57.0434**	**HOURLY BASE RATE**
		$3,564.98	$3,654.10	$3,745.45	$3,839.08	$3,935.06	$4,033.45	$4,134.28	$4,237.63	$4,343.58	$4,452.17	$4,563.47	BI-WEEKLY
		$7,724.11	$7,917.21	$8,115.14	$8,318.01	$8,525.97	$8,739.14	$8,957.61	$9,181.54	$9,411.10	$9,646.36	$9,887.52	MONTHLY
		$92,689.38	$95,006.50	$97,381.65	$99,816.08	$102,311.66	$104,869.65	$107,491.28	$110,178.43	$112,933.18	$115,756.37	$118,650.27	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
SENIOR	**IX**	**$54.5610**	**$55.9251**	**$57.3231**	**$58.7561**	**$60.2251**	**$61.7307**	**$63.2739**	**$64.8557**	**$66.4771**	**$68.1390**	**$69.8425**	**HOURLY BASE RATE**
		$4,364.88	$4,474.01	$4,585.85	$4,700.49	$4,818.01	$4,938.46	$5,061.91	$5,188.46	$5,318.17	$5,451.12	$5,587.40	BI-WEEKLY
		$9,457.24	$9,693.68	$9,936.00	$10,184.39	$10,439.02	$10,699.99	$10,967.48	$11,241.65	$11,522.70	$11,810.76	$12,106.03	MONTHLY
		$113,486.88	$116,324.21	$119,232.05	$122,212.69	$125,268.21	$128,399.86	$131,609.71	$134,899.86	$138,272.37	$141,729.12	$145,272.40	ANNUAL
Contract Manager													
Building Manager													
Senior Information Systems Manager													
Senior Systems Manager													
Revenue & Budget Manager													
Senior Financial Analyst													
Accounting Manager													
GIS Senior													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR I	**I**	**$20.0667**	**$20.5684**	**$21.0826**	**$21.6097**	**$22.1499**	**$22.7037**	**$23.2713**	**$23.8531**	**$24.4494**	**$25.0606**	**$25.6872**	**HOURLY BASE RATE**
		$1,444.80	$1,480.92	$1,517.95	$1,555.90	$1,594.79	$1,634.67	$1,675.53	$1,717.42	$1,760.36	$1,804.36	$1,849.48	BI-WEEKLY
		$3,130.41	$3,208.67	$3,288.89	$3,371.11	$3,455.38	$3,541.78	$3,630.32	$3,721.08	$3,814.11	$3,909.45	$4,007.20	MONTHLY
		$37,564.86	$38,504.04	$39,466.63	$40,453.36	$41,464.61	$42,501.33	$43,563.87	$44,653.00	$45,769.28	$46,913.44	$48,086.44	ANNUAL
Intern													
ADMINISTRATOR II	**II**	**$22.7932**	**$23.3629**	**$23.9470**	**$24.5458**	**$25.1594**	**$25.7884**	**$26.4332**	**$27.0940**	**$27.7714**	**$28.4658**	**$29.1773**	**HOURLY BASE RATE**
		$1,641.11	$1,682.13	$1,724.18	$1,767.30	$1,811.48	$1,856.76	$1,903.19	$1,950.77	$1,999.54	$2,049.54	$2,100.77	BI-WEEKLY
		$3,555.74	$3,644.61	$3,735.73	$3,829.14	$3,924.87	$4,022.99	$4,123.58	$4,226.66	$4,332.34	$4,440.66	$4,551.66	MONTHLY
		$42,668.87	$43,735.35	$44,828.78	$45,949.74	$47,098.40	$48,275.88	$49,482.95	$50,719.97	$51,988.06	$53,287.98	$54,619.91	ANNUAL
Administrative Assistant I													
GSU Assistant I													
Accounting Assistant I													
ADMINISTRATOR III	**III**	**$25.1164**	**$25.7443**	**$26.3880**	**$27.0476**	**$27.7239**	**$28.4170**	**$29.1273**	**$29.8555**	**$30.6019**	**$31.3669**	**$32.1510**	**HOURLY BASE RATE**
		$1,808.38	$1,853.59	$1,899.94	$1,947.43	$1,996.12	$2,046.02	$2,097.17	$2,149.60	$2,203.34	$2,258.42	$2,314.87	BI-WEEKLY
		$3,918.16	$4,016.11	$4,116.53	$4,219.43	$4,324.93	$4,433.05	$4,543.86	$4,657.46	$4,773.90	$4,893.24	$5,015.56	MONTHLY
		$47,017.90	$48,193.33	$49,398.34	$50,633.11	$51,899.14	$53,196.62	$54,526.31	$55,889.50	$57,286.76	$58,718.84	$60,186.67	ANNUAL
Administrative Assistant II													
GSU Assistant II													
Accounting Assistant II													
ADMINISTRATOR/TECHNICIAN	**IV**	**$27.6201**	**$28.3106**	**$29.0185**	**$29.7439**	**$30.4876**	**$31.2497**	**$32.0310**	**$32.8318**	**$33.6526**	**$34.4939**	**$35.3563**	**HOURLY BASE RATE**
		$1,988.65	$2,038.36	$2,089.33	$2,141.56	$2,195.11	$2,249.98	$2,306.23	$2,363.89	$2,422.99	$2,483.56	$2,545.65	BI-WEEKLY
		$4,308.74	$4,416.45	$4,526.89	$4,640.05	$4,756.07	$4,874.95	$4,996.84	$5,121.76	$5,249.81	$5,381.05	$5,515.58	MONTHLY
		$51,704.83	$52,997.44	$54,322.63	$55,680.58	$57,072.79	$58,499.44	$59,962.03	$61,461.13	$62,997.67	$64,572.58	$66,186.99	ANNUAL
Administrative Assistant III													
Purchasing Technician													
GSU Assistant III													
Building Services Assistant I													
Information Systems Technician I													
Accounting Assistant III													
Library Technician I													
Public Info & Outreach Technician I													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	**V**	**$30.3901**	**$31.1499**	**$31.9286**	**$32.7268**	**$33.5450**	**$34.3836**	**$35.2432**	**$36.1242**	**$37.0274**	**$37.9531**	**$38.9019**	**HOURLY BASE RATE**
		$2,188.09	$2,242.79	$2,298.86	$2,356.33	$2,415.24	$2,475.62	$2,537.51	$2,600.94	$2,665.97	$2,732.62	$2,800.94	BI-WEEKLY
		$4,740.86	$4,859.38	$4,980.86	$5,105.38	$5,233.02	$5,363.84	$5,497.94	$5,635.38	$5,776.27	$5,920.68	$6,068.70	MONTHLY
		$56,890.27	$58,312.61	$59,770.34	$61,264.57	$62,796.24	$64,366.10	$65,975.27	$67,624.50	$69,315.29	$71,048.20	$72,824.36	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	**VI**	**$33.5224**	**$34.3604**	**$35.2195**	**$36.1000**	**$37.0026**	**$37.9275**	**$38.8758**	**$39.8476**	**$40.8437**	**$41.8648**	**$42.9114**	**HOURLY BASE RATE**
		$2,413.61	$2,473.95	$2,535.80	$2,599.20	$2,664.19	$2,730.78	$2,799.06	$2,869.03	$2,940.75	$3,014.27	$3,089.62	BI-WEEKLY
		$5,229.49	$5,360.22	$5,494.24	$5,631.60	$5,772.41	$5,916.69	$6,064.62	$6,216.23	$6,371.62	$6,530.91	$6,694.18	MONTHLY
		$62,753.93	$64,322.67	$65,930.90	$67,579.20	$69,268.87	$71,000.28	$72,775.50	$74,594.71	$76,459.41	$78,370.91	$80,330.14	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSISTANT	**VII**	**$38.6517**	**$39.6179**	**$40.6084**	**$41.6236**	**$42.6642**	**$43.7308**	**$44.8240**	**$45.9447**	**$47.0933**	**$48.2705**	**$49.4773**	**HOURLY BASE RATE**
		$2,782.92	$2,852.49	$2,923.80	$2,996.90	$3,071.82	$3,148.62	$3,227.33	$3,308.02	$3,390.72	$3,475.48	$3,562.37	BI-WEEKLY
		$6,029.67	$6,180.39	$6,334.91	$6,493.28	$6,655.62	$6,822.00	$6,992.54	$7,167.37	$7,346.55	$7,530.20	$7,718.46	MONTHLY
		$72,355.98	$74,164.71	$76,018.92	$77,919.38	$79,867.38	$81,864.06	$83,910.53	$86,008.48	$88,158.66	$90,362.38	$92,621.51	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													
ASSOCIATE	**VIII**	**$44.5622**	**$45.6762**	**$46.8181**	**$47.9885**	**$49.1883**	**$50.4181**	**$51.6785**	**$52.9704**	**$54.2948**	**$55.6521**	**$57.0434**	**HOURLY BASE RATE**
		$3,208.48	$3,288.69	$3,370.90	$3,455.17	$3,541.56	$3,630.10	$3,720.85	$3,813.87	$3,909.23	$4,006.95	$4,107.12	BI-WEEKLY
		$6,951.70	$7,125.49	$7,303.62	$7,486.21	$7,673.37	$7,865.22	$8,061.85	$8,263.38	$8,469.99	$8,681.73	$8,898.77	MONTHLY
		$83,420.44	$85,505.85	$87,643.48	$89,834.47	$92,080.50	$94,382.68	$96,742.15	$99,160.59	$101,639.87	$104,180.73	$106,785.24	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
SENIOR	**IX**	**$54.5610**	**$55.9251**	**$57.3231**	**$58.7561**	**$60.2251**	**$61.7307**	**$63.2739**	**$64.8557**	**$66.4771**	**$68.1390**	**$69.8425**	**HOURLY BASE RATE**
		$3,928.39	$4,026.61	$4,127.26	$4,230.44	$4,336.21	$4,444.61	$4,555.72	$4,669.61	$4,786.35	$4,906.01	$5,028.66	BI-WEEKLY
		$8,511.52	$8,724.32	$8,942.40	$9,165.95	$9,395.12	$9,629.99	$9,870.73	$10,117.49	$10,370.43	$10,629.68	$10,895.43	MONTHLY
		$102,138.19	$104,691.79	$107,308.84	$109,991.42	$112,741.39	$115,559.87	$118,448.74	$121,409.87	$124,445.13	$127,556.21	$130,745.16	ANNUAL
Contract Manager													
Building Manager													
Senior Information Systems Manager													
Senior Systems Manager													
Revenue & Budget Manager													
Senior Financial Analyst													
Accounting Manager													
GIS Senior													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR/TECHNICIAN	**IV**	**$27.6201**	**$28.3106**	**$29.0185**	**$29.7439**	**$30.4876**	**$31.2497**	**$32.0310**	**$32.8318**	**$33.6526**	**$34.4939**	**$35.3563**	**HOURLY BASE RATE**
		$1,657.21	$1,698.64	$1,741.11	$1,784.63	$1,829.26	$1,874.98	$1,921.86	$1,969.91	$2,019.16	$2,069.63	$2,121.38	BI-WEEKLY
		$3,590.61	$3,680.38	$3,772.41	$3,866.71	$3,963.39	$4,062.46	$4,164.03	$4,268.13	$4,374.84	$4,484.21	$4,596.32	MONTHLY
		$43,087.36	$44,164.54	$45,268.86	$46,400.48	$47,560.66	$48,749.53	$49,968.36	$51,217.61	$52,498.06	$53,810.48	$55,155.83	ANNUAL
Administrative Assistant III													
Purchasing Technician													
GSU Assistant III													
Building Services Assistant I													
Information Systems Technician I													
Accounting Assistant III													
Library Technician I													
Public Info & Outreach Technician I													
TECHNICIAN	**V**	**$30.3901**	**$31.1499**	**$31.9286**	**$32.7268**	**$33.5450**	**$34.3836**	**$35.2432**	**$36.1242**	**$37.0274**	**$37.9531**	**$38.9019**	**HOURLY BASE RATE**
		$1,823.41	$1,868.99	$1,915.72	$1,963.61	$2,012.70	$2,063.02	$2,114.59	$2,167.45	$2,221.64	$2,277.19	$2,334.11	BI-WEEKLY
		$3,950.71	$4,049.49	$4,150.72	$4,254.48	$4,360.85	$4,469.87	$4,581.62	$4,696.15	$4,813.56	$4,933.90	$5,057.25	MONTHLY
		$47,408.56	$48,593.84	$49,808.62	$51,053.81	$52,330.20	$53,638.42	$54,979.39	$56,353.75	$57,762.74	$59,206.84	$60,686.96	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	**VI**	**$33.5224**	**$34.3604**	**$35.2195**	**$36.1000**	**$37.0026**	**$37.9275**	**$38.8758**	**$39.8476**	**$40.8437**	**$41.8648**	**$42.9114**	**HOURLY BASE RATE**
		$2,011.34	$2,061.62	$2,113.17	$2,166.00	$2,220.16	$2,275.65	$2,332.55	$2,390.86	$2,450.62	$2,511.89	$2,574.68	BI-WEEKLY
		$4,357.91	$4,466.85	$4,578.54	$4,693.00	$4,810.34	$4,930.58	$5,053.85	$5,180.19	$5,309.68	$5,442.42	$5,578.48	MONTHLY
		$52,294.94	$53,602.22	$54,942.42	$56,316.00	$57,724.06	$59,166.90	$60,646.25	$62,162.26	$63,716.17	$65,309.09	$66,941.78	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													
ASSISTANT	**VII**	**$38.6517**	**$39.6179**	**$40.6084**	**$41.6236**	**$42.6642**	**$43.7308**	**$44.8240**	**$45.9447**	**$47.0933**	**$48.2705**	**$49.4773**	**HOURLY BASE RATE**
		$2,319.10	$2,377.07	$2,436.50	$2,497.42	$2,559.85	$2,623.85	$2,689.44	$2,756.68	$2,825.60	$2,896.23	$2,968.64	BI-WEEKLY
		$5,024.72	$5,150.33	$5,279.09	$5,411.07	$5,546.35	$5,685.00	$5,827.12	$5,972.81	$6,122.13	$6,275.17	$6,432.05	MONTHLY
		$60,296.65	$61,803.92	$63,349.10	$64,932.82	$66,556.15	$68,220.05	$69,925.44	$71,673.73	$73,465.55	$75,301.98	$77,184.59	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													
ASSOCIATE	**VIII**	**$44.5622**	**$45.6762**	**$46.8181**	**$47.9885**	**$49.1883**	**$50.4181**	**$51.6785**	**$52.9704**	**$54.2948**	**$55.6521**	**$57.0434**	**HOURLY BASE RATE**
		$2,673.73	$2,740.57	$2,809.09	$2,879.31	$2,951.30	$3,025.09	$3,100.71	$3,178.22	$3,257.69	$3,339.13	$3,422.60	BI-WEEKLY
		$5,793.09	$5,937.91	$6,086.35	$6,238.51	$6,394.48	$6,554.35	$6,718.21	$6,886.15	$7,058.32	$7,234.77	$7,415.64	MONTHLY
		$69,517.03	$71,254.87	$73,036.24	$74,862.06	$76,733.75	$78,652.24	$80,618.46	$82,633.82	$84,699.89	$86,817.28	$88,987.70	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1248 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	**V**	**$30.3901**	**$31.1499**	**$31.9286**	**$32.7268**	**$33.5450**	**$34.3836**	**$35.2432**	**$36.1242**	**$37.0274**	**$37.9531**	**$38.9019**	**HOURLY BASE RATE**
		$1,458.72	$1,495.20	$1,532.57	$1,570.89	$1,610.16	$1,650.41	$1,691.67	$1,733.96	$1,777.32	$1,821.75	$1,867.29	BI-WEEKLY
		$3,160.57	$3,239.59	$3,320.57	$3,403.59	$3,488.68	$3,575.89	$3,665.29	$3,756.92	$3,850.85	$3,947.12	$4,045.80	MONTHLY
		$37,926.84	$38,875.08	$39,846.89	$40,843.05	$41,864.16	$42,910.73	$43,983.51	$45,083.00	$46,210.20	$47,365.47	$48,549.57	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info/Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	**VI**	**$33.5224**	**$34.3604**	**$35.2195**	**$36.1000**	**$37.0026**	**$37.9275**	**$38.8758**	**$39.8476**	**$40.8437**	**$41.8648**	**$42.9114**	**HOURLY BASE RATE**
		$1,609.08	$1,649.30	$1,690.54	$1,732.80	$1,776.12	$1,820.52	$1,866.04	$1,912.68	$1,960.50	$2,009.51	$2,059.75	BI-WEEKLY
		$3,486.33	$3,573.48	$3,662.83	$3,754.40	$3,848.27	$3,944.46	$4,043.08	$4,144.15	$4,247.74	$4,353.94	$4,462.79	MONTHLY
		$41,835.96	$42,881.78	$43,953.94	$45,052.80	$46,179.24	$47,333.52	$48,517.00	$49,729.80	$50,972.94	$52,247.27	$53,553.43	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													

Pay Schedule for Specific Executive Employees
Fiscal Year 2016-17, Effective July 1, 2016

CLASS/POSITION	GRADE	MIN	MAX	PAY TYPES
ASSOCIATE COUNSEL I/II	**L/2**	**$63.5565**	**$84.6805**	**HOURLY BASE RATE**
EXECUTIVE ADMINISTATIVE	**X/B**	$5,084.52	$6,774.44	BI-WEEKLY
FINANCE PRINCIPAL	**F/2**	$11,016.46	$14,677.95	MONTHLY
		$132,197.52	$176,135.44	ANNUAL
Associate Counsel I Associate Counsel II Principals BARC Director				
DEPUTY GENERAL COUNSEL	**L/3**	**$83.3914**	**$103.6869**	**HOURLY BASE RATE**
EXECUTIVE MANAGEMENT	**X/A**	$6,671.31	$8,294.95	BI-WEEKLY
DEPUTY FINANCIAL OFFICER	**F/3**	$14,454.51	$17,972.40	MONTHLY
		$173,454.11	$215,668.75	ANNUAL
Deputy General Counsel Senior Attorney Section Director Deputy Financial Officer				
SENIOR DEPUTY GENERAL COUNSEL	**L/4**	**$92.5000**	**$108.1731**	**HOURLY BASE RATE**
		$7,400.00	$8,653.85	BI-WEEKLY
		$16,033.33	$18,750.00	MONTHLY
		$192,400.00	$225,000.05	ANNUAL
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR/ CHIEF FINANCIAL OFFICER	**X/3-X/4**	**$103.8465**	**$124.1105**	**HOURLY BASE RATE**
		$8,307.72	$9,928.84	BI-WEEKLY
		$18,000.06	$21,512.49	MONTHLY
		$216,000.69	$258,149.84	ANNUAL
Deputy Executive Director Chief Financial Officer				

Agenda Item 2f

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee DATE: June 1, 2016

FR: Executive Director W. I. 1153

RE: MTC Resolution No. 4236: MTC Agency FY 2016-17 Pay Schedules

This memorandum requests referral of MTC Resolution No. 4236, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2016-17 to the Commission for approval, consistent with California Code of Regulations Section 570.5 requirements. The pay schedules for the Executive Director and General Counsel will be presented for approval in September after their performance evaluations are completed this summer.

As background, on June 25, 2014, MTC approved employment benefits and salaries as part of a Memorandum of Understanding (MOU) for a four-year period from July 1, 2014 through June 30, 2018 through MTC Resolution Nos. 4153 and 4154. The pay schedules are consistent with the MOU.

Staff recommends that this Committee refer MTC Resolution No. 4236 to the Commission for approval.

Steve Heminger

SH:rj
Attachments

SH: AB J:\COMMITTE\Administration\2016 by Month\06_Jun'2016_Admin\2f_Reso-4236_Pay_Schedules_Memo.doc

Date: June 22, 2016
W.I.: 1153
Referred by: Administration Committee

ABSTRACT

Resolution No. 4236

This resolution sets forth the MTC agency pay schedule for MTC employees from July 1, 2016 through and including June 30, 2017.

Further discussion of this action is included in the MTC Executive Director's memorandum to the Administration Committee dated June 1, 2016.

Date: June 22, 2016
W.I.: 1153
Referred by: Administration Committee

Re: MTC Agency Pay Schedules for FY2015-16, from July 1, 2016 through June 30, 2017

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4236

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Authority for the San Francisco Bay Area pursuant to Government Code §§ 66500 *et seq*.; and

WHEREAS, MTC Resolution No. 4153, sets forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2014 through and including June 30, 2018; and

WHEREAS, MTC Resolution No. 4154 sets forth the employment benefits and salary schedule for specific executive employees from July 1, 2014 through and including June 30, 2018; and

WHEREAS, the MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees; and

WHEREAS, CalPERS uses the MTC's pay schedules to calculate retirement benefits earned by the MTC's employees; and

WHEREAS, the MTC as a contracting public employer is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS member agencies to have a duly approved and adopted publicly available pay schedule; now therefore be it

RESOLVED, that this resolution sets forth the MTC pay schedules contemplated in MTC Resolution Nos. 4153 and 4154 for the period from July 1, 2016 through June 30, 2017; and be it further

RESOLVED, that MTC agency pay schedule for CSR represented regular staff employees and Confidential employees effective July 1, 2016 through June 30, 2017 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC agency pay schedule for specific executive employees effective July 1, 2016 through June 30, 2017 shall be as set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the attached pay schedules will be posted at MTC's offices or immediately accessible for public review during normal business hours or posted on MTC's internet site.

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 June 22, 2016.

Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR I	**I**	**$20.0667**	**$20.5684**	**$21.0826**	**$21.6097**	**$22.1499**	**$22.7037**	**$23.2713**	**$23.8531**	**$24.4494**	**$25.0606**	**$25.6872**	**HOURLY BASE RATE**
		$1,605.34	$1,645.47	$1,686.61	$1,728.78	$1,771.99	$1,816.30	$1,861.70	$1,908.25	$1,955.95	$2,004.85	$2,054.98	BI-WEEKLY
		$3,478.23	$3,565.19	$3,654.32	$3,745.68	$3,839.32	$3,935.31	$4,033.69	$4,134.54	$4,237.90	$4,343.84	$4,452.45	MONTHLY
		$41,738.74	$42,782.27	$43,851.81	$44,948.18	$46,071.79	$47,223.70	$48,404.30	$49,614.45	$50,854.75	$52,126.05	$53,429.38	ANNUAL
Intern													
ADMINISTRATOR II	**II**	**$22.7932**	**$23.3629**	**$23.9470**	**$24.5458**	**$25.1594**	**$25.7884**	**$26.4332**	**$27.0940**	**$27.7714**	**$28.4658**	**$29.1773**	**HOURLY BASE RATE**
		$1,823.46	$1,869.03	$1,915.76	$1,963.66	$2,012.75	$2,063.07	$2,114.66	$2,167.52	$2,221.71	$2,277.26	$2,334.18	BI-WEEKLY
		$3,950.82	$4,049.57	$4,150.81	$4,254.61	$4,360.96	$4,469.99	$4,581.75	$4,696.29	$4,813.71	$4,934.07	$5,057.40	MONTHLY
		$47,409.86	$48,594.83	$49,809.76	$51,055.26	$52,331.55	$53,639.87	$54,981.06	$56,355.52	$57,764.51	$59,208.86	$60,688.78	ANNUAL
Administrative Assistant I													
GSU Assistant I													
Accounting Assistant I													
ADMINISTRATOR III	**III**	**$25.1164**	**$25.7443**	**$26.3880**	**$27.0476**	**$27.7239**	**$28.4170**	**$29.1273**	**$29.8555**	**$30.6019**	**$31.3669**	**$32.1510**	**HOURLY BASE RATE**
		$2,009.31	$2,059.54	$2,111.04	$2,163.81	$2,217.91	$2,273.36	$2,330.18	$2,388.44	$2,448.15	$2,509.35	$2,572.08	BI-WEEKLY
		$4,353.51	$4,462.35	$4,573.92	$4,688.25	$4,805.48	$4,925.61	$5,048.73	$5,174.95	$5,304.33	$5,436.93	$5,572.84	MONTHLY
		$52,242.11	$53,548.14	$54,887.04	$56,259.01	$57,665.71	$59,107.36	$60,584.78	$62,099.44	$63,651.95	$65,243.15	$66,874.08	ANNUAL
Administrative Assistant II													
GSU Assistant II													
Accounting Assistant II													
ADMINISTRATOR/TECHNICIAN	**IV**	**$27.6201**	**$28.3106**	**$29.0185**	**$29.7439**	**$30.4876**	**$31.2497**	**$32.0310**	**$32.8318**	**$33.6526**	**$34.4939**	**$35.3563**	**HOURLY BASE RATE**
		$2,209.61	$2,264.85	$2,321.48	$2,379.51	$2,439.01	$2,499.98	$2,562.48	$2,626.54	$2,692.21	$2,759.51	$2,828.50	BI-WEEKLY
		$4,787.48	$4,907.17	$5,029.87	$5,155.61	$5,284.52	$5,416.61	$5,552.04	$5,690.85	$5,833.12	$5,978.94	$6,128.43	MONTHLY
		$57,449.81	$58,886.05	$60,358.48	$61,867.31	$63,414.21	$64,999.38	$66,624.48	$68,290.14	$69,997.41	$71,747.31	$73,541.10	ANNUAL
Administrative Assistant III													
Purchasing Technician													
GSU Assistant III													
Building Services Assistant I													
Information Systems Technician I													
Accounting Assistant III													
Library Technician I													
Public Info & Outreach Technician I													

Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually
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CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	**V**	**$30.3901**	**$31.1499**	**$31.9286**	**$32.7268**	**$33.5450**	**$34.3836**	**$35.2432**	**$36.1242**	**$37.0274**	**$37.9531**	**$38.9019**	**HOURLY BASE RATE**
		$2,431.21	$2,491.99	$2,554.29	$2,618.14	$2,683.60	$2,750.69	$2,819.46	$2,889.94	$2,962.19	$3,036.25	$3,112.15	BI-WEEKLY
		$5,267.62	$5,399.32	$5,534.29	$5,672.65	$5,814.47	$5,959.82	$6,108.82	$6,261.53	$6,418.08	$6,578.54	$6,743.00	MONTHLY
		$63,211.41	$64,791.79	$66,411.49	$68,071.74	$69,773.60	$71,517.89	$73,305.86	$75,138.34	$77,016.99	$78,942.45	$80,915.95	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	**VI**	**$33.5224**	**$34.3604**	**$35.2195**	**$36.1000**	**$37.0026**	**$37.9275**	**$38.8758**	**$39.8476**	**$40.8437**	**$41.8648**	**$42.9114**	**HOURLY BASE RATE**
		$2,681.79	$2,748.83	$2,817.56	$2,888.00	$2,960.21	$3,034.20	$3,110.06	$3,187.81	$3,267.50	$3,349.18	$3,432.91	BI-WEEKLY
		$5,810.55	$5,955.80	$6,104.71	$6,257.33	$6,413.78	$6,574.10	$6,738.47	$6,906.92	$7,079.57	$7,256.57	$7,437.98	MONTHLY
		$69,726.59	$71,469.63	$73,256.56	$75,088.00	$76,965.41	$78,889.20	$80,861.66	$82,883.01	$84,954.90	$87,078.78	$89,255.71	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSISTANT	**VII**	**$38.6517**	**$39.6179**	**$40.6084**	**$41.6236**	**$42.6642**	**$43.7308**	**$44.8240**	**$45.9447**	**$47.0933**	**$48.2705**	**$49.4773**	**HOURLY BASE RATE**
		$3,092.14	$3,169.43	$3,248.67	$3,329.89	$3,413.14	$3,498.46	$3,585.92	$3,675.58	$3,767.46	$3,861.64	$3,958.18	BI-WEEKLY
		$6,699.63	$6,867.10	$7,038.79	$7,214.76	$7,395.13	$7,580.01	$7,769.49	$7,963.75	$8,162.84	$8,366.89	$8,576.07	MONTHLY
		$80,395.54	$82,405.23	$84,465.47	$86,577.09	$88,741.54	$90,960.06	$93,233.92	$95,564.98	$97,954.06	$100,402.64	$102,912.78	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													
ASSOCIATE	**VIII**	**$44.5622**	**$45.6762**	**$46.8181**	**$47.9885**	**$49.1883**	**$50.4181**	**$51.6785**	**$52.9704**	**$54.2948**	**$55.6521**	**$57.0434**	**HOURLY BASE RATE**
		$3,564.98	$3,654.10	$3,745.45	$3,839.08	$3,935.06	$4,033.45	$4,134.28	$4,237.63	$4,343.58	$4,452.17	$4,563.47	BI-WEEKLY
		$7,724.11	$7,917.21	$8,115.14	$8,318.01	$8,525.97	$8,739.14	$8,957.61	$9,181.54	$9,411.10	$9,646.36	$9,887.52	MONTHLY
		$92,689.38	$95,006.50	$97,381.65	$99,816.08	$102,311.66	$104,869.65	$107,491.28	$110,178.43	$112,933.18	$115,756.37	$118,650.27	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
SENIOR	**IX**	**$54.5610**	**$55.9251**	**$57.3231**	**$58.7561**	**$60.2251**	**$61.7307**	**$63.2739**	**$64.8557**	**$66.4771**	**$68.1390**	**$69.8425**	**HOURLY BASE RATE**
		$4,364.88	$4,474.01	$4,585.85	$4,700.49	$4,818.01	$4,938.46	$5,061.91	$5,188.46	$5,318.17	$5,451.12	$5,587.40	BI-WEEKLY
		$9,457.24	$9,693.68	$9,936.00	$10,184.39	$10,439.02	$10,699.99	$10,967.48	$11,241.65	$11,522.70	$11,810.76	$12,106.03	MONTHLY
		$113,486.88	$116,324.21	$119,232.05	$122,212.69	$125,268.21	$128,399.86	$131,609.71	$134,899.86	$138,272.37	$141,729.12	$145,272.40	ANNUAL
Contract Manager													
Building Manager													
Senior Information Systems Manager													
Senior Systems Manager													
Revenue & Budget Manager													
Senior Financial Analyst													
Accounting Manager													
GIS Senior													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually
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CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR I	**I**	**$20.0667**	**$20.5684**	**$21.0826**	**$21.6097**	**$22.1499**	**$22.7037**	**$23.2713**	**$23.8531**	**$24.4494**	**$25.0606**	**$25.6872**	**HOURLY BASE RATE**
		$1,444.80	$1,480.92	$1,517.95	$1,555.90	$1,594.79	$1,634.67	$1,675.53	$1,717.42	$1,760.36	$1,804.36	$1,849.48	BI-WEEKLY
		$3,130.41	$3,208.67	$3,288.89	$3,371.11	$3,455.38	$3,541.78	$3,630.32	$3,721.08	$3,814.11	$3,909.45	$4,007.20	MONTHLY
		$37,564.86	$38,504.04	$39,466.63	$40,453.36	$41,464.61	$42,501.33	$43,563.87	$44,653.00	$45,769.28	$46,913.44	$48,086.44	ANNUAL
Intern													
ADMINISTRATOR II	**II**	**$22.7932**	**$23.3629**	**$23.9470**	**$24.5458**	**$25.1594**	**$25.7884**	**$26.4332**	**$27.0940**	**$27.7714**	**$28.4658**	**$29.1773**	**HOURLY BASE RATE**
		$1,641.11	$1,682.13	$1,724.18	$1,767.30	$1,811.48	$1,856.76	$1,903.19	$1,950.77	$1,999.54	$2,049.54	$2,100.77	BI-WEEKLY
		$3,555.74	$3,644.61	$3,735.73	$3,829.14	$3,924.87	$4,022.99	$4,123.58	$4,226.66	$4,332.34	$4,440.66	$4,551.66	MONTHLY
		$42,668.87	$43,735.35	$44,828.78	$45,949.74	$47,098.40	$48,275.88	$49,482.95	$50,719.97	$51,988.06	$53,287.98	$54,619.91	ANNUAL
Administrative Assistant I													
GSU Assistant I													
Accounting Assistant I													
ADMINISTRATOR III	**III**	**$25.1164**	**$25.7443**	**$26.3880**	**$27.0476**	**$27.7239**	**$28.4170**	**$29.1273**	**$29.8555**	**$30.6019**	**$31.3669**	**$32.1510**	**HOURLY BASE RATE**
		$1,808.38	$1,853.59	$1,899.94	$1,947.43	$1,996.12	$2,046.02	$2,097.17	$2,149.60	$2,203.34	$2,258.42	$2,314.87	BI-WEEKLY
		$3,918.16	$4,016.11	$4,116.53	$4,219.43	$4,324.93	$4,433.05	$4,543.86	$4,657.46	$4,773.90	$4,893.24	$5,015.56	MONTHLY
		$47,017.90	$48,193.33	$49,398.34	$50,633.11	$51,899.14	$53,196.62	$54,526.31	$55,889.50	$57,286.76	$58,718.84	$60,186.67	ANNUAL
Administrative Assistant II													
GSU Assistant II													
Accounting Assistant II													
ADMINISTRATOR/TECHNICIAN	**IV**	**$27.6201**	**$28.3106**	**$29.0185**	**$29.7439**	**$30.4876**	**$31.2497**	**$32.0310**	**$32.8318**	**$33.6526**	**$34.4939**	**$35.3563**	**HOURLY BASE RATE**
		$1,988.65	$2,038.36	$2,089.33	$2,141.56	$2,195.11	$2,249.98	$2,306.23	$2,363.89	$2,422.99	$2,483.56	$2,545.65	BI-WEEKLY
		$4,308.74	$4,416.45	$4,526.89	$4,640.05	$4,756.07	$4,874.95	$4,996.84	$5,121.76	$5,249.81	$5,381.05	$5,515.58	MONTHLY
		$51,704.83	$52,997.44	$54,322.63	$55,680.58	$57,072.79	$58,499.44	$59,962.03	$61,461.13	$62,997.67	$64,572.58	$66,186.99	ANNUAL
Administrative Assistant III													
Purchasing Technician													
GSU Assistant III													
Building Services Assistant I													
Information Systems Technician I													
Accounting Assistant III													
Library Technician I													
Public Info & Outreach Technician I													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually
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CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	**V**	**$30.3901**	**$31.1499**	**$31.9286**	**$32.7268**	**$33.5450**	**$34.3836**	**$35.2432**	**$36.1242**	**$37.0274**	**$37.9531**	**$38.9019**	**HOURLY BASE RATE**
		$2,188.09	$2,242.79	$2,298.86	$2,356.33	$2,415.24	$2,475.62	$2,537.51	$2,600.94	$2,665.97	$2,732.62	$2,800.94	BI-WEEKLY
		$4,740.86	$4,859.38	$4,980.86	$5,105.38	$5,233.02	$5,363.84	$5,497.94	$5,635.38	$5,776.27	$5,920.68	$6,068.70	MONTHLY
		$56,890.27	$58,312.61	$59,770.34	$61,264.57	$62,796.24	$64,366.10	$65,975.27	$67,624.50	$69,315.29	$71,048.20	$72,824.36	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	**VI**	**$33.5224**	**$34.3604**	**$35.2195**	**$36.1000**	**$37.0026**	**$37.9275**	**$38.8758**	**$39.8476**	**$40.8437**	**$41.8648**	**$42.9114**	**HOURLY BASE RATE**
		$2,413.61	$2,473.95	$2,535.80	$2,599.20	$2,664.19	$2,730.78	$2,799.06	$2,869.03	$2,940.75	$3,014.27	$3,089.62	BI-WEEKLY
		$5,229.49	$5,360.22	$5,494.24	$5,631.60	$5,772.41	$5,916.69	$6,064.62	$6,216.23	$6,371.62	$6,530.91	$6,694.18	MONTHLY
		$62,753.93	$64,322.67	$65,930.90	$67,579.20	$69,268.87	$71,000.28	$72,775.50	$74,594.71	$76,459.41	$78,370.91	$80,330.14	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually
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CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSISTANT	**VII**	**$38.6517**	**$39.6179**	**$40.6084**	**$41.6236**	**$42.6642**	**$43.7308**	**$44.8240**	**$45.9447**	**$47.0933**	**$48.2705**	**$49.4773**	**HOURLY BASE RATE**
		$2,782.92	$2,852.49	$2,923.80	$2,996.90	$3,071.82	$3,148.62	$3,227.33	$3,308.02	$3,390.72	$3,475.48	$3,562.37	BI-WEEKLY
		$6,029.67	$6,180.39	$6,334.91	$6,493.28	$6,655.62	$6,822.00	$6,992.54	$7,167.37	$7,346.55	$7,530.20	$7,718.46	MONTHLY
		$72,355.98	$74,164.71	$76,018.92	$77,919.38	$79,867.38	$81,864.06	$83,910.53	$86,008.48	$88,158.66	$90,362.38	$92,621.51	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													
ASSOCIATE	**VIII**	**$44.5622**	**$45.6762**	**$46.8181**	**$47.9885**	**$49.1883**	**$50.4181**	**$51.6785**	**$52.9704**	**$54.2948**	**$55.6521**	**$57.0434**	**HOURLY BASE RATE**
		$3,208.48	$3,288.69	$3,370.90	$3,455.17	$3,541.56	$3,630.10	$3,720.85	$3,813.87	$3,909.23	$4,006.95	$4,107.12	BI-WEEKLY
		$6,951.70	$7,125.49	$7,303.62	$7,486.21	$7,673.37	$7,865.22	$8,061.85	$8,263.38	$8,469.99	$8,681.73	$8,898.77	MONTHLY
		$83,420.44	$85,505.85	$87,643.48	$89,834.47	$92,080.50	$94,382.68	$96,742.15	$99,160.59	$101,639.87	$104,180.73	$106,785.24	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually
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CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
SENIOR	**IX**	**$54.5610**	**$55.9251**	**$57.3231**	**$58.7561**	**$60.2251**	**$61.7307**	**$63.2739**	**$64.8557**	**$66.4771**	**$68.1390**	**$69.8425**	**HOURLY BASE RATE**
		$3,928.39	$4,026.61	$4,127.26	$4,230.44	$4,336.21	$4,444.61	$4,555.72	$4,669.61	$4,786.35	$4,906.01	$5,028.66	BI-WEEKLY
		$8,511.52	$8,724.32	$8,942.40	$9,165.95	$9,395.12	$9,629.99	$9,870.73	$10,117.49	$10,370.43	$10,629.68	$10,895.43	MONTHLY
		$102,138.19	$104,691.79	$107,308.84	$109,991.42	$112,741.39	$115,559.87	$118,448.74	$121,409.87	$124,445.13	$127,556.21	$130,745.16	ANNUAL
Contract Manager													
Building Manager													
Senior Information Systems Manager													
Senior Systems Manager													
Revenue & Budget Manager													
Senior Financial Analyst													
Accounting Manager													
GIS Senior													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													

Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR/TECHNICIAN	**IV**	**$27.6201**	**$28.3106**	**$29.0185**	**$29.7439**	**$30.4876**	**$31.2497**	**$32.0310**	**$32.8318**	**$33.6526**	**$34.4939**	**$35.3563**	**HOURLY BASE RATE**
		$1,657.21	$1,698.64	$1,741.11	$1,784.63	$1,829.26	$1,874.98	$1,921.86	$1,969.91	$2,019.16	$2,069.63	$2,121.38	BI-WEEKLY
		$3,590.61	$3,680.38	$3,772.41	$3,866.71	$3,963.39	$4,062.46	$4,164.03	$4,268.13	$4,374.84	$4,484.21	$4,596.32	MONTHLY
		$43,087.36	$44,164.54	$45,268.86	$46,400.48	$47,560.66	$48,749.53	$49,968.36	$51,217.61	$52,498.06	$53,810.48	$55,155.83	ANNUAL
Administrative Assistant III													
Purchasing Technician													
GSU Assistant III													
Building Services Assistant I													
Information Systems Technician I													
Accounting Assistant III													
Library Technician I													
Public Info & Outreach Technician I													
TECHNICIAN	**V**	**$30.3901**	**$31.1499**	**$31.9286**	**$32.7268**	**$33.5450**	**$34.3836**	**$35.2432**	**$36.1242**	**$37.0274**	**$37.9531**	**$38.9019**	**HOURLY BASE RATE**
		$1,823.41	$1,868.99	$1,915.72	$1,963.61	$2,012.70	$2,063.02	$2,114.59	$2,167.45	$2,221.64	$2,277.19	$2,334.11	BI-WEEKLY
		$3,950.71	$4,049.49	$4,150.72	$4,254.48	$4,360.85	$4,469.87	$4,581.62	$4,696.15	$4,813.56	$4,933.90	$5,057.25	MONTHLY
		$47,408.56	$48,593.84	$49,808.62	$51,053.81	$52,330.20	$53,638.42	$54,979.39	$56,353.75	$57,762.74	$59,206.84	$60,686.96	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	**VI**	**$33.5224**	**$34.3604**	**$35.2195**	**$36.1000**	**$37.0026**	**$37.9275**	**$38.8758**	**$39.8476**	**$40.8437**	**$41.8648**	**$42.9114**	**HOURLY BASE RATE**
		$2,011.34	$2,061.62	$2,113.17	$2,166.00	$2,220.16	$2,275.65	$2,332.55	$2,390.86	$2,450.62	$2,511.89	$2,574.68	BI-WEEKLY
		$4,357.91	$4,466.85	$4,578.54	$4,693.00	$4,810.34	$4,930.58	$5,053.85	$5,180.19	$5,309.68	$5,442.42	$5,578.48	MONTHLY
		$52,294.94	$53,602.22	$54,942.42	$56,316.00	$57,724.06	$59,166.90	$60,646.25	$62,162.26	$63,716.17	$65,309.09	$66,941.78	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													

Accountant/Auditor I
Finance Technician II
GIS Planner/Analyst II
Graphic Artist II
Librarian I
Junior Public Info/Outreach Analyst
Junior Planner/Analyst
Junior Program Coordinator

ASSISTANT	**VII**	**$38.6517**	**$39.6179**	**$40.6084**	**$41.6236**	**$42.6642**	**$43.7308**	**$44.8240**	**$45.9447**	**$47.0933**	**$48.2705**	**$49.4773**	**HOURLY BASE RATE**
		$2,319.10	$2,377.07	$2,436.50	$2,497.42	$2,559.85	$2,623.85	$2,689.44	$2,756.68	$2,825.60	$2,896.23	$2,968.64	BI-WEEKLY
		$5,024.72	$5,150.33	$5,279.09	$5,411.07	$5,546.35	$5,685.00	$5,827.12	$5,972.81	$6,122.13	$6,275.17	$6,432.05	MONTHLY
		$60,296.65	$61,803.92	$63,349.10	$64,932.82	$66,556.15	$68,220.05	$69,925.44	$71,673.73	$73,465.55	$75,301.98	$77,184.59	ANNUAL

Executive Assistant III
Legal Assistant III
Contract Specialist
Building Engineer
Human Resources Analyst II
Information Systems Specialist II
Systems Analyst II
Assistant Financial Analyst
Accountant/Auditor II
GIS Planner/Analyst III
Graphic Artist III
Librarian II
Assistant Public Info/Outreach Analyst
Assistant Legislative Analyst
Assistant Planner/Analyst
Assistant Program Coordinator

ASSOCIATE	**VIII**	**$44.5622**	**$45.6762**	**$46.8181**	**$47.9885**	**$49.1883**	**$50.4181**	**$51.6785**	**$52.9704**	**$54.2948**	**$55.6521**	**$57.0434**	**HOURLY BASE RATE**
		$2,673.73	$2,740.57	$2,809.09	$2,879.31	$2,951.30	$3,025.09	$3,100.71	$3,178.22	$3,257.69	$3,339.13	$3,422.60	BI-WEEKLY
		$5,793.09	$5,937.91	$6,086.35	$6,238.51	$6,394.48	$6,554.35	$6,718.21	$6,886.15	$7,058.32	$7,234.77	$7,415.64	MONTHLY
		$69,517.03	$71,254.87	$73,036.24	$74,862.06	$76,733.75	$78,652.24	$80,618.46	$82,633.82	$84,699.89	$86,817.28	$88,987.70	ANNUAL

Contract Administrator
Building Administrator
Human Resources Analyst III
Information Systems Specialist III
Systems Analyst III
Associate Financial Analyst
Accountant/Auditor III
GIS Coordinator
Graphic Artist Coordinator
Head Librarian
Associate Public Info/Outreach Analyst
Associate Legislative Analyst

Associate Planner/Analyst
Associate Program Coordinator

Pay Schedule for CSR Represented Employees and Confidential Employees - 1248 Hours Annually
Fiscal Year 2016-2017, Effective July 1, 2016

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	**V**	**$30.3901**	**$31.1499**	**$31.9286**	**$32.7268**	**$33.5450**	**$34.3836**	**$35.2432**	**$36.1242**	**$37.0274**	**$37.9531**	**$38.9019**	**HOURLY BASE RATE**
		$1,458.72	$1,495.20	$1,532.57	$1,570.89	$1,610.16	$1,650.41	$1,691.67	$1,733.96	$1,777.32	$1,821.75	$1,867.29	BI-WEEKLY
		$3,160.57	$3,239.59	$3,320.57	$3,403.59	$3,488.68	$3,575.89	$3,665.29	$3,756.92	$3,850.85	$3,947.12	$4,045.80	MONTHLY
		$37,926.84	$38,875.08	$39,846.89	$40,843.05	$41,864.16	$42,910.73	$43,983.51	$45,083.00	$46,210.20	$47,365.47	$48,549.57	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info/Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	**VI**	**$33.5224**	**$34.3604**	**$35.2195**	**$36.1000**	**$37.0026**	**$37.9275**	**$38.8758**	**$39.8476**	**$40.8437**	**$41.8648**	**$42.9114**	**HOURLY BASE RATE**
		$1,609.08	$1,649.30	$1,690.54	$1,732.80	$1,776.12	$1,820.52	$1,866.04	$1,912.68	$1,960.50	$2,009.51	$2,059.75	BI-WEEKLY
		$3,486.33	$3,573.48	$3,662.83	$3,754.40	$3,848.27	$3,944.46	$4,043.08	$4,144.15	$4,247.74	$4,353.94	$4,462.79	MONTHLY
		$41,835.96	$42,881.78	$43,953.94	$45,052.80	$46,179.24	$47,333.52	$48,517.00	$49,729.80	$50,972.94	$52,247.27	$53,553.43	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													

Pay Schedule for Specific Executive Employees
Fiscal Year 2016-17, Effective July 1, 2016

CLASS/POSITION	GRADE	MIN	MAX	PAY TYPES
ASSOCIATE COUNSEL I/II	**L/2**	**$63.5565**	**$84.6805**	**HOURLY BASE RATE**
EXECUTIVE ADMINISTATIVE	**X/B**	$5,084.52	$6,774.44	BI-WEEKLY
FINANCE PRINCIPAL	**F/2**	$11,016.46	$14,677.95	MONTHLY
		$132,197.52	$176,135.44	ANNUAL
Associate Counsel I Associate Counsel II Principals BARC Director				
DEPUTY GENERAL COUNSEL	**L/3**	**$83.3914**	**$103.6869**	**HOURLY BASE RATE**
EXECUTIVE MANAGEMENT	**X/A**	$6,671.31	$8,294.95	BI-WEEKLY
DEPUTY FINANCIAL OFFICER	**F/3**	$14,454.51	$17,972.40	MONTHLY
		$173,454.11	$215,668.75	ANNUAL
Deputy General Counsel Senior Attorney Section Director Deputy Financial Officer				
SENIOR DEPUTY GENERAL COUNSEL	**L/4**	**$92.5000**	**$108.1731**	**HOURLY BASE RATE**
		$7,400.00	$8,653.85	BI-WEEKLY
		$16,033.33	$18,750.00	MONTHLY
		$192,400.00	$225,000.05	ANNUAL
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR/ CHIEF FINANCIAL OFFICER	**X/3-X/4**	**$103.8465**	**$124.1105**	**HOURLY BASE RATE**
		$8,307.72	$9,928.84	BI-WEEKLY
		$18,000.06	$21,512.49	MONTHLY
		$216,000.69	$258,149.84	ANNUAL
Deputy Executive Director Chief Financial Officer				

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1629	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	5/7/2016			**In control:**	Programming and Allocations Committee
On agenda:	6/8/2016			**Final action:**	
Title:	MTC Resolution Nos. 3880, Revised, and 3881, Revised, and 4053, Revised. Revisions to the Lifeline Transportation Cycle 2 and Cycle 3 Program of Projects and the Proposition 1B - Regional Transit Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6c_PAC-2b_Lifeline_Prop_1B_Resos_3880+3881+4053 2b_Lifeline_Prop_1B_Resolutions_3880+3881+4053.pdf				

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 3880, Revised, and 3881, Revised, and 4053, Revised. Revisions to the Lifeline Transportation Cycle 2 and Cycle 3 Program of Projects and the Proposition 1B - Regional Transit Program.

Presenter:

Melanie Choy

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Commission Agenda Item 6c**

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

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

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.

The following revisions are proposed with this item:

1) **Redirect $100,510 in Proposition 1B Funding for projects in San Francisco County under the Lifeline Cycle 2 Program.** The San Francisco Municipal Transportation Agency (SFMTA) is requesting that $100,510 in project cost savings from the Randolph/ Farallones/ Orizaba Transit Access Improvements project be reprogrammed to the Mission Bay Loop project, which is also an existing Lifeline Cycle 3 Project. Both projects are being completed as originally scoped. The additional $100,510 would fund unanticipated project costs associated with relocating a sewer line adjacent to the track on the Mission Bay Loop project. The San Francisco County Transportation Authority (SFCTA) concurs with this program modification.

2) **Redirect $147,335 in Proposition 1B Funding for projects in Contra Costa County under the Lifeline Cycle 3 Program.** The Western Contra Costa Transit Authority (WestCAT) is requesting that $147,335 be redirected from the Purchase and Installation of Bus Shelters project to the Dial-A-Ride Replacement Vehicles project. The Purchase and Installation of Bus Shelters project was funded through local jurisdictions as part of development mitigation and as a result, WestCAT did not have to use the Proposition 1B funds for this project. The freed up funds would be redirected to the Dial-A-Ride Replacement Vehicles project; which would be added as a Lifeline Cycle 3 project (and is also an existing Lifeline Cycle 4 project). The Contra Costa Transportation Authority (CCTA) concurs with this program modification.

Issues: None

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

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

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

<u>ABSTRACT</u>

Resolution No. 3880, Revised

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

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

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

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

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

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

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

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

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

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

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

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

Attachment A of this resolution was amended through Commission action on May 23, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program. Footnotes were also added to clarify allocation years for specific projects.

Attachment A of this resolution was amended through Commission action on June 27, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program for SFMTA and VTA. Additionally, Attachment A was amended to include a request for $397,194 in FY2010-11 funds for a Union City project for Replacement CNG Buses.

Attachment A of this resolution was amended through Commission action on October 24, 2012 to reflect programming changes to projects, which include the BART's Earthquake Safety Program and Oakland Airport Connector; AC Transit's Bus Purchase and Procurement projects; CCCTA's Bus Stop Access and Amenity Improvements and Bus Purchase projects; and SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements and Central Subway projects.

Attachment A of this resolution was amended through Commission action on December 19, 2012 to reflect programming changes for FY2007-08 and FY2010-11 funds available through Cycles 2 and 3 of the Lifeline Transportation Program for SFMTA and BART.

Attachment A of this resolution was amended through Commission action on February 27, 2013 to reflect the programming of FY2010-11 funds for SolTrans.

Attachment A of this resolution was amended through Commission action on December 18, 2013 to reflect Third Cycle Lifeline Program revisions for FY2010-11 funds for AC Transit.

Attachment A of this resolution was amended through Commission action on July 23, 2014 to reflect the programming of FY2014-15 funds for multiple operators as well as scope revisions to previous allocations.

Attachment A of this resolution was amended through Commission action on December 17, 2014 to reflect the programming of FY2014-15 funds for LAVTA.

Attachment A of this resolution was amended through Commission action on March 25, 2015 to include requests for allocations for FY2014-15 funds available through Cycle 4 of the Lifeline Transportation Program for AC Transit, NCTPA and CCCTA.

Attachment A of this resolution was amended through Commission action on April 22, 2015 to include requests for allocations for the remaining FY2014-15 funds available through Cycle 4 of the Lifeline Transportation Program.

Attachment A of this resolution was amended through Executive Director Administrative Authority on May 27, 2015 to include an allocation request of $182,870 in population-based, PTMISEA funds for GGBHTD.

Attachment A of this resolution was amended through Executive Director Administrative Authority on June 24, 2015 to include an allocation of $8,421 in population-based Lifeline funds to the City of Dixon for the purchase of a replacement transit vehicle, and to reduce the SolTrans population-Based Lifeline allocation by $8,421.

Attachment A of this resolution was amended through Commission action on September 23, 2015 to include a $1.17 million allocation request for BART Ticket Vending Machines that dispense Clipper cards. This allocation was available through residual FY2008-09 and FY2009-10 funding.

Attachment A of this resolution was amended through Executive Director Administrative Authority on October 28, 2015 to add a footnote to SFMTA's FY2014-15 Van Ness BRT project to document a Corrective Action Plan that was requested by Caltrans staff and the State Controller's Office to correct a previous error made by the state.

Attachment A of this resolution was amended through Commission action on March 23, 2016 to redirect $213,647 in Lifeline funds for the Napa Valley Transportation Authority (NVTA) from the Napa Valley College Northbound Shelter project to the VINE Transit CAD/AVL project, and to redirect $451,324 in Lifeline funds for SamTrans from a bus purchase to the San Carlos Transit Center project.

Attachment A of this resolution was amended through Commission action on June 22, 2016 to reflect programming changes in the Lifeline Transportation Program Cycles 2 and 3 for SFMTA and WestCAT. SFMTA is transferring $100,510 in cost savings from SFMTA's Randolph/ Farallones/ Orizaba Transit Access Improvements project to the Mission Bay Loop project. WestCAT is canceling the Purchase and Installation of Bus Shelters project and is reprogramming the Proposition 1B funds ($147,335) to the Dial-A-Ride Replacement Vehicles project (an existing Lifeline Cycle 4 project).

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 10, 2008 and the PAC summary sheets dated April 8, 2009, November 4, 2009, February 10, 2010, April 14, 2010, February 9, 2011, May 11, 2011, June 8, 2011, February 8, 2012, May 9, 2012, June 13, 2012, October 10, 2012, December 12, 2012, February 13, 2013, December 11, 2013, July 9, 2014, December 10, 2014, March 11, 2015, April 8, 2015, September 9, 2015, March 9, 2016, and June 8, 2016.

Date: December 17, 2008
W.I.: 1515
Referred by: PAC

RE: Proposition 1B Transit Population-based Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3880

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

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

WHEREAS, Senate Bill 1266 (Statutes 2006, Chapter 25) establishes the Public Transportation Modernization, Improvement, and Service Enhancement Account as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Government Code 8879.20 et seq.) ; and

WHEREAS, MTC is the recipient of the population-based funding in the Public Transportation Modernization, Improvement, and Service Enhancement Account and State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC is the recipient of the population-based State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99312; and

WHEREAS, MTC has adopted Resolution 3814, a Programming Framework for the Proposition 1B Regional Transit Funding Program, including additional STA base and Proposition 42 funding estimated to be available between FY2008-09 and FY2017-18 after meeting existing commitments; and

WHEREAS, staff has prepared a Proposition 1B – Transit population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolution 3814, said attachment attached hereto and incorporated herein as though set forth at length; and now, therefore, be it

RESOLVED, that MTC adopts Proposition 1B Transit Population-based Funds, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachments A and B, including revisions to existing allocation requests up to $1,000,000, and authorize new allocations up to $500,000 to conform to sponsor requests; and Caltrans and State Controller's actions; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 17, 2008.

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C, 5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C, 5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C, 7/23/14-C, 12/17/14-C, 3/25/15-C, 4/22/15-C, 5/27/15-ED, 6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C
Attachment A
Resolution No. 3880

		Category				
Sponsor	**Project**	**Lifeline**	**Urban Core**	**Small Operators/ North Counties**	**Population-based Total**	**MTC Approval Date**
FY2007-08 Allocations						
MTC	TransLink® *	2,420,000			2,420,000	12/19/07
MTC	Regional Transit Connectivity*	9,858,000			9,858,000	12/19/07
BART	BART Earthquake Safety Program		11,000,000		11,000,000	12/19/07, 7/22/09
BART	BART Earthquake Safety Program		199,000		199,000	09/26/12
CCCTA	Diablo Valley Transit Center			1,089,177	1,089,177	12/19/07
CCCTA	Diablo Valley Transit Center			(584,094)	(584,094)	10/26/11
CCCTA	Bus Purchase			305,146	305,146	10/26/11
CCCTA	Bus Purchase**			278,948	278,948	10/26/11
ECCTA	Bus Purchase			607,111	607,111	12/19/07
Fairfield/Suisun Transit	Bus Purchase			400,000	400,000	12/19/07
GGBHTD	Maintenance Facility Improvements			414,019	414,019	12/19/07
LAVTA	Bus Rapid Transit - Route 10			429,294	429,294	12/19/07
Marin Transit	Shuttle Vehicles			151,610	151,610	12/19/07
NCTPA	Bus Purchase			300,170	300,170	12/19/07
VTA	Line 522/523 Bus Rapid Transit		9,726,977		9,726,977	12/19/07
Santa Rosa Citybus	Bus Purchase			501,869	501,869	12/19/07
Sonoma County Transit	Bus Purchase			569,657	569,657	12/19/07
Union City	Bus Purchase			158,878	158,878	12/19/07
Vacaville City Coach	Bus Purchase			240,000	240,000	12/19/07
Vallejo Transit	Bus Purchase			304,082	304,082	12/19/07
WestCat	Bus Purchase			150,701	150,701	12/19/07
AC Transit	Bus Purchase	2,998,588			2,998,588	04/23/08
AC Transit	Bus Purchase	(1,276,730)			(1,276,730)	09/26/12
AC Transit	Bus Procurement	1,276,730			1,276,730	09/26/12
BART	Ashby BART Station Elevator	2,000,000			2,000,000	04/23/08
BART	Ashby BART Station Elevator	(270,954)			(270,954)	12/19/12
LAVTA	LAVTA Bus Shelters	100,000			100,000	04/23/08
BART	Oakland Airport Connector		13,000,000		13,000,000	07/22/09
BART	Oakland Airport Connector		(199,000)		(199,000)	09/26/12
BART	MacArthur Transit Village Plaza Improvements	270,954			270,954	12/19/12
	FY2007-08 Subtotal	**17,376,588**	**33,726,977**	**5,316,568**	**56,420,133**	

**The Commission adopted the above projects as part of Resolution 3834, which was last revised on July 22, 2009. Projects are listed here for informational purposes.*
**Allocations to MTC Regional Programs increase Lifeline Program access to STA flexible funds - up to $32 million will be exchanged per Resolution 3814.*
***Funds for CCCTA requested to reprogram funds from cost savings on the Diablo Valley Transit Center project to a FY2009-10 Bus Purchase, however the $278,948 is from FY2007-08.*

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2008-09 Allocations						
BART	BART Pittsburg/Bay Point Station Improvements	320,000			320,000	12/17/08
BART	eBART		3,999,373		3,999,373	12/17/08
BART	Intermodal Access Improvements at West County BART Stations	482,251			482,251	12/17/08
BART	BART Balboa Park Station Westside Entrance and Walkway	1,153,610			1,153,610	12/17/08
CCCTA	Bus Stop Access and Amenity Improvements - Martinez	100,000			100,000	12/17/08
CCCTA	Bus Stop Access and Amenity Improvements - Martinez	(32,885)			(32,885)	09/26/12
CCCTA	Bus Purchase	844,805		613,564	1,458,369	12/17/08
CCCTA	Bus Purchase	32,885			32,885	09/26/12
Dixon	Bus Purchase	75,000			75,000	12/17/08
ECCCTA	Bus Purchase			342,003	342,003	12/17/08
ECCCTA	Bus Shelters and Amenities for Communities of Concern	200,000			200,000	12/17/08
Fairfield	Bus Stop Improvements	300,000			300,000	12/17/08
Fairfield	DART Paratransit Replacement Vehicles	41,600			41,600	12/17/08
Fairfield	Vacaville Bus Shelters	109,800			109,800	12/17/08
GGBHTD	Ferry Terminal Public Restroom Facilities Rehabilitation			318,635	318,635	12/17/08
Healdsburg Transit	Bus Purchase	49,000			49,000	12/17/08
LAVTA	Route 10 Rapid Bus (BRT) Project			241,834	241,834	12/17/08
Marin Transit	Canal Neighborhood Transit Improvements	435,638			435,638	12/17/08
NCTPA	Bus Purchase	274,290		169,094	443,384	12/17/08
Santa Rosa CityBus	Bus Purchase	483,744		131,237	614,981	12/17/08
SFMTA	Central Subway		15,000,000		15,000,000	12/17/08
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	480,000			480,000	12/17/08
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	(395,000)			(395,000)	09/26/12
SFMTA	SFMTA Persia Triangle Improvements	802,734			802,734	12/17/08
SFMTA	SFMTA Persia Triangle Improvements	(675,728)			(675,728)	01/25/12
SMCTD	East Palo Alto Bus Stop Improvements	72,000			72,000	12/17/08
SMCTD	Van Purchase for Shelter Network	28,000			28,000	12/17/08
Sonoma County	Bus Purchase	483,744			483,744	12/17/08
Union City	Bus Purchase			89,500	89,500	12/17/08
Vallejo	Install Bus Shelters and Stops	361,010			361,010	12/17/08
WestCat	Bus Purchase	69,785			69,785	12/17/08
WestCat	Bus Purchase			84,894	84,894	12/17/08
Petaluma	Bus Purchase			138,021	138,021	04/22/09
SMCTD	Bus Purchase	900,000			900,000	04/22/09
Sonoma County	Bus Purchase			319,596	319,596	04/22/09
Vallejo	Bus Purchase			531,829	531,829	04/22/09
VTA	Hybrid Bus Replacements	2,310,367			2,310,367	11/18/09

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Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2008-09 Allocations						
SFMTA	Central Subway **		1,070,728		1,070,728	11/18/09
BART	BART to Warm Springs **		1,336,440		1,336,440	11/18/09
Healdsburg Transit	Bus Purchase			14,767	14,767	11/18/09
	FY2008-09 Subtotal	**9,306,650**	**21,406,541**	**2,994,974**	**33,708,165**	

***FY2008-09 funds were advanced to these Urban Core projects from the Lifeline category, and the funds returned to Lifeline in FY2009-10. Central Subway's $1.07 million advance is from Randolph/Farallones/Orizaba Transit Access ($395,000) and Persia Triangle Improvements ($675,728). The Warm Springs advance from the Lifeline category had not been assigned to a project.*

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2009-10 Allocations						
AC Transit	Bus Procurement	458,241			458,241	02/24/10
Alameda County	Meekland Avenue Transit Access Improvements	2,500,000			2,500,000	02/24/10
Alameda County	Hacienda Avenue Transit Access Improvements	160,181			160,181	02/24/10
BART	Environmental Justice Access to Berkeley/North Berkeley BART	224,749			224,749	02/24/10
BART	Richmond Station Improvements	262,549			262,549	02/24/10
BART	Hillcrest Park-and-Ride Lot Improvements	595,328			595,328	02/24/10
BART	Warm Springs Extension		8,338,275		8,338,275	02/24/10
CCCTA	Bus Purchase			616,288	616,288	02/24/10
Fairfield	Bus Stop Improvements	119,088			119,088	02/24/10
Fairfield	Downtown Suisun City/Fairfield Transportation Flex Shuttle	60,000			60,000	02/24/10
GGBHTD	Marin City Transit Hub	75,119			75,119	02/24/10
GGBHTD	Canal Neighborhood Transit Improvements	209,162			209,162	02/24/10
GGBHTD	Larkspur Ferry Channel and Berth Dredging*			320,049	320,049	02/24/10
LAVTA	Bus Engine Rehabilitation			242,907	242,907	02/24/10
NCTPA	Bus Stop Improvements	178,992			178,992	02/24/10
NCTPA	Replacement of Paratransit Vehicles			169,845	169,845	02/24/10
Petaluma	Bus Purchase			132,187	132,187	02/24/10
Santa Rosa CityBus	Hybrid Bus Purchase	331,662		139,861	471,523	02/24/10
SFMTA	Central Subway**		8,338,268		8,338,268	02/24/10
Sonoma County Transit	Replacement CNG Bus Purchase	331,661		319,581	651,242	02/24/10
Union City	Bus Purchase			89,898	89,898	02/24/10
Vallejo	Bus Shelters and Stops	400,004			400,004	02/24/10
WestCat	Real Time Signage Installation			85,271	85,271	02/24/10
SFMTA	Balboa Park Station Improvements	270,819			270,819	04/28/10
SFMTA	Hunter's View Accessibility to Transit Improvements	510,160			510,160	04/28/10
SMCTD	Bus Stop Improvements	196,867			196,867	04/28/10
SMCTD	San Bruno Bus Stop Improvements	201,600			201,600	04/28/10
SMCTD	San Bruno Belle Air Transit Circulation Improvements	151,251			151,251	04/28/10
SMCTD	Bus Purchase - San Bruno	100,000			100,000	04/28/10

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Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2009-10 Allocations						
SMCTD	Daly City Bus Stop Improvements	187,181			187,181	04/28/10
SMCTD	Bus Purchase - Pacifica	56,221			56,221	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase	3,475,650			3,475,650	04/28/10
ECCCTA	30 Bus Replacement			343,521	343,521	05/25/11
SFMTA	Central Subway**		216,000		216,000	05/25/11
SFMTA	Balboa Park Station Eastside Connections	592,891			592,891	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	395,000			395,000	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements ***	(100,510)			(100,510)	06/22/16
SFMTA	Mission Bay Loop ***	100,510			100,510	06/22/16
Sonoma County Transit	Replacement Bus Purchase			14,672	14,672	05/25/11
Vallejo	Intercity Bus Replacement			534,190	534,190	05/25/11
SFMTA	SFMTA Persia Triangle Improvements	675,734			675,734	01/25/12
	FY2009-10 Subtotal	**12,720,110**	**16,892,543**	**3,008,270**	**32,620,923**	

**GGBHTD's Larkspur Ferry Channel and Berth Dredging project was replaced by the Refurbishment of the MS San Francisco project on 2/23/11 and is listed below in the FY2010-11 Allocation section.*

*** In Lifeline Cycle 2, FY2009-10 funds totaling $216,000 were advanced to the Urban Core category from the Lifeline category. To meet the Lifeline commitment, in June 2015, $216,000 in savings from SFMTA's 8X Mobility Maximization Lifeline project were transferred to the Potrero Hill Pedestrian Safety and Transit Stop Improvements Lifeline project via a Corrective Action Plan.*

**** On 6/22/2016, $100,510 in cost savings was transferred from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project.*

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Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2010-11 Allocations						
BART	BART Warm Springs Extension		6,987,098		6,987,098	02/23/11
BART	eBART		12,662,433		12,662,433	02/23/11
CCCTA	Rolling Stock Replacement			1,463,184	1,463,184	02/23/11
CCCTA	Facility Rehabilitation			1,259,757	1,259,757	02/23/11
GGBHTD	Refurbishment of the MS San Francisco*			320,049	320,049	02/23/11
GGBHTD	Purchase One 34-Passenger Shuttle			365,000	365,000	02/23/11
GGBHTD	Purchase One 18-Passenger Shuttle			102,716	102,716	02/23/11
GGBHTD	Purchase 14 Vehicles			546,355	546,355	02/23/11
GGBHTD	Bus Stop Revitalization			400,000	400,000	02/23/11
LAVTA	Engine Rehabilitation and Replacement Buses			1,073,235	1,073,235	02/23/11
NCTPA	Farebox Replacement Modernization Project			750,425	750,425	02/23/11
Santa Rosa CityBus	Replacement Buses			889,008	889,008	02/23/11
SFMTA	Central Subway		37,167,911		37,167,911	02/23/11
Sonoma County Transit	Replacement Bus Purchase			1,471,964	1,471,964	02/23/11
VTA	Santa Clara Line 522/523 Bus Rapid Transit		10,000,000		10,000,000	02/23/11
WestCat	Bus Purchase			376,753	376,753	02/23/11
WestCat for Petaluma	Facilities Upgrade and Bus Purchase			317,844	317,844	02/23/11
ECCCTA	30 Bus Replacement			1,517,777	1,517,777	05/25/11
BART	Train Control Switch Machine Replacement** and/or Speed Frater Switch Machine Replacement, BART Mainline Cover Board Antenna Replacement, BART Mainline Signal Light Replacement		17,500,000		17,500,000	Approved 6/22/2011 Scope change approved 7/23/14
AC Transit	Contra Costa College Transit Center Improvements	160,000			160,000	05/23/12
AC Transit	Contra Costa College Transit Center Improvements	500,000			500,000	12/18/13
AC Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design and construction of the East Bay Bus Rapid Transit Project	5,040,000			5,040,000	Approved 5/23/2012 Scope change approved 7/23/14
AC Transit	Internal Text Messaging Signs	(500,000)			(500,000)	12/18/13
AC Transit	Internal Text Messaging Signs	500,000			500,000	05/23/12
AC Transit	San Leandro BART Station Terminus	2,703,487			2,703,487	05/23/12
BART	Bicycle Station and Locker Parking	659,650			659,650	05/23/12
BART	Bus Shelter Program for ADA riders	100,000			100,000	05/23/12
BART	Concord Intermodal Improvements	400,000			400,000	05/23/12
BART	Richmond Eastside Intermodal Improvements	1,500,000			1,500,000	05/23/12
BART	Wayfinding Signage and Real-Time Display	5,513,360			5,513,360	05/23/12

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Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2010-11 Allocations						
CCCTA	Rolling Stock Replacement	484,534			484,534	05/23/12
ECCCTA	A&E for PnR Lot in NW Antioch	327,019			327,019	05/23/12
Fairfield	Local Bus Replacement	547,328			547,328	05/23/12
GGBHTD	Advanced Communications and Information System	492,729			492,729	05/23/12
GGBHTD	Marin County Bus Stop Improvements	985,000			985,000	05/23/12
LAVTA	Bus Stop Repair/Refurbishment	240,910			240,910	05/23/12
NCTPA	VINE Transit CAD/AVL System****	213,647			213,647	03/23/16
NCTPA	Three Paratransit Vehicles	192,000			192,000	05/23/12
NCTPA	Two replacement buses for American Canyon Transit	192,000			192,000	05/23/12
Santa Rosa CityBus	Vehicle Replacement and Transit Improvements	1,268,194			1,268,194	05/23/12
SMCTD	Replacement of 1998 Gillig Buses****	1,821,373			1,821,373	03/23/16
SMCTD	San Carlos Transit Center Project****	451,324			451,324	03/23/16
SolTrans	Intercity Bus Replacement	1,000,000			1,000,000	05/23/12
Sonoma County Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or desig	593,864			593,864	05/23/12
WestCat	Purchase and Installation of Bus Shelters	147,335			147,335	05/23/12
WestCat	Purchase and Installation of Bus Shelters *****	(147,335)			(147,335)	06/22/16
WestCat	Dial-A-Ride Replacement Vehicles *****	147,335			147,335	06/22/16
WestCat for Petaluma	Bus Stop Improvements - City of Petaluma	76,734			76,734	05/23/12
SFMTA	8X Mobility Maximization	9,310,080			9,310,080	06/27/12
SFMTA	8X Mobility Maximization	(4,025,080)			(4,025,080)	12/19/12
SFMTA	Mission Mobilization Maximization	2,413,350			2,413,350	06/27/12
SFMTA	Mission Mobilization Maximization	2,643,541			2,643,541	12/19/12
VTA	Santa Clara/Alum Rock Rapid Transit Bus Purchase	9,186,049			9,186,049	06/27/12
Union City	Replacement CNG Buses			397,194	397,194	06/27/12
SFMTA	Mission Bay Loop	1,381,539			1,381,539	12/19/12
SolTrans	Solano Express Bus Replacement			2,360,208	2,360,208	02/27/13
	FY2010-11 Subtotal	**46,519,967**	**84,317,442**	**13,291,420**	**144,128,829**	

**GGBHTD's Refurbishment of the MS San Francisco project replaces the previously submitted project, Larkspur Ferry Channel and Berth Dredging. The MTC approval date for the Refurbishment project is 2/23/11, however the funding is from FY2009-10.*

***The $17.5M for BART's Train Control Switch Machine Replacement project is part of a 1:1 funding exchange between AC Transit, BART and SFMTA that MTC approved on June 22, 2011 (see also MTC Reso. 3831, Revised). Through this exchange, SFMTA will receive $17.5M in CMAQ funding instead of Prop 1B PTMISEA Urban Core funding.*

**** On 12/18/13, $500,000 in Proposition 1B funding were transferred from AC Transit's Internal Text Messing Signs project to the Contra Costa College Transit Center Improvements project, due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.*

***** On 3/26/2016, $213,647 in Proposition 1B funding was transferred from NVTA's cancelled Napa Valley College Northbound Shelter project to VINE Transit CAD/AVL project. $451,324 in Proposition 1B funding was transferred from SamTrans bus purchase to the San Carlos Transit Center project.*

****** On 6/22/2016, $147,335 in Proposition 1B funding was transferred from WestCAT's cancelled Purchase and Installation of Bus Shelters project to the Dial-A-Ride Replacement Vehicles project.*

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Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2014-15 Allocations						
BART	BART to Warm Springs Extension		160,319		160,319	07/23/14
BART	East Contra Costa BART Extension		160,319		160,319	07/23/14
CCCTA	Rolling Stock			1,453,214	1,453,214	07/23/14
ECCCTA	Rolling Stock Replacements			810,026	810,026	07/23/14
Fairfield	Fairfield/Vacaville Intermodal Station			1,259,623	1,259,623	07/23/14
GGBHTD	Marin Transit Purchase 4 30ft Transit Vehicle			300,000	300,000	07/23/14
GGBHTD	Marin Transit Purchase 16 ADA Paratransit Vehicles			271,810	271,810	07/23/14
NCTPA	VINE Transit CAD/AVL System			400,496	400,496	07/23/14
Santa Rosa CityBus	ADA Improvements, Safety Modifications and Vehicle Replacements			495,807	495,807	07/23/14
Sonoma County Transit	CNG Bus Replacements			762,391	762,391	07/23/14
WestCat	Bus Purchase			201,070	201,070	07/23/14
WestCat for Petaluma	Replace (4) 40' low floor transit buses - CNG			171,465	171,465	07/23/14
SFMTA	Central Subway		19,660,756		19,660,756	07/23/14
VTA	VTA Santa Clara/Alum Rock Corridor BRT		24,802,176		24,802,176	07/23/14
Union City	Replacement Transit Buses			211,979	211,979	07/23/14
LAVTA	FY2014-15 Bus Replacement Project			572,778	572,778	12/17/14
AC Transit	Vehicle Replacements	4,299,828			4,299,828	03/25/15
CCCTA	City of Concord - Bus Stop Access Improvements	255,194			255,194	03/25/15
NCTPA	VINE Transit CAD/AVL System	299,070			299,070	03/25/15
LAVTA	Transit Center Upgrades and Improvements	125,625			125,625	04/22/15
BART	19th Street Wayfinding and Lighting	2,072,000			2,072,000	04/22/15
ECCTA	Replacement and Expansion Vehicles	178,754			178,754	04/22/15
WestCat	Dial-A-Ride Replacement Vehicles	81,113			81,113	04/22/15
BART	Lighting Enhancements at El Cerrito del Norte	1,312,326			1,312,326	04/22/15
GGBHTD	Novato Transit Facility at Redwood Boulevard and Grant Ave	787,196			787,196	04/22/15
SFMTA	Van Ness Bus Rapid Transit (BRT)*	6,189,054			6,189,054	04/22/15
BART	Wayfinding Signage and Pit Stop Initiative	1,220,326			1,220,326	04/22/15
SamTrans	Fixed Route Bus Procurement	1,230,533			1,230,533	04/22/15
VTA	Replacement Vehicles	4,832,062			4,832,062	04/22/15
SolTrans	Replacement Vehicles	890,796			890,796	06/24/15
Santa Rosa CityBus	Lifeline Vehicle Replacement	671,975			671,975	04/22/15
Sonoma County Transit	CNG Bus Purchase	373,086			373,086	04/22/15
GGBHTD	Purchase One 30-Foot Transit Vehicle			182,870	182,870	05/27/15
Dixon	Replacement Vehicle	8,421			8,421	06/24/15
	FY2014-15 Subtotal	**24,827,359**	**44,783,570**	**7,093,529**	**76,704,458**	

** Note added 10/28/15: MTC approved $6,189,054 for the Van Ness BRT project in April 2015. Upon receipt of SFMTA's Van Ness BRT allocation request, Caltrans PTMISEA staff and the State Controller's Office (SCO) discovered that, in fall 2014, they had mistakenly allocated $639,282 in MTC's PTMISEA Pop-Based (99313) funds to SFMTA for their Light Rail Vehicle (LRV) project instead of PTMISEA Revenue-Based (99314) funds. Therefore, Caltrans staff and the SCO issued only $5,549,772 in 99313 funds to the Van Ness BRT project, and instructed SFMTA to submit a Corrective Action Plan (CAP) to move $639,282 in 99313 funds from the LRV project to the Van Ness BRT project to make the Van Ness BRT project whole. SFMTA submitted and MTC approved such a CAP in October 2015.*

BART	BART Ticket Vending Machines Upgrade*				1,173,544	09/23/15

* Funding available to MTC per January 28, 2015 SCO letter. The remaining roughly $500,000 from the total $1.7 in the SCO letter was previously distributed based on Res. 3814 framework distribution.

Total	**110,750,674**	**201,127,073**	**31,704,761**	**344,756,052**

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Alameda County													
1	San Leandro LINKS Shuttle	San Leandro Transportation Management Organization	Provide service from San Leandro BART to employment and family services in San Leandro			370,000	370,000				-	**370,000**	(m) revised 01/25/12
2	Quicker, Safer Trip to the Library	BART/Oakland Public Library - West Oakland	Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library	219,000			219,000				-	**219,000**	(e)
3	AC Transit existing service preservation in communities of concern	AC Transit	Continue existing services on Lines 63, 47, 40, 91, 93 serving Alameda, Oakland, San Leandro, Ashland, Cherryland, San Leandro, and S. Hayward	4,219,210			4,219,210	989,330		876,186	1,865,516	**6,084,726**	revised 07/28/10
4	Neighborhood bicycle centers	East Bay Bicycle Coalition/Cycle of Change	Fund bike distribution and education programs in Oakland and Alameda			349,000	349,000				-	**349,000**	(m) revised 01/25/12
5	WHEELS Route 14 Service Provision	LAVTA	Continue service from residential Livermore to downtown business areas and regional transit to Livermore Transit Center	89,000		67,494	156,494			345,563	345,563	**502,057**	(j) revised 07/28/10
6	Ashby BART Station elevator	BART	Install elevator at the Ashby BART Station in conjunction with the Ed Roberts Campus		1,729,046		1,729,046				-	**1,729,046**	(a) revised 12/19/12
7	Bus shelters	LAVTA	Install bus shelters		100,000		100,000				-	**100,000**	(a)
8	Bus purchase	AC Transit	Purchase AC Transit rolling stock buses		2,998,588		2,998,588				-	**2,998,588**	(a)
9	Meekland Avenue Transit Access Improvements	Alameda County	Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs, and lighting				-		2,500,000		2,500,000	**2,500,000**	(f) added 12/16/09
10	Hacienda Avenue Transit Access Improvements	Alameda County	Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.				-		160,181		160,181	**160,181**	(f) added 12/16/09
11	Environmental Justice Access to BART	BART	Install secure bike parking at North Berkeley and Berkeley stations				-		224,749		224,749	**224,749**	revised 2/24/10
12	WHEELS Route 14 Civic Center Busway and Stops	LAVTA	Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to housing, employment, and social services.				-	150,000	-		150,000	**150,000**	added 12/16/09
13	MacArthur BART Station Plaza Improvement	BART	Station improvements including bike racks, tactile path and wayfinding from bus loading through the plaza to the station entrance and accessible fare gates, and other upgrades		270,954		270,954		-		-	**270,954**	added 12/19/12
			County Bid Target	**4,527,210**	**5,098,588**	**786,582**	**10,412,380**	**1,139,330**	**2,884,930**	**1,221,749**	**5,246,009**	**15,658,389**	
			Proposed Programming	**4,527,210**	**5,098,588**	**786,494**	**10,412,292**	**1,139,330**	**2,884,930**	**1,221,749**	**5,246,009**	**15,658,301**	
			Unprogrammed Balance	**-**	**-**	**88**	**88**	**-**	**-**	**-**	**-**	**88**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Contra Costa													
14	Operating Funding for low income access to health care	Tri-Delta ECCTA	Maintain service on Route 201, which provides service between Bay Point, and central county destinations including medical centers, schools, BART and Sun Valley Mall	118,687		96,759	215,446	23,481		125,398	148,879	**364,325**	revised 07/28/10
15	Continued operation of County Connection Lifeline routes	CCCTA	Preserve frequency and coverage of Routes 114, 111 & 314 serving the Monument Corridor and BART, as well as Routes 108,116,118 and 308 serving downtown Martinez, medical clinics, County offices,	627,086		120,395	747,481	134,157		126,581	260,738	**1,008,219**	revised 07/28/10
16	Continued operation of WestCAT C3 Route	WestCAT	Continue C3 service, operating between the Hercules Transit Center & Contra Costa College, with timed connections to Route 11 that operates into Crockett & Rodeo	338,115		21,253	359,368	73,463		23,690	97,153	**456,521**	revised 07/28/10
17	Maintain existing Lifeline services in western Contra Costa County	AC Transit	Communities of Concern. These routes connect residents to employment centers, retail establishments, schools, social service agencies, and health care.	1,290,604		120,436	1,411,040	288,665		134,243	422,908	**1,833,948**	revised 07/28/10
18	Bus Shelters	Tri-Delta ECCTA	Procure and install bus shelters and related facilities such as signage, schedule holders, trash receptacles, lighting and minor site improvements in the Pittsburg/Bay Point/Antioch and Brentwood communities of concern.		200,000		200,000				-	**200,000**	
19	Rolling Stock for County Connection Lifeline routes	CCCTA	Provide funds for replacement rolling stock to preserve service on Routes 108, 111, 114, 116, 118, 308, and 314 serving communities of concern		844,805		844,805				-	**844,805**	
20	Rolling Stock for WestCAT Lifeline route	WestCAT	Vehicle replacement for Route C3 (see project 14)		69,785		69,785				-	**69,785**	
21	BART Bay Point/Pittsburg station improvements	BART	Increase lighting throughout the bus intermodal area of the station, and provide static and real time transit information for both bus and BART patrons		320,000		320,000				-	**320,000**	
22	BART Richmond Station Improvements	BART	Make improvements to the intermodal zone at the Richmond Transit Village (upgrading 13 existing bus shelters and resurfacing the intermodal area).		482,251		482,251		262,549		262,549	**744,800**	revised 12/16/09
23	County Connection Martinez bus stop improvements and access	CCCTA	Construct an ADA-accessible bus stop, provide bus stop seating at 15 locations, provide transit access improvements and provide two pedestrian-activated lighted crosswalks in Martinez		100,000		100,000				-	**100,000**	
24	Rolling stock replacement for AC Transit	AC Transit	Replacement buses will operate on routes in and around the Richmond area community of concern and also be interlined with other routes system wide to effectiveness of services to all AC Transit riders				-		458,241		458,241	**458,241**	revised 2/24/10
25	Hillcrest Park-and-Ride Lot Improvements	BART	Improvements to the Hillcrest Park-and-Ride Lot, including pedestrian and bicycle access improvements for predominantly low-income Tri Delta Transit patrons. New improvements will be consistent with the design and construction of the proposed eBART Project				-		595,328		595,328	**595,328**	revised 2/24/10
			County Bid Target	**2,374,491**	**2,016,841**	**358,843**	**4,750,175**	**519,767**	**1,316,118**	**409,912**	**2,245,797**	**6,995,972**	
			Proposed Programming	**2,374,492**	**2,016,841**	**358,843**	**4,750,176**	**519,766**	**1,316,118**	**409,912**	**2,245,796**	**6,995,972**	
			Unprogrammed Balance	**(1)**	**-**	**-**	**(1)**	**1**	**-**	**-**	**1**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Marin													
26	Marin City Transit Hub and Donohue Street ADA improvements	Marin County	Build sheltered community bus stop and transit hub with user amenities including safety lighting, landscaping, informational kiosks, seating, passenger shelter and bike racks.			77,510	77,510		75,119	88,541	163,660	**241,170**	(d) revised 07/28/10
27	Marin City Community shuttle loop and service to Marin General Hospital	Marin Transit	Provide hourly, day-time service from Marin City to Marin General Hospital and nearby medical offices in Greenbrae.	279,890			279,890	112,270			112,270	**392,160**	(d) revised 12/16/09
28	Canal Neighborhood transit & Ped Access & safety improvements - phase 2	San Rafael	Provide safe path to transit, improve nonmotorized access and improve traffic operations at 7 intersections in Canal neighborhood of San Rafael.	-	435,638		435,638		209,162		209,162	**644,800**	(d) revised 12/16/09
29	Ride to school for parents	San Rafael City Schools	Provide regularly scheduled shuttle service (transportation to school meetings and events) for Canal residents who currently have no transportation access to San Pedro Elementary School.	233,000			233,000				-	**233,000**	(d)
			County Bid Target	**512,890**	**435,638**	**77,510**	**1,026,038**	**112,270**	**284,281**	**88,541**	**485,092**	**1,511,130**	
			Proposed Programming	**512,890**	**435,638**	**77,510**	**1,026,038**	**112,270**	**284,281**	**88,541**	**485,092**	**1,511,130**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Napa													
30	Rolling stock acquisition	NCTPA	Bus purchase for replacement rolling stock		274,290		274,290				-	**274,290**	
31	Napa Shuttle, FlexRIDE Shuttle and VINE Express	NCTPA	Operating assistance for the Napa Shuttle, FlexRIDE Shuttle and VINE Express. These programs provide service to low-income residents, including senior and disabled populations, and provide transportaiton to training, jobs and services.	322,931		50,000	372,931				-	**372,931**	added 5/27/09
32	VINE Route 11	NCTPA	Extend operation of VINE rural connector service (route 11) between Calistoga and Santa Rosa				-	-			-	**-**	added 12/16/09, (n) revised 12/19/12
33	Bus passenger accommodations	NCTPA	Provide for the purchase and installation of 14 bus shelters and benches, 21 stand-alone benches, and 21 up-Valley iStops with seating				-		178,992		178,992	**178,992**	revised 2/24/10
34	Agricultural Worker Vanpool Program	NCTPA	Operating Assistance to implement the Napa County Agriculture Worker Vanpool Program. Vouchers will be used to offset the participant's cost of riding the vanpool.			35,000	35,000			135,000	135,000	**170,000**	(l) added 07/28/10, revised 11/16/11
35	VINE Express Route 29	NCTPA	Operating assistance for Route 29 between the northern border of the City of Napa and Calistoga				-	70,688			70,688	**70,688**	(n) added 12/19/12
			County Bid Target	**322,931**	**274,290**	**84,494**	**681,715**	**70,688**	**178,992**	**135,000**	**384,680**	**1,066,395**	
			Proposed Programming	**322,931**	**274,290**	**85,000**	**682,221**	**70,688**	**178,992**	**135,000**	**384,680**	**1,066,901**	
			Unprogrammed Balance	**-**	**-**	**(506)**	**(506)**	**-**	**-**	**-**	**-**	**(506)**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
San Francisco County													
36	Shopper Shuttle	MTA	Provide a twice-monthly group van shopping service to low-income seniors and persons with disabilities who have difficulty using public transit for shopping needs	1,560,000			1,560,000				-	**1,560,000**	
37	Route 108 Treasure Island Enhanced Service	MTA	Continue providing more frequent peak period and all-night service on Route 108	262,228			262,228	408,312		495,172	903,484	**1,165,712**	revised 07/28/10
38	Route 29 Reliability Improvement Project	MTA	Continue providing extra buses on Route 29 to increase reliability, reduce pass-ups, relieve over-crowding and address schedule adherence problems	293,717		433,483	727,200				-	**727,200**	
39	Persia Triangle Transit Access Improvements Project	MTA	Build bus bulbs, consolidate bus stops and change traffic circulation to improve pedestrian access to transit, conditions at bus stops and transit connectivity		802,734		802,734				-	**802,734**	
40	Randolph/Farallones/ Orizaba Transit Access Project	MTA	Install a transit bulb island and sidewalk curb cuts to improve pedestrian safety and M-Line light rail vehicle operations		379,490		379,490				-	**379,490**	(p) revised 06/22/16
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus		100,510		100,510				-	**100,510**	(p) added 06/22/16
41	Balboa Park Station Eastside Connections Project	BART	Construct a safe and accessible walkway across BART tracks to the Muni Metro boarding area on the east side of Balboa Park BART station	752,440	1,153,610		1,906,050				-	**1,906,050**	revised 10/28/09
		MTA						219,567	863,710		1,083,277	**1,083,277**	added 4/28/10
42	Hunter's View Revitalization Transit Stop Connection	SF Mayor's Office of Housing	Provide an accessible pedestrian connection for Bayview/Hunters Point residents (including 4 affordable housing developments) to existing and new transit stops that are to be built as part of the Hunters View public housing revitalization project.				-		510,160		510,160	**510,160**	(i) added 4/28/10
~~43~~	~~(TPS) Improvements~~	~~MTA~~	~~San Bruno Avenue between Silver Avenue and Bayshore Boulevard~~				-		0		-	**-**	added
43	Stop Improvements	MTA	Improve pedestrian safety, transit access, and a sense of place by				-		216,000		216,000	**216,000**	added
			County Bid Target	**2,868,385**	**2,436,344**	**433,483**	**5,738,212**	**627,879**	**1,589,870**	**495,172**	**2,712,921**	**8,451,133**	
			Proposed Programming	**2,868,385**	**2,436,344**	**433,483**	**5,738,212**	**627,879**	**1,589,870**	**495,172**	**2,712,921**	**8,451,133**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
San Mateo													
44	East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	City of East Palo Alto	Shuttle (2) Maintain funding for EPA Mobility Manager (3) Improve up to 4 EPA bus stop shelters, benches and amenities (4) Plan for shuttle operations for the Dumbarton Rail station area plan	207,454	72,000	139,393	418,847			80,912	80,912	**499,759**	revised 12/16/09
45	Bayshore Shuttle Service	Daly City	Bayshore neighborhood with transit and essential destinations in western Daly City. The shuttle will operate 10 hours on weekdays, expanding in the second year to add 6 hours of service on weekends.	368,929			368,929	(32,012)		144,097	112,085	**481,014**	(g) revised 07/28/10
46	Route 280	Samtrans	Maintain Route 280, which serves CalWorks clusters and essential destinations for the residents of East Palo Alto.	415,935			415,935	31,211			31,211	**447,146**	revised 07/28/10
47	Route 17	Samtrans	Maintain Route 17, which serves the Half Moon Bay area, to add service during the peak commute period, new Sunday service and extended evening hours.	356,393			356,393	72,029			72,029	**428,422**	revised 12/16/09, 2/24/10
48	Van purchase and operations for shelter resident transportation	Shelter Network	Purchase van and provide on-demand service for residents of four homeless shelters in San Mateo County.		28,000	64,430	92,430			7,820	7,820	**100,250**	
49	Fixed-Route 17 Bus Procurement	Samtrans	Bus purchase for Route 17		900,000		900,000				-	**900,000**	added 5/27/09
50	Senior Service bus/van purchase	Pacifica	Purchase of a replacement, 20 passenger wheel chair accessible bus to transport seniors (majority are low-income) and disabled adults to/ from the Senior Center, for local outing, shopping trips and medical appointments.				-	6,000	56,221		62,221	**62,221**	(h) added 12/16/09
51	Belle Air Parking Lot modification	San Bruno	Curve correction and street elevation adjustments to accommodate public transit bus service near Belle Air Elementary School. Additional improvements include parking lot reconfiguration, sign installations, striping, sidewalk installation, driveway improvements, curb ramps, and bus shelters to accommodate pedestrians.				-	6,000	151,251		157,251	**157,251**	(h) added 12/16/09
52	Senior shuttle bus	San Bruno	improve low-income elderly transportation to the Senior Center. This bus will also be used to provide low-income children transportation to the Recreation Center.				-	6,000	100,000		106,000	**106,000**	(h) added 12/16/09
53	Sidewalks, solar bus shelters, curb ramps	San Bruno	lighted bus shelters and accessible curb ramps adjacent to and leading to SamTrans bus stops in the City of San Bruno. The project intends to improve access for people with disabilities and improve safety and the				-	6,000	201,600		207,600	**207,600**	(h) added 12/16/09
54	Countywide Low-Income Bus Tickets	San Mateo County HSA	Provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in self-sufficiency and family strengthening activities.				-	200,000			200,000	**200,000**	(h) revised 7/28/10
55	Bayshore Bus Stop Improvements	Daly City	southbound bus stop on Bayshore Boulevard, just south of Geneva				-		187,181		187,181	**187,181**	added
56	Concern	SamTrans	throughout communities of concern.				-		196,867		196,867	**196,867**	added
			County Bid Target	**1,348,711**	**1,145,565**	**203,823**	**2,698,099**	**295,228**	**747,555**	**232,829**	**1,275,612**	**3,973,711**	
			Proposed Programming	**1,348,711**	**1,000,000**	**203,823**	**2,552,534**	**295,228**	**893,120**	**232,829**	**1,421,177**	**3,973,711**	
			Unprogrammed Balance	**-**	**145,565**	**-**	**145,565**	**-**	**(145,565)**	**-**	**(145,565)**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Santa Clara County													
57	Bus Lines 17 & 14 in Gilroy	SCVTA	Improve community bus services on Lines 14 & 17 in Gilroy by operating as two-way routes	984,982			984,982	216,556			216,556	**1,201,538**	revised 12/16/09
58	Family Transportation Services	Outreach & Escort	Maintain funding to the Family Transportation Services programs, Guaranteed Ride Home (GRH) and Jump Start (JS). The GRH program provides door-to-door transportation to program participants and their dependent children. The JS program provides financial assistance to cover the cost of minor repairs to personal vehicles.	998,292		632,276	1,630,568	218,360		473,450	691,810	**2,322,378**	(b) revised 07/28/10 (k) revised 5/25/11, 11/16/11
59	Together We Ride	Outreach & Escort	Provide transportation to homeless families, veterans, emancipated foster youth, political refugees and other vulnerable populations. Transit capital funds to purchase hybrid sedans and small wheelchair-lift equipped buses for multiple rider groups	887,785	2,100,741		2,988,526	193,998	1,374,908		1,568,906	**4,557,432**	revised 04/28/10
60	Senior Transportation	Outreach & Escort	Maintain funding for program providing seniors with a menu of tranpsortation options, such as demand-response rides, individualized transportation plans and a volunteer driver program	1,251,057			1,251,057	273,402			273,402	**1,524,459**	revised 04/28/10
61	Hybrid Bus Purchase	SCVTA	prevent service delays and run cancellations and reduce fuel		1,400,494		1,400,494		909,873		909,873	**2,310,367**	12/16/09
62	Ways to Work Family Loan Program	Peninsula Family Service	interest loans to low-income families for the purpose of purchasing or				-			339,739	339,739	**339,739**	5/25/11,
			County Bid Target	**4,122,116**	**3,501,235**	**632,276**	**8,255,627**	**902,316**	**2,284,781**	**813,189**	**4,000,286**	**12,255,913**	
			Proposed Programming	**4,122,116**	**3,501,235**	**632,276**	**8,255,627**	**902,316**	**2,284,781**	**813,189**	**4,000,286**	**12,255,913**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	1B	JARC	Tier 1 Total	Tier 2 Funding Sources STA	1B	JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Solano													
63	Route 85	Vallejo	Sustain intercity Route 85 which serves downtown Vallejo, Baylink Ferry, Sereno Transit Center, Discovery Kingdom, Green Valley Shopping Area, Solano Community College in Fairfield, and Solano Mall.	375,000			375,000				-	**375,000**	
64	Route 1	Vallejo	Sustain Route 1 which connects downtown Vallejo with Vallejo Middle and Senior High schools, South Vallejo Community Shopping Centers, the Curtola Park and Ride and Sonoma Boulevard.	600,000			600,000				-	**600,000**	
65	Saturday/Weekday Service	Dixon	Maintain the current dial-a-ride service for Dixon Readi-Ride on weekdays and Saturday.	69,776			69,776	228,698			228,698	**298,474**	revised 12/16/09
66	Replacement Van	Dixon	Capital Funding for the replacement of one 18 passenger Type III paratransit bus for the Dixon Readi-Ride general public Dial-a-Ride system.		60,000		60,000				-	**60,000**	
67	Bus Shelters	Fairfield/Suisun Transit	Improve 30 sites that include installation/repair of transit shelters, ADA curb cuts, concrete work, installation of benches, and other transit friendly amenities such as lighting and transit information.		300,000		300,000		119,088		119,088	**419,088**	revised 2/24/10
68	Bus Shelters	Vallejo	Replace, install and enhance, up to 65 bus shelters and bus stops including amenities such as solar lighting, trash receptacles, signage and benches.		361,010		361,010		400,004		400,004	**761,014**	revised 12/16/09
69	Bus Shelters	Vacaville	Procurement and installation of transit amenities within 5 low-income/senior/elderly communities in Vacaville. Transit amenities include bus shelters with benches, trash receptacles, map/schedule		109,800		109,800				-	**109,800**	
70	Van Replacement	Dixon	Replacement of one 18-passenger Type III paratransit bus for the Dixon Readi-Ride Dial-a-Ride system.		15,000		15,000				-	**15,000**	
71	Replacement Vehicles	Fairfield/Suisun Transit	Replace 2 paratransit vans with two higher capacity paratransit vans. The new vehicles will be able to hold 18 passengers and 4 wheelchairs.		41,600		41,600				-	**41,600**	
72	Solano Community College Project	Vallejo Transit	Provide service to Solano Community College, as well as other employment and service destinations			250,000	250,000				-	**250,000**	(c)
73	DRIVES/CARS Programs	Benicia Community Actio	Provides down payments for cars to low-income applicants. Funds will also be used for repairs to vehicles donated to the program.			30,000	30,000				-	**30,000**	(c)
74	Installation of Bicycle Racks	Fairfield/Suisun Transit	Install bike racks on 12 coaches to accommodate riders who need to use multiple travel modes to get to work and other destinations			45,000	45,000				-	**45,000**	(c)
75	Route 2 Frequency Improvements	Fairfield/Suisun Transit	Develop new service alignment, uncoupling Route 2 from Travis Air Force Base (AFB) and establishing a new Travis AFB shuttle, improving service and increasing access to jobs			91,834	91,834				-	**91,834**	(c)
76	Downtown Flex Shuttle	Fairfield/Suisun Transit	City Hall in Suisun City, Amtrak, Fairfield City Hall, Solano County				-		60,000		60,000	**60,000**	12/16/09
77	Expanded Route 5 service	Vallejo	Solano Community College, local businesses medical, and social				-			400,000	400,000	**400,000**	added
			County Bid Target	**1,044,776**	**887,410**	**416,834**	**2,349,020**	**228,698**	**579,092**	**400,000**	**1,207,790**	**3,556,810**	
			Proposed Programming	**1,044,776**	**887,410**	**416,834**	**2,349,020**	**228,698**	**579,092**	**400,000**	**1,207,790**	**3,556,810**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Sonoma County													
78	Bus purchase	Santa Rosa CityBus	Bus purchase for Roseland service improvements on Routes 9 and 14		483,744		483,744		331,662		331,662	**815,406**	revised 2/24/09
79	Route 19	Santa Rosa CityBus	Sustain and enhance Route 19 in Roseland	394,117		130,872	524,989	120,555		155,674	276,229	**801,218**	revised 07/28/10
80	Natural gas coach purchase	Sonoma County Transit	Purchase of 14 natural gas coaches for high-density routes (60, 22, 42 and 20) serving low-income areas		483,744		483,744		331,661		331,661	**815,405**	revised 2/24/10
81	Existing bus service	Sonoma County Transit	Sustain existing service on Routes 20/22, 30, 42, 44/48 and 60	632,389			632,389	113,823			113,823	**746,212**	revised 12/16/09
82	Existing bus service	Petaluma Transit	Sustain existing city-wide service	141,365			141,365				-	**141,365**	
83	Bus replacement	Healdsburg Transit	Funds to replace the old fixed-route mini bus		49,000		49,000	-			-	**49,000**	
84	Existing bus service	Healdsburg Transit	Sustain existing city-wide service	28,872			28,872	6,366			6,366	**35,238**	revised 12/16/09
85	County transit plan	Services	collaborative efforts				-	21,219			21,219	**21,219**	12/16/09
86	Expanded service hours for Routes 1, 2, and 3	Petaluma Transit	opportunities for low-income individuals. Transit routes 1, 2, and 3 will			50,000	50,000			251,150	251,150	**301,150**	added
			County Bid Target	**1,196,743**	**1,016,488**	**181,331**	**2,394,562**	**261,963**	**663,323**	**407,515**	**1,332,801**	**3,727,363**	
			Proposed Programming	**1,196,743**	**1,016,488**	**180,872**	**2,394,103**	**261,963**	**663,323**	**406,824**	**1,332,110**	**3,726,213**	
			Unprogrammed Balance	**-**	**-**	**459**	**459**	**-**	**-**	**691**	**691**	**1,150**	
Regional Grand Totals													
			Lifeline Program Revenue Sources	**18,318,253**	**16,812,399**	**3,175,176**	**38,305,828**	**4,158,139**	**10,528,943**	**4,203,907**	**18,890,989**	**57,196,817**	
			Total Proposed Programming	**18,318,254**	**16,666,834**	**3,175,135**	**38,160,223**	**4,158,138**	**10,674,507**	**4,203,216**	**19,035,861**	**57,196,084**	
			Unprogrammed Balance	**(1)**	**145,565**	**41**	**145,605**	**1**	**(145,564)**	**691**	**(144,872)**	**733**	

Notes

(a) Alameda County received a $5,098,588 advance of their Tier 1 Prop 1 B funds in FY08. The funds and projects shown here were applied for in April 2008. Allocation of $270,954 of Proposition 1B funds from from Ashby BART station elevator to MacArthur BART Station Plaza Improvement is conditioned upon approval from the Alameda County Transportation Commission in December 2012.

(b) Includes $57,977 in Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and $130,000 in Tier 2.

(c) JARC funds part of the Small Urbanized Area program administered by Caltrans.

(d) Golden Gate Transit will claim the funds for these projects. Totals include administration costs.

(e) Moved from Tier 2 to Tier 1, May 2009.

(f) AC Transit will claim the funds for these projects.

(g) Tier 1 STA amount partially backfilled with Tier 2 JARC to meet sponsor's original funding request and make additional Tier 2 STA available to other projects.

(h) SamTrans will claim the funds for these projects. Tier 2 STA amounts are for SamTrans' administration costs.

(i) MTA will claim the funds for this project. Approval of this project is subject to project sponsor securing the necessary easements.

(j) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and $323,225 in Tier 2.

(k) $165,359 of the total Large Urbanized Area JARC funds awarded in Tier 2 were reprogrammed in Res. 3788 due to discontinuation of another First Cycle Lifeline project in Santa Clara County. The Tier 2 JARC amount available for MTC to encumber in this Resolution is $343,450.

(l) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans.

(m) Allocation of $35,000 in JARC funds from San Leandro LINKS Shuttle to Neighborhood Bike Centers is conditioned upon approval from the Alameda County Transportation Commission.

(n) $70,688 in STA funds transferred from VINE Route 11 and reprogrammed to VINE Route 29 in December 2012.

(o) On 4/22/15, $216,000 in Lifeline Cycle 2 Proposition 1B funds were removed from the San Bruno Transit Preferential Streets (TPS) project and programmed to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project. The San Bruno TPS project never received the $216,000 in FY2009-10 Proposition 1B funds that were programmed to the project; the San Bruno TPS project is instead being funded as part of SFMTA's Muni Forward project and the $216,000 in FY2009-10 funds were advanced to the Urban Core category from the Lifeline category in May 2011 in order to accomodate urgent funding needs of the Central Subway project. SFMTA has confirmed that in April 2015, the $216,000 will be returned to the Lifeline category using SFMTA's FY2015 Revenue-Based PTMISEA funds (see MTC Resolution Nos. 3880, Revised and 4179, Revised).

(p) On 6/22/16, Project Cost saving of $100,510 in Lifeline Cycle 2 Proposition 1B funds were transferred from the Randolph/ Farallones/ Orizaba Transit Access Improvements project and programmed to the MIssion Bay Loop project. The additional $100,510 would fund unanticipated project costs associated with relocating a sewer line adjacent to the track on the Mission Bay Loop project. (see also MTC Resolution Nos. 3880, Revised).

Date:	January 28, 2009	
W.I.:	1311	
Referred by:	PAC	
Revised:	05/27/09-C	10/28/09-C
	12/16/09-C	02/24/10-C
	04/28/10-C	07/28/10-C
	05/25/11-C	11/16/11-C
	01/25/12-C	12/19/12-C
	04/22/15-C	06/22/16-C

ABSTRACT

Resolution No. 3881, Revised

This resolution adopts the FY 2009 through FY 2011 Program of Projects for MTC's Second-Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) funds.

The evaluation criteria established in Resolution 3860 were used by the county entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Second-Cycle Lifeline Transportation Program of Projects - FY2009-2011

This resolution was revised on May 27, 2009 to amend Attachment A to incorporate changes to STA-funded projects based on STA reductions in the final FY2009 state budget, and adds two new projects – new transit and shuttle service in Napa County and a SamTrans bus purchase in San Mateo County.

This resolution was revised on October 28, 2009 to amend Attachment A to revise and add STA funds to the Balboa Park Station entrance project in San Francisco County and to incorporate Proposition 1B–funded projects in Santa Clara County.

This resolution was revised December 16, 2009 to add the Tier 2 program of projects.

This resolution was revised February 24, 2010, to revise funding amounts of Tier 2 Proposition 1B–funded projects to reflect actual state appropriations for FY2009-10 and to add four new Tier 2 projects in San Mateo County.

This resolution was revised April 28, 2010, to add Tier 2 funds to three existing projects and one new project in San Francisco County and to three existing projects in Santa Clara County.

This resolution was revised July 28, 2010, to adjust previously awarded Tier 2 JARC funding amounts based on federal FY2010 appropriations, add five new JARC-funded projects selected by Caltrans in small urbanized areas, and reprogram Tier 2 STA funds in San Mateo County following the discontinuation of the Family Service Agency's Transportation Reimbursement Independence Program.

This resolution was revised on May 25, 2011 to approve new Santa Clara County Lifeline Transportation Program projects.

This resolution was revised on November 16, 2011 to amend Attachment A to make corrections to the FY2005-06 through FY2007-08 Lifeline Transportation program of projects.

This resolution was revised on January 25, 2012 to adjust previously programmed JARC funding amounts in Alameda County.

This resolution was revised on December 19, 2012 to amend Attachment A to approve new projects in Alameda and Napa counties, funded with savings achieved from other projects.

This resolution was revised on April 22, 2015 to amend Attachment A to reprogram $216,000 in San Francisco County Proposition 1B funds from the San Bruno Transit Preferential Streets (TPS) project to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project.

This resolution was revised on June 22, 2016 to amend Attachment A to reprogram $100,510 in cost savings from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project (an existing Lifeline Cycle 3 project that is being newly added to Lifeline Cycle 2).

Further discussion of this action is contained in both the MTC Executive Director's Memorandum to the Programming and Allocations Committee and the Programming and Allocations Committee summary sheet dated January 14, 2009, May 13, 2009, October 14, 2009, December 9, 2009, February 10, 2010, April 14, 2010, July 14, 2010, May 11, 2011, November 9, 2011, January 11, 2012, December 12, 2012, April 8, 2015 and June 8, 2016.

Date: January 28, 2009
W.I.: 1311
Referred by: PAC

RE: Second-Cycle Lifeline Transportation Program of Projects – FY 2009 - FY 2011

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3881

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

WHEREAS, MTC adopted Resolution 3860, which establishes program guidelines to be used for the funding and oversight of the Second-Cycle of the Lifeline Transportation Program, Fiscal Years 2009-2011; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 3860 to fund a Program of Projects for the Second-Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) and funds;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2009.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Alameda County									
1	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910				**240,910**	
2	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000				**52,000**	
3	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directories. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations.	3,545,360				**3,545,360**	(2)
4	East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.	2,703,487			1,225,539	**3,929,026**	(2)
5	Update Community-Based Transportation Plans	Alameda CTC	Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately three to four CBTP updates will be funded.				475,000	**475,000**	
6	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Cycles of Change	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.			10,000		**10,000**	(14)
7	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library/City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately seven classes per week to the library by bus. Request is for three years of program operations.		185,000			**185,000**	(1)
8	Neighborhood Bicycle Centers/"Bike-go-Round"	Cycles of Change	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.			360,000		**360,000**	
9	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for three years of service.		4,316,118	525,429		**4,841,547**	(1)(16)
10	Hathaway Avenue Transit Access Improvements	Alameda County Public Works	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.				430,000	**430,000**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
11	BART Transbay Owl Express Bus Service	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional $200K is being provided by Contra Costa County. This is a one-year pilot project.		297,800			**297,800**	(1)(7)
12	Oakland Broadway Shuttle	City of Oakland	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also incudes expanding weekday evening service until 10pm Mon-Thurs.		723,000			**723,000**	(16)
13	WHEELS Route 14 Service Provision	LAVTA	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations.		366,000			**366,000**	(1)
14	San Leandro "LINKS" Shuttle	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.		310,089	60,911		**371,000**	(14)(16)
15	Estuary Crossing Shuttle Service Extension	City of Alameda Public Works	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.			187,957		**187,957**	
16	Operation Support for Route 2	Union City Transit, City of Union City	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.		115,666			**115,666**	(1)
			County Bid Target	**N/A***	**6,313,673**	**1,144,297**	**2,130,539**		
			Proposed Programming	**6,541,757**	**6,313,673**	**1,144,297**	**2,130,539**	**16,130,266**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Contra Costa County									
17	Richmond BART Station Eastside Access Improvements	BART	Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways	1,500,000				**1,500,000**	
18	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000				**400,000**	(2)
19	Concord BART Station Intermodal Improvements	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project may also include upgraded lighting within the existing garage.	400,000				**400,000**	
20	~~Bus shelters, Bus Pads, and Real Time Departure information~~	~~WestCAT~~	~~Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.~~	-				**-**	(2), (24)
21	Dial-A-Ride Vehicle Replacements	WestCAT	Replacement of Dial-A-Ride Vehicles	147,335				**147,335**	(24)
21	Replacement Buses	County Connection	Procure replacement buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534				**484,534**	(19)
22	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	660,000				**660,000**	(15)
23	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019				**327,019**	
24	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.		161,648			**161,648**	(12)(16)
25	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		707,302	150,055		**857,357**	(1)(12)
26	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		757,775	126,353		**884,128**	(1)(11)
27	KEYs Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from $4,000 to $5,500.			129,500		**129,500**	
28	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.				1,000,000	**1,000,000**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
29	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		984,087	299,353		**1,283,440**	(1)
30	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional $298K is being provided by Alameda County. This is a one-year pilot project.		198,311			**198,311**	(1)(7)
31	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		201,325	75,007		**276,332**	(1)
32	Taxi Referral Program	Contra Costa County Employment and Human Services Dept. (via Tri Delta)	Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program.		126,353	147,832		**274,185**	(1)(11)(16)
33	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.			140,000	203,291	**343,291**	(4)
			County Bid Target	**N/A***	**3,136,801**	**1,068,100**	**1,203,291**		
			Proposed Programming	**3,918,888**	**3,136,801**	**1,068,100**	**1,203,291**	**9,327,080**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Marin County									
34	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000				**985,000**	
35	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information; dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729			233,728	**726,457**	(2)
36	Canal Neighborhood Transit Service	Marin Transit (via GGBHTD)	Transit service to the low income and minority population in the Canal Area of San Rafael on Routes 35 and 36.		413,894			**413,894**	(1)
37	Route 257 Shuttle	Marin Transit	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.			238,867		**238,867**	
38	San Rafael School Shuttle	San Rafael Schools (via GGBHTD)	Enable Canal parents to participate in their children's education at San Pedro School by providing shuttle service and emergency taxi vouchers for low-income residents of the San Rafael Canal community (or nearby vicinity) to attend critical academic meetings and other school activities.		158,268			**158,268**	(1)
			County Bid Target	**N/A***	**572,162**	**238,867**	**233,728**		
			Proposed Programming	**1,477,729**	**572,162**	**238,867**	**233,728**	**2,522,486**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Napa County									
39	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000				**192,000**	
40	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000				**192,000**	
41	VINE Transit CAD/AVL System Part 1	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	213,647				**213,647**	(22)
42	Operating Assistance for new VINE Routes	NCTPA	Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system.		485,548			**485,548**	(1)
43	Community-Based Transportation Plan Update	NCTPA	Update Napa's community-based transportation plan.				80,000	**80,000**	
44	ADA Bus Stop Upgrades	NCTPA	ADA and accessibility improvements at bus stops that are used on a frequent basis.				116,794	**116,794**	
			County Bid Target	**N/A***	**485,548**	**-**	**196,794**		
			Proposed Programming	**597,647**	**485,548**	**-**	**196,794**	**1,279,989**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
San Francisco County									
45	Mission Mobility Maximization	SFMTA	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras.	5,056,891				**5,056,891**	(2)(3)(9)
46	8X Mobility Maximization	SFMTA	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, Transit Only Lane Enforcement Cameras, and improvements at the Balboa Park Station Area and Plaza (pedestrian improvements, lighting, and wayfinding).	5,285,000				**5,285,000**	(2)(3)(9) (20)
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project.	1,381,539				**1,381,539**	(9)
48	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650				**2,143,650**	(2)
49	Continuation of Bus Restoration Project	SFMTA	Continue for two years the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.		957,620	1,200,942		**2,158,562**	(1)(10)
50	Route 108 Treasure Island Enhanced Service	SFMTA	Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years.		800,000			**800,000**	(1)(10)
51	Route 29 Reliability Improvement	SFMTA	Continue providing more frequent service on 29-Sunset route to increase reliability for two years.		800,000			**800,000**	(1)(10)
52	Free Muni for Low Income Youth Pilot Program	SFMTA	The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of $9.9 million.		400,000			**400,000**	(1)
53	Eddy and Ellis Traffic Calming Improvements	SFMTA	Implement pedestrian and traffic calming improvements along Eddy and Ellis Streets as proposed through the Tenderloin-Little Saigon Neighborhood Transportation Plan, including: 1) the conversion of Ellis and Eddy Streets from one-way streets to two-way streets, 2) full signal upgrades at the intersections of Eddy/Taylor and Ellis/Taylor, including pedestrian countdown signals, and 3) bulbouts at Eddy/Leavenworth and Ellis/Taylor.				1,175,105		(13)
			County Bid Target	**N/A***	**2,957,620**	**1,200,942**	**1,175,105**		
			Proposed Programming	**13,867,080**	**2,957,620**	**1,200,942**	**1,175,105**	**19,200,747**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
San Mateo County									
54	Replacement Fixed Route Vehicles	SamTrans	Replace a portion of the 1998 40-foot Gillig Bus Fleet. The 1998 Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	1,821,373				**1,821,373**	(23)
55	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000				**32,000**	
56	Fixed Route 17	SamTrans	Continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 17 on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.		407,048			**407,048**	(1)
57	Ways to Work Auto Loans for purchase or repair of vehicles	Peninsula Family Services	Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.			375,000		**375,000**	
58	Middlefield/Woodside Rd (SR 84) Intersection Improvements	City of Redwood City	Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road.				339,924	**339,924**	
59	North Central Ped Infrastructure Improvements	City of San Mateo	Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the $1.5 Million North Central Pedestrian Infrastructure Improvement Program – Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central.				339,924	**339,924**	(1)(5)
60	Coast Service On-Demand	SamTrans	Continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero.		300,000			**300,000**	(1)
61	Bus Passes and Tickets for Low Income Families	San Mateo Human Services Agency (via SamTrans local agency fund exchange)	This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		300,000			**300,000**	(1)
62	Community Learning Center Public Transportation Workshops	City of South San Francisco (via SamTrans)	Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants.		210,000			**210,000**	(1)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
63	Midday Shuttle Belle Haven Community and Other Communities	City of Menlo Park (via SamTrans)	The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center.		240,820			**240,820**	(1)(5)
64	North Fair Oaks On-Demand Shuttle	City of Redwood City (via SamTrans)	Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours.		222,927			**222,927**	(1)(5)
65	Weekday Community Shuttle	City of East Palo Alto	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.			123,368		**123,368**	
66	Weekday Evening Shuttle	City of East Palo Alto	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.			76,871		**76,871**	
67	Taxi Vouchers for Low Income Program Participants	San Mateo Human Services Agency	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner.			60,000		**60,000**	
68	Weekend Shuttle	City of East Palo Alto	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.			59,557		**59,557**	
69	San Carlos Transit Center	SamTrans	The San Carlos Transit Center project will enhance an existing multi-modal transit center to facilitate improved safety and connections between SamTrans fixed route bus service, Caltrain commuter rail, local shuttles and pedestrians and bicyclists. The proposed improvements provide for new and relocated bus stops, relocated shuttle and taxi stops/queuing spaces, and pedestrian pathways.	451,324				**451,324**	(23)
			County Bid Target	**N/A***	**1,680,795**	**694,796**	**679,848**		
			Proposed Programming	**1,853,373**	**1,680,795**	**694,796**	**679,848**	**4,908,812**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Santa Clara County									
70	Alum Rock Rapid Transit Bus Purchase	VTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049				**9,186,049**	(3)
71	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		941,829	1,236,573		**2,178,402**	(1)(16)
72	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions--who serve as drivers, mentors, tutors, companions, and care givers--with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.			83,287		**83,287**	
73	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908			**3,075,908**	(1)
74	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,711,015			**1,711,015**	(1)
75	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.				2,127,977	**2,127,977**	
			County Bid Target	**N/A***	**5,728,752**	**1,319,860**	**2,127,977**		
			Proposed Programming	**9,186,049**	**5,728,752**	**1,319,860**	**2,127,977**	**18,362,638**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Solano County									
76	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328			481,368	**1,028,696**	
77	Intercity Bus Replacement	SolTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000				**1,000,000**	
78	Sustaining Route 1	SolTrans	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.		500,000			**500,000**	(1)
79	Sustaining Route 85	SolTrans	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.		250,000			**250,000**	(1)
80	Route 30 Saturday Service	Fairfield and Suisun Transit	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UCDavis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.		120,000			**120,000**	(1)
81	Sustaining Span of Service	SolTrans	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.		419,884			**419,884**	(1)
82	Safe Routes to School (SRTS) Infrastructure Improvements Project	City of Vacaville	Improve sidewalks and bicycle routes to Vacaville High School and Foxboro Elementary School, and improve access to the adjacent transit center located at Cernon Street and West Monte Vista Avenue.				40,000	**40,000**	(18)
			County Bid Target	**1,547,328**	**1,289,884**	**-**	**521,368**		
			Proposed Programming	**1,547,328**	**1,289,884**	**-**	**521,368**	**3,358,580**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Sonoma County									
83	Bus Stop Improvements	Petaluma Transit	Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24.	76,734				**76,734**	
84	Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center	Santa Rosa CityBus	Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland.	1,268,194				**1,268,194**	
85	Bus Stop Improvements	Sonoma County Transit	Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or rehabilitation/replacement of existing shelters, benches, bicycle racks, trash receptacles, and the illumination of bus stops and shelters.	200,000				**200,000**	
86	Vehicle Purchase	Sonoma County Transit	Purchase one (1) 40-foot CNG transit coach.	393,864				**393,864**	
87	Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program	Santa Rosa CityBus	Implement an Automatic Vehicle Location and Real-time Transit Information Program serving patrons of Santa Rosa CityBus. The goals of the project are to improve service reliability and on-time performance, make real-time transit information widely available in a range of formats, enhance transit security, and improve planning and scheduling.						(2)(6)(8)
88	Roseland Lifeline Operations	Santa Rosa CityBus	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.		537,614	405,987		**943,601**	(1)(8)(16)
89	Added Capacity on Lifeline Routes 20, 30 & 60	Sonoma County Transit	Support Sonoma County Transit's designated Lifeline routes 20, 30, and 60, including adding capacity during peak commute times.		1,199,831			**1,199,831**	(1)
90	Healdsburg Pedestrian Safety & Access Improvements	City of Healdsburg	Construct supportive infrastructure to enhance pedestrian mobility and safety between low income areas and various activity centers. This project includes access and safety improvements linking the High School, Junior High School and Sonoma County Healdsburg Library; and installation of a high-intensity activated crosswalk (HAWK) signal proposed at the main entrance to the Healdsburg High School at Powell Ave				202,937	**202,937**	
91	Central Sonoma Valley Trail	Sonoma County Regional Parks	Construct 0.42 mile of Class I trail in Central Sonoma Valley, creating a safe route parallel to busy Highway 12 for pedestrians and bicyclists. This project will connect Flowery Elementary School, Larson Park, Maxwell Farms Regional Park, and the Boys and Girls Club.				500,000	**500,000**	
			County Bid Target	**1,938,792**	**1,737,445**	**405,987**	**702,937**		
			Proposed Programming	**1,938,792**	**1,737,445**	**405,987**	**702,937**	**4,785,161**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Multi-County & Regional Projects									
92	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000				**100,000**	
93	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	-				**-**	(2) (15)
94	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction	AC Transit	Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project	5,040,000				**5,040,000**	(17)
95	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the $1 million set-aside will be used for implementation activities.	-	308,575	-	-	**308,575**	(1)(16)
95	Administration & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration and technical assistance for three years.		-	317,798		**317,798**	(16) (21)
96	Community-Based Transportation Planning (CBTP) Program Update	MTC	The CBTP Program provides funding to CMAs for planning efforts in Communities of Concern and other transportation-disadvantaged areas. The goal of the program is to develop projects to mitigate existing transportation gaps in those communities. The updated CBTP Program will provide funding to CMAs to develop new plans or to update existing plans.		89,013			**89,013**	(21)
			Multi-County & Regional Target	**N/A***	**397,588**	**317,798**	**-**		
			Proposed Programming	**5,140,000**	**397,588**	**317,798**	**-**	**5,855,386**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	
Regional Grand Totals									
			Lifeline Program Revenue Sources	**46,519,967**	**24,300,268**	**6,390,647**	**8,971,587**	**86,182,469**	
			Total Proposed Programming	**46,068,643**	**24,300,268**	**6,390,647**	**8,971,587**	**85,731,145**	
			Unprogrammed Balance	**451,324**	**-**	**-**	**-**	**451,324**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

Notes

(1) On 10/23/13, the STA amounts were updated to reflect FY2012 & FY2013 actual revenues, including FY2012 and FY2013 interest. The County Lifeline Program Administrators (LPAs) had originally programmed 95 percent of their county's estimated two-year STA amount, and then developed a contingency plan for the remaining five percent should it be available. The actual two-year revenues plus interest were sufficient to fully fund the 95 percent program, and to provide partial funding to the contingency projects that had been previously identified by the County LPAs.

(2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at http://www.mtc.ca.gov/planning/tcip/. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.

(3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.

(4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.

(5) JARC funds include FTA Section 5316 funds apportioned in FY12 and Section 5307 funds apportioned in FY13 and FY14. For more infomation regarding the FY2013 Section 5307 funds, see the Transit Capital Priorities (TCP) Process and Criteria for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4072) and the TCP Program for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4084).

(6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*

(7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.

(8) On 12/19/12, $405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.

(9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from $9,310,080 to $5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from $2,413,350 to $5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed $1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.

(10) San Francisco County STA projects were recommended for funding in December 2012.

(11) On 4/24/13, $126,353 in JARC funding was transferred from Contra Costa County Employment & Human Services Taxi Referral Program to Tri Delta Transit for Route 200 & 201. $126,353 in STA funding was transferred from Tri Delta Transit Route 200 & 201 to Contra Costa County Employment & Human Services Department Taxi Referral Program, as a pass through from Tri Delta Transit.

(12) On 4/24/13, $150,055 in JARC funding was transferred from City of Concord Monument Neighborhood Shuttle to County Connection Preseve Operations in Community Concern project. $150,055 in local Measure J funds will be programmed to the Monument Neighborhood Shuttle by the Contra Costa Transportation Authority.

(13) SFCTA Board approval for SFMTA's STP/CMAQ project was received in April 2013.

(14) On 10/23/13, $35,000 in JARC funding was transferred from Cycles of Change's Neighborhood Bike Centers project to the San Leandro TMO LINKS Shuttle. This modifications pays LINKS back from funds borrowed by Cycles in 2012, LTP2 JARC funds.

(15) On 12/18/13, $500,000 in Proposition 1B funding was transferred from AC Transit's Internal Text Messing Signs project to the Contra Costa College Transit Center Improvements project. This modification is due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.

(16) On 2/26/14 $1,745,579 in STA funds were redirected to five projects impacted by the loss of JARC funds: Oakland Broadway Shuttle, $723,000; San Leandro "LINKS" Shuttle, $310,089; Concord Monument Neighborhood Shuttle, $161,648; Outreach Family Transportation Services, $461,829; and MTC Admin & Tech. Asst., $89,013. The STA funds were from the Means-Based Fare Study ($691,745) and the FY14 STA Lifeline category ($1,053,834). Additionally, JARC funds were replaced with 5307 FY14 funds on the following projects: Contra Costa County Taxi Referral Program, $37,884; AC Transit Preserve Ops in Comm of Concern, $45,986; and Santa Rosa Roseland Operations, $124,214.

(17) On 7/23/14, AC Transit's East Bay Bus Rapid Transit (BRT) project was revised to add a design and construction component to the existing vehicle purchase component.

(18) On 11/19/14, the City of Vacaville's Accessible Paths to Transit project was replaced with the Safe Routes to School (SRTS) Infrastructure Improvements Project.

(19) As of 11/19/14, CCCTA's original bus replacement project was delivered using alternative funds because the Lifeline Prop 1B funds were not available at the time of procurement, partly due to the delay in available bond proceeds. The $484,534 in Lifeline Prop 1B funds will be used in a future vehicle procurement (anticipated FY2014-15), which will serve the same areas (Concord Monument Corridor and North Martinez).

(20) On 11/19/14, SFMTA's 8X Mobility Maximization project scope was expanded to include improvements at the Balboa Park Station Area and Plaza.

(21) On 7/22/15, $89,013 in STA funds that had originally been set aside and allocated for MTC administration and technical assistance in FY 2014, but had not been needed for that purpose, were re-programmed to the Community Based Transportation Planning (CBTP) program.

(22) On 3/23/16, $213,647 in Proposition 1B funds were redirected from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project. VINE Transit CAD/AVL project is also a Lifeline Cycle 4 project.

(23) On 3/23/16, $451,324 in Proposition 1B funds were redirected from the SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

(24) On 6/22/16, $!47,335 in Proposition 1B funds were reprogramed from the cancelled WestCAT Purchase and Installation of Bus Shelters project to the newly added Dial-A-Ride Replacement Vehicles project (also a Lifeline Cycle 4 project).

Date:	May 23, 2012	
W.I.:	1311	
Referred by:	PAC	
Revised:	06/27/12-C	07/25/12-C
	12/19/12-C	04/24/13-C
	10/23/13-C	12/18/13-C
	02/26/14-C	07/23/14-C
	11/19/14-C	07/22/15-C
	03/23/16-C	06/22/16-C

ABSTRACT

Resolution No. 4053, Revised

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Third Cycle Lifeline Transportation Program of Projects - FY2011-2013

This resolution was amended on June 27, 2012 to add approximately $34 million in programming for STA, STP/CMAQ, and JARC projects, and to add about $21 million in programming for Proposition 1B projects that were previously deferred.

This resolution was amended on July 25, 2012 to add approximately $0.8 million in programming for projects that were previously deferred.

This resolution was amended on December 19, 2012 to revise the San Francisco Municipal Transportation Agency's (SFMTA's) Proposition 1B program of projects, to program $2.6

million for San Francisco County STA projects, and to revise Santa Rosa CityBus's JARC project.

This resolution was amended on April 24, 2013 to program approximately $1.2 million in STP/CMAQ funds for a San Francisco County project; and to revise the funding sources of Tri Delta Transit's Route 200 and 201 project and Contra Costa County Employment and Human Services Department's Taxi Referral program, and of the City of Concord's Monument Shuttle project and the County Connection Preservation of Operations in Communities of Concern project.

This resolution was amended on October 23, 2013 to transfer JARC funds from Cycles of Change Neighborhood Bicycle project to San Leandro Transportation Management Organization LINKS Shuttle project, in the amount of $35,000, and to adjust previously awarded STA amounts to reflect actual FY2011-12 and FY2012-13 STA revenues.

This resolution was amended on December 18, 2013 to transfer Proposition 1B funds from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project, in the amount of $500,000.

This resolution was amended on February 26, 2014 to replace FY2010-11 JARC funds which lapsed, with STA or FY2013-14 FTA Section 5307 funds for several projects, with no changes to the total amount programmed to each project.

This resolution was amended on July 23, 2014 to make a minor revision to AC Transit's Proposition 1B-funded East Bay Bus Rapid Transit (BRT) project.

This resolution was amended on November 19, 2014 to replace the City of Vacaville's STP/CMAQ-funded Accessible Paths to Transit project with a Safe Routes to School project, and to make minor revisions to two Proposition 1B-funded projects: CCTA's vehicle replacement project and SFMTA's 8X Mobility Maximization Project.

This resolution was amended on July 22, 2015 to reassign approximately $89,000 in unused MTC administration funds to the Community Based Transportation Planning (CBTP) Program.

This resolution was amended on March 23, 2016 to redirect $213,647 from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project, and to redirect $451,324 from SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

This resolution was amended on June 22, 2016 to make revisions to the Proposition 1B-funded projects in Contra Costa County. WestCAT is removing the Purchase and Installation of Bus Shelters project from the Lifeline program because the project was completed with other funds. The freed up Proposition 1B funds ($147,335) are being reprogrammed to a newly added project, the Dial-A-Ride Replacement Vehicles project (which is also a Lifeline Cycle 4 project).

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012, July 11, 2012, December 12, 2012, April 10, 2013, October 9, 2013, December 11, 2013, February 12, 2014, July 9, 2014, November 12, 2014, July 8, 2015, March 9, 2016, and June 8, 2016.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

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

WHEREAS, MTC adopted Resolution 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Agenda Item 2b**

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

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

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.

The following revisions are proposed with this item:

1) **Redirect $100,510 in Proposition 1B Funding for projects in San Francisco County under the Lifeline Cycle 2 Program.** The San Francisco Municipal Transportation Agency (SFMTA) is requesting that $100,510 in project cost savings from the Randolph/ Farallones/ Orizaba Transit Access Improvements project be reprogrammed to the Mission Bay Loop project, which is also an existing Lifeline Cycle 3 Project. Both projects are being completed as originally scoped. The additional $100,510 would fund unanticipated project costs associated with relocating a sewer line adjacent to the track on the Mission Bay Loop project. The San Francisco County Transportation Authority (SFCTA) concurs with this program modification.

2) **Redirect $147,335 in Proposition 1B Funding for projects in Contra Costa County under the Lifeline Cycle 3 Program.** The Western Contra Costa Transit Authority (WestCAT) is requesting that $147,335 be redirected from the Purchase and Installation of Bus Shelters project to the Dial-A-Ride Replacement Vehicles project. The Purchase and Installation of Bus Shelters project was funded through local jurisdictions as part of development mitigation and as a result, WestCAT did not have to use the Proposition 1B funds for this project. The freed up funds would be redirected to the Dial-A-Ride Replacement Vehicles project; which would be added as a Lifeline Cycle 3 project (and is also an existing Lifeline Cycle 4 project). The Contra Costa Transportation Authority (CCTA) concurs with this program modification.

Issues: None

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

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

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

<u>ABSTRACT</u>

Resolution No. 3880, Revised

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

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

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

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

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

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

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

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

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

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

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

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

Attachment A of this resolution was amended through Commission action on May 23, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program. Footnotes were also added to clarify allocation years for specific projects.

Attachment A of this resolution was amended through Commission action on June 27, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program for SFMTA and VTA. Additionally, Attachment A was amended to include a request for $397,194 in FY2010-11 funds for a Union City project for Replacement CNG Buses.

Attachment A of this resolution was amended through Commission action on October 24, 2012 to reflect programming changes to projects, which include the BART's Earthquake Safety Program and Oakland Airport Connector; AC Transit's Bus Purchase and Procurement projects; CCCTA's Bus Stop Access and Amenity Improvements and Bus Purchase projects; and SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements and Central Subway projects.

Attachment A of this resolution was amended through Commission action on December 19, 2012 to reflect programming changes for FY2007-08 and FY2010-11 funds available through Cycles 2 and 3 of the Lifeline Transportation Program for SFMTA and BART.

Attachment A of this resolution was amended through Commission action on February 27, 2013 to reflect the programming of FY2010-11 funds for SolTrans.

Attachment A of this resolution was amended through Commission action on December 18, 2013 to reflect Third Cycle Lifeline Program revisions for FY2010-11 funds for AC Transit.

Attachment A of this resolution was amended through Commission action on July 23, 2014 to reflect the programming of FY2014-15 funds for multiple operators as well as scope revisions to previous allocations.

Attachment A of this resolution was amended through Commission action on December 17, 2014 to reflect the programming of FY2014-15 funds for LAVTA.

Attachment A of this resolution was amended through Commission action on March 25, 2015 to include requests for allocations for FY2014-15 funds available through Cycle 4 of the Lifeline Transportation Program for AC Transit, NCTPA and CCCTA.

Attachment A of this resolution was amended through Commission action on April 22, 2015 to include requests for allocations for the remaining FY2014-15 funds available through Cycle 4 of the Lifeline Transportation Program.

Attachment A of this resolution was amended through Executive Director Administrative Authority on May 27, 2015 to include an allocation request of $182,870 in population-based, PTMISEA funds for GGBHTD.

Attachment A of this resolution was amended through Executive Director Administrative Authority on June 24, 2015 to include an allocation of $8,421 in population-based Lifeline funds to the City of Dixon for the purchase of a replacement transit vehicle, and to reduce the SolTrans population-Based Lifeline allocation by $8,421.

Attachment A of this resolution was amended through Commission action on September 23, 2015 to include a $1.17 million allocation request for BART Ticket Vending Machines that dispense Clipper cards. This allocation was available through residual FY2008-09 and FY2009-10 funding.

Attachment A of this resolution was amended through Executive Director Administrative Authority on October 28, 2015 to add a footnote to SFMTA's FY2014-15 Van Ness BRT project to document a Corrective Action Plan that was requested by Caltrans staff and the State Controller's Office to correct a previous error made by the state.

Attachment A of this resolution was amended through Commission action on March 23, 2016 to redirect $213,647 in Lifeline funds for the Napa Valley Transportation Authority (NVTA) from the Napa Valley College Northbound Shelter project to the VINE Transit CAD/AVL project, and to redirect $451,324 in Lifeline funds for SamTrans from a bus purchase to the San Carlos Transit Center project.

Attachment A of this resolution was amended through Commission action on June 22, 2016 to reflect programming changes in the Lifeline Transportation Program Cycles 2 and 3 for SFMTA and WestCAT. SFMTA is transferring $100,510 in cost savings from SFMTA's Randolph/ Farallones/ Orizaba Transit Access Improvements project to the Mission Bay Loop project. WestCAT is canceling the Purchase and Installation of Bus Shelters project and is reprogramming the Proposition 1B funds ($147,335) to the Dial-A-Ride Replacement Vehicles project (an existing Lifeline Cycle 4 project).

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 10, 2008 and the PAC summary sheets dated April 8, 2009, November 4, 2009, February 10, 2010, April 14, 2010, February 9, 2011, May 11, 2011, June 8, 2011, February 8, 2012, May 9, 2012, June 13, 2012, October 10, 2012, December 12, 2012, February 13, 2013, December 11, 2013, July 9, 2014, December 10, 2014, March 11, 2015, April 8, 2015, September 9, 2015, March 9, 2016, and June 8, 2016.

Date: December 17, 2008
W.I.: 1515
Referred by: PAC

RE: Proposition 1B Transit Population-based Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3880

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

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

WHEREAS, Senate Bill 1266 (Statutes 2006, Chapter 25) establishes the Public Transportation Modernization, Improvement, and Service Enhancement Account as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Government Code 8879.20 et seq.) ; and

WHEREAS, MTC is the recipient of the population-based funding in the Public Transportation Modernization, Improvement, and Service Enhancement Account and State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC is the recipient of the population-based State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99312; and

WHEREAS, MTC has adopted Resolution 3814, a Programming Framework for the Proposition 1B Regional Transit Funding Program, including additional STA base and Proposition 42 funding estimated to be available between FY2008-09 and FY2017-18 after meeting existing commitments; and

WHEREAS, staff has prepared a Proposition 1B – Transit population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolution 3814, said attachment attached hereto and incorporated herein as though set forth at length; and now, therefore, be it

RESOLVED, that MTC adopts Proposition 1B Transit Population-based Funds, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachments A and B, including revisions to existing allocation requests up to $1,000,000, and authorize new allocations up to $500,000 to conform to sponsor requests; and Caltrans and State Controller's actions; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 17, 2008.

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C, 5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C, 5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C, 7/23/14-C, 12/17/14-C, 3/25/15-C, 4/22/15-C, 5/27/15-ED, 6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C
Attachment A
Resolution No. 3880

		Category				
Sponsor	**Project**	**Lifeline**	**Urban Core**	**Small Operators/ North Counties**	**Population-based Total**	**MTC Approval Date**
FY2007-08 Allocations						
MTC	TransLink® *	2,420,000			2,420,000	12/19/07
MTC	Regional Transit Connectivity*	9,858,000			9,858,000	12/19/07
BART	BART Earthquake Safety Program		11,000,000		11,000,000	12/19/07, 7/22/09
BART	BART Earthquake Safety Program		199,000		199,000	09/26/12
CCCTA	Diablo Valley Transit Center			1,089,177	1,089,177	12/19/07
CCCTA	Diablo Valley Transit Center			(584,094)	(584,094)	10/26/11
CCCTA	Bus Purchase			305,146	305,146	10/26/11
CCCTA	Bus Purchase**			278,948	278,948	10/26/11
ECCTA	Bus Purchase			607,111	607,111	12/19/07
Fairfield/Suisun Transit	Bus Purchase			400,000	400,000	12/19/07
GGBHTD	Maintenance Facility Improvements			414,019	414,019	12/19/07
LAVTA	Bus Rapid Transit - Route 10			429,294	429,294	12/19/07
Marin Transit	Shuttle Vehicles			151,610	151,610	12/19/07
NCTPA	Bus Purchase			300,170	300,170	12/19/07
VTA	Line 522/523 Bus Rapid Transit		9,726,977		9,726,977	12/19/07
Santa Rosa Citybus	Bus Purchase			501,869	501,869	12/19/07
Sonoma County Transit	Bus Purchase			569,657	569,657	12/19/07
Union City	Bus Purchase			158,878	158,878	12/19/07
Vacaville City Coach	Bus Purchase			240,000	240,000	12/19/07
Vallejo Transit	Bus Purchase			304,082	304,082	12/19/07
WestCat	Bus Purchase			150,701	150,701	12/19/07
AC Transit	Bus Purchase	2,998,588			2,998,588	04/23/08
AC Transit	Bus Purchase	(1,276,730)			(1,276,730)	09/26/12
AC Transit	Bus Procurement	1,276,730			1,276,730	09/26/12
BART	Ashby BART Station Elevator	2,000,000			2,000,000	04/23/08
BART	Ashby BART Station Elevator	(270,954)			(270,954)	12/19/12
LAVTA	LAVTA Bus Shelters	100,000			100,000	04/23/08
BART	Oakland Airport Connector		13,000,000		13,000,000	07/22/09
BART	Oakland Airport Connector		(199,000)		(199,000)	09/26/12
BART	MacArthur Transit Village Plaza Improvements	270,954			270,954	12/19/12
	FY2007-08 Subtotal	**17,376,588**	**33,726,977**	**5,316,568**	**56,420,133**	

**The Commission adopted the above projects as part of Resolution 3834, which was last revised on July 22, 2009. Projects are listed here for informational purposes.*
**Allocations to MTC Regional Programs increase Lifeline Program access to STA flexible funds - up to $32 million will be exchanged per Resolution 3814.*
***Funds for CCCTA requested to reprogram funds from cost savings on the Diablo Valley Transit Center project to a FY2009-10 Bus Purchase, however the $278,948 is from FY2007-08.*

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2008-09 Allocations						
BART	BART Pittsburg/Bay Point Station Improvements	320,000			320,000	12/17/08
BART	eBART		3,999,373		3,999,373	12/17/08
BART	Intermodal Access Improvements at West County BART Stations	482,251			482,251	12/17/08
BART	BART Balboa Park Station Westside Entrance and Walkway	1,153,610			1,153,610	12/17/08
CCCTA	Bus Stop Access and Amenity Improvements - Martinez	100,000			100,000	12/17/08
CCCTA	Bus Stop Access and Amenity Improvements - Martinez	(32,885)			(32,885)	09/26/12
CCCTA	Bus Purchase	844,805		613,564	1,458,369	12/17/08
CCCTA	Bus Purchase	32,885			32,885	09/26/12
Dixon	Bus Purchase	75,000			75,000	12/17/08
ECCCTA	Bus Purchase			342,003	342,003	12/17/08
ECCCTA	Bus Shelters and Amenities for Communities of Concern	200,000			200,000	12/17/08
Fairfield	Bus Stop Improvements	300,000			300,000	12/17/08
Fairfield	DART Paratransit Replacement Vehicles	41,600			41,600	12/17/08
Fairfield	Vacaville Bus Shelters	109,800			109,800	12/17/08
GGBHTD	Ferry Terminal Public Restroom Facilities Rehabilitation			318,635	318,635	12/17/08
Healdsburg Transit	Bus Purchase	49,000			49,000	12/17/08
LAVTA	Route 10 Rapid Bus (BRT) Project			241,834	241,834	12/17/08
Marin Transit	Canal Neighborhood Transit Improvements	435,638			435,638	12/17/08
NCTPA	Bus Purchase	274,290		169,094	443,384	12/17/08
Santa Rosa CityBus	Bus Purchase	483,744		131,237	614,981	12/17/08
SFMTA	Central Subway		15,000,000		15,000,000	12/17/08
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	480,000			480,000	12/17/08
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	(395,000)			(395,000)	09/26/12
SFMTA	SFMTA Persia Triangle Improvements	802,734			802,734	12/17/08
SFMTA	SFMTA Persia Triangle Improvements	(675,728)			(675,728)	01/25/12
SMCTD	East Palo Alto Bus Stop Improvements	72,000			72,000	12/17/08
SMCTD	Van Purchase for Shelter Network	28,000			28,000	12/17/08
Sonoma County	Bus Purchase	483,744			483,744	12/17/08
Union City	Bus Purchase			89,500	89,500	12/17/08
Vallejo	Install Bus Shelters and Stops	361,010			361,010	12/17/08
WestCat	Bus Purchase	69,785			69,785	12/17/08
WestCat	Bus Purchase			84,894	84,894	12/17/08
Petaluma	Bus Purchase			138,021	138,021	04/22/09
SMCTD	Bus Purchase	900,000			900,000	04/22/09
Sonoma County	Bus Purchase			319,596	319,596	04/22/09
Vallejo	Bus Purchase			531,829	531,829	04/22/09
VTA	Hybrid Bus Replacements	2,310,367			2,310,367	11/18/09

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C, 5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C, 5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C, 6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C
Attachment A
Resolution No. 3880

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2008-09 Allocations						
SFMTA	Central Subway **		1,070,728		1,070,728	11/18/09
BART	BART to Warm Springs **		1,336,440		1,336,440	11/18/09
Healdsburg Transit	Bus Purchase			14,767	14,767	11/18/09
	FY2008-09 Subtotal	**9,306,650**	**21,406,541**	**2,994,974**	**33,708,165**	

***FY2008-09 funds were advanced to these Urban Core projects from the Lifeline category, and the funds returned to Lifeline in FY2009-10. Central Subway's $1.07 million advance is from Randolph/Farallones/Orizaba Transit Access ($395,000) and Persia Triangle Improvements ($675,728). The Warm Springs advance from the Lifeline category had not been assigned to a project.*

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2009-10 Allocations						
AC Transit	Bus Procurement	458,241			458,241	02/24/10
Alameda County	Meekland Avenue Transit Access Improvements	2,500,000			2,500,000	02/24/10
Alameda County	Hacienda Avenue Transit Access Improvements	160,181			160,181	02/24/10
BART	Environmental Justice Access to Berkeley/North Berkeley BART	224,749			224,749	02/24/10
BART	Richmond Station Improvements	262,549			262,549	02/24/10
BART	Hillcrest Park-and-Ride Lot Improvements	595,328			595,328	02/24/10
BART	Warm Springs Extension		8,338,275		8,338,275	02/24/10
CCCTA	Bus Purchase			616,288	616,288	02/24/10
Fairfield	Bus Stop Improvements	119,088			119,088	02/24/10
Fairfield	Downtown Suisun City/Fairfield Transportation Flex Shuttle	60,000			60,000	02/24/10
GGBHTD	Marin City Transit Hub	75,119			75,119	02/24/10
GGBHTD	Canal Neighborhood Transit Improvements	209,162			209,162	02/24/10
GGBHTD	Larkspur Ferry Channel and Berth Dredging*			320,049	320,049	02/24/10
LAVTA	Bus Engine Rehabilitation			242,907	242,907	02/24/10
NCTPA	Bus Stop Improvements	178,992			178,992	02/24/10
NCTPA	Replacement of Paratransit Vehicles			169,845	169,845	02/24/10
Petaluma	Bus Purchase			132,187	132,187	02/24/10
Santa Rosa CityBus	Hybrid Bus Purchase	331,662		139,861	471,523	02/24/10
SFMTA	Central Subway**		8,338,268		8,338,268	02/24/10
Sonoma County Transit	Replacement CNG Bus Purchase	331,661		319,581	651,242	02/24/10
Union City	Bus Purchase			89,898	89,898	02/24/10
Vallejo	Bus Shelters and Stops	400,004			400,004	02/24/10
WestCat	Real Time Signage Installation			85,271	85,271	02/24/10
SFMTA	Balboa Park Station Improvements	270,819			270,819	04/28/10
SFMTA	Hunter's View Accessibility to Transit Improvements	510,160			510,160	04/28/10
SMCTD	Bus Stop Improvements	196,867			196,867	04/28/10
SMCTD	San Bruno Bus Stop Improvements	201,600			201,600	04/28/10
SMCTD	San Bruno Belle Air Transit Circulation Improvements	151,251			151,251	04/28/10
SMCTD	Bus Purchase - San Bruno	100,000			100,000	04/28/10

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C, 5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C, 5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C, 6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C
Attachment A
Resolution No. 3880

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2009-10 Allocations						
SMCTD	Daly City Bus Stop Improvements	187,181			187,181	04/28/10
SMCTD	Bus Purchase - Pacifica	56,221			56,221	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase	3,475,650			3,475,650	04/28/10
ECCCTA	30 Bus Replacement			343,521	343,521	05/25/11
SFMTA	Central Subway**		216,000		216,000	05/25/11
SFMTA	Balboa Park Station Eastside Connections	592,891			592,891	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	395,000			395,000	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements ***	(100,510)			(100,510)	06/22/16
SFMTA	Mission Bay Loop ***	100,510			100,510	06/22/16
Sonoma County Transit	Replacement Bus Purchase			14,672	14,672	05/25/11
Vallejo	Intercity Bus Replacement			534,190	534,190	05/25/11
SFMTA	SFMTA Persia Triangle Improvements	675,734			675,734	01/25/12
	FY2009-10 Subtotal	**12,720,110**	**16,892,543**	**3,008,270**	**32,620,923**	

**GGBHTD's Larkspur Ferry Channel and Berth Dredging project was replaced by the Refurbishment of the MS San Francisco project on 2/23/11 and is listed below in the FY2010-11 Allocation section.*

*** In Lifeline Cycle 2, FY2009-10 funds totaling $216,000 were advanced to the Urban Core category from the Lifeline category. To meet the Lifeline commitment, in June 2015, $216,000 in savings from SFMTA's 8X Mobility Maximization Lifeline project were transferred to the Potrero Hill Pedestrian Safety and Transit Stop Improvements Lifeline project via a Corrective Action Plan.*

**** On 6/22/2016, $100,510 in cost savings was transferred from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project.*

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C, 5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C, 5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C, 6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C
Attachment A
Resolution No. 3880

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2010-11 Allocations						
BART	BART Warm Springs Extension		6,987,098		6,987,098	02/23/11
BART	eBART		12,662,433		12,662,433	02/23/11
CCCTA	Rolling Stock Replacement			1,463,184	1,463,184	02/23/11
CCCTA	Facility Rehabilitation			1,259,757	1,259,757	02/23/11
GGBHTD	Refurbishment of the MS San Francisco*			320,049	320,049	02/23/11
GGBHTD	Purchase One 34-Passenger Shuttle			365,000	365,000	02/23/11
GGBHTD	Purchase One 18-Passenger Shuttle			102,716	102,716	02/23/11
GGBHTD	Purchase 14 Vehicles			546,355	546,355	02/23/11
GGBHTD	Bus Stop Revitalization			400,000	400,000	02/23/11
LAVTA	Engine Rehabilitation and Replacement Buses			1,073,235	1,073,235	02/23/11
NCTPA	Farebox Replacement Modernization Project			750,425	750,425	02/23/11
Santa Rosa CityBus	Replacement Buses			889,008	889,008	02/23/11
SFMTA	Central Subway		37,167,911		37,167,911	02/23/11
Sonoma County Transit	Replacement Bus Purchase			1,471,964	1,471,964	02/23/11
VTA	Santa Clara Line 522/523 Bus Rapid Transit		10,000,000		10,000,000	02/23/11
WestCat	Bus Purchase			376,753	376,753	02/23/11
WestCat for Petaluma	Facilities Upgrade and Bus Purchase			317,844	317,844	02/23/11
ECCCTA	30 Bus Replacement			1,517,777	1,517,777	05/25/11
BART	Train Control Switch Machine Replacement** and/or Speed Frater Switch Machine Replacement, BART Mainline Cover Board Antenna Replacement, BART Mainline Signal Light Replacement		17,500,000		17,500,000	Approved 6/22/2011 Scope change approved 7/23/14
AC Transit	Contra Costa College Transit Center Improvements	160,000			160,000	05/23/12
AC Transit	Contra Costa College Transit Center Improvements	500,000			500,000	12/18/13
AC Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design and construction of the East Bay Bus Rapid Transit Project	5,040,000			5,040,000	Approved 5/23/2012 Scope change approved 7/23/14
AC Transit	Internal Text Messaging Signs	(500,000)			(500,000)	12/18/13
AC Transit	Internal Text Messaging Signs	500,000			500,000	05/23/12
AC Transit	San Leandro BART Station Terminus	2,703,487			2,703,487	05/23/12
BART	Bicycle Station and Locker Parking	659,650			659,650	05/23/12
BART	Bus Shelter Program for ADA riders	100,000			100,000	05/23/12
BART	Concord Intermodal Improvements	400,000			400,000	05/23/12
BART	Richmond Eastside Intermodal Improvements	1,500,000			1,500,000	05/23/12
BART	Wayfinding Signage and Real-Time Display	5,513,360			5,513,360	05/23/12

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Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C, 5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C, 5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C, 6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C
Attachment A
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Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2010-11 Allocations						
CCCTA	Rolling Stock Replacement	484,534			484,534	05/23/12
ECCCTA	A&E for PnR Lot in NW Antioch	327,019			327,019	05/23/12
Fairfield	Local Bus Replacement	547,328			547,328	05/23/12
GGBHTD	Advanced Communications and Information System	492,729			492,729	05/23/12
GGBHTD	Marin County Bus Stop Improvements	985,000			985,000	05/23/12
LAVTA	Bus Stop Repair/Refurbishment	240,910			240,910	05/23/12
NCTPA	VINE Transit CAD/AVL System****	213,647			213,647	03/23/16
NCTPA	Three Paratransit Vehicles	192,000			192,000	05/23/12
NCTPA	Two replacement buses for American Canyon Transit	192,000			192,000	05/23/12
Santa Rosa CityBus	Vehicle Replacement and Transit Improvements	1,268,194			1,268,194	05/23/12
SMCTD	Replacement of 1998 Gillig Buses****	1,821,373			1,821,373	03/23/16
SMCTD	San Carlos Transit Center Project****	451,324			451,324	03/23/16
SolTrans	Intercity Bus Replacement	1,000,000			1,000,000	05/23/12
Sonoma County Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or desig	593,864			593,864	05/23/12
WestCat	Purchase and Installation of Bus Shelters	147,335			147,335	05/23/12
WestCat	Purchase and Installation of Bus Shelters *****	(147,335)			(147,335)	06/22/16
WestCat	Dial-A-Ride Replacement Vehicles *****	147,335			147,335	06/22/16
WestCat for Petaluma	Bus Stop Improvements - City of Petaluma	76,734			76,734	05/23/12
SFMTA	8X Mobility Maximization	9,310,080			9,310,080	06/27/12
SFMTA	8X Mobility Maximization	(4,025,080)			(4,025,080)	12/19/12
SFMTA	Mission Mobilization Maximization	2,413,350			2,413,350	06/27/12
SFMTA	Mission Mobilization Maximization	2,643,541			2,643,541	12/19/12
VTA	Santa Clara/Alum Rock Rapid Transit Bus Purchase	9,186,049			9,186,049	06/27/12
Union City	Replacement CNG Buses			397,194	397,194	06/27/12
SFMTA	Mission Bay Loop	1,381,539			1,381,539	12/19/12
SolTrans	Solano Express Bus Replacement			2,360,208	2,360,208	02/27/13
	FY2010-11 Subtotal	**46,519,967**	**84,317,442**	**13,291,420**	**144,128,829**	

**GGBHTD's Refurbishment of the MS San Francisco project replaces the previously submitted project, Larkspur Ferry Channel and Berth Dredging. The MTC approval date for the Refurbishment project is 2/23/11, however the funding is from FY2009-10.*

***The $17.5M for BART's Train Control Switch Machine Replacement project is part of a 1:1 funding exchange between AC Transit, BART and SFMTA that MTC approved on June 22, 2011 (see also MTC Reso. 3831, Revised). Through this exchange, SFMTA will receive $17.5M in CMAQ funding instead of Prop 1B PTMISEA Urban Core funding.*

**** On 12/18/13, $500,000 in Proposition 1B funding were transferred from AC Transit's Internal Text Messing Signs project to the Contra Costa College Transit Center Improvements project, due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.*

***** On 3/26/2016, $213,647 in Proposition 1B funding was transferred from NVTA's cancelled Napa Valley College Northbound Shelter project to VINE Transit CAD/AVL project. $451,324 in Proposition 1B funding was transferred from SamTrans bus purchase to the San Carlos Transit Center project.*

****** On 6/22/2016, $147,335 in Proposition 1B funding was transferred from WestCAT's cancelled Purchase and Installation of Bus Shelters project to the Dial-A-Ride Replacement Vehicles project.*

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Attachment A
Resolution No. 3880

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2014-15 Allocations						
BART	BART to Warm Springs Extension		160,319		160,319	07/23/14
BART	East Contra Costa BART Extension		160,319		160,319	07/23/14
CCCTA	Rolling Stock			1,453,214	1,453,214	07/23/14
ECCCTA	Rolling Stock Replacements			810,026	810,026	07/23/14
Fairfield	Fairfield/Vacaville Intermodal Station			1,259,623	1,259,623	07/23/14
GGBHTD	Marin Transit Purchase 4 30ft Transit Vehicle			300,000	300,000	07/23/14
GGBHTD	Marin Transit Purchase 16 ADA Paratransit Vehicles			271,810	271,810	07/23/14
NCTPA	VINE Transit CAD/AVL System			400,496	400,496	07/23/14
Santa Rosa CityBus	ADA Improvements, Safety Modifications and Vehicle Replacements			495,807	495,807	07/23/14
Sonoma County Transit	CNG Bus Replacements			762,391	762,391	07/23/14
WestCat	Bus Purchase			201,070	201,070	07/23/14
WestCat for Petaluma	Replace (4) 40' low floor transit buses - CNG			171,465	171,465	07/23/14
SFMTA	Central Subway		19,660,756		19,660,756	07/23/14
VTA	VTA Santa Clara/Alum Rock Corridor BRT		24,802,176		24,802,176	07/23/14
Union City	Replacement Transit Buses			211,979	211,979	07/23/14
LAVTA	FY2014-15 Bus Replacement Project			572,778	572,778	12/17/14
AC Transit	Vehicle Replacements	4,299,828			4,299,828	03/25/15
CCCTA	City of Concord - Bus Stop Access Improvements	255,194			255,194	03/25/15
NCTPA	VINE Transit CAD/AVL System	299,070			299,070	03/25/15
LAVTA	Transit Center Upgrades and Improvements	125,625			125,625	04/22/15
BART	19th Street Wayfinding and Lighting	2,072,000			2,072,000	04/22/15
ECCTA	Replacement and Expansion Vehicles	178,754			178,754	04/22/15
WestCat	Dial-A-Ride Replacement Vehicles	81,113			81,113	04/22/15
BART	Lighting Enhancements at El Cerrito del Norte	1,312,326			1,312,326	04/22/15
GGBHTD	Novato Transit Facility at Redwood Boulevard and Grant Ave	787,196			787,196	04/22/15
SFMTA	Van Ness Bus Rapid Transit (BRT)*	6,189,054			6,189,054	04/22/15
BART	Wayfinding Signage and Pit Stop Initiative	1,220,326			1,220,326	04/22/15
SamTrans	Fixed Route Bus Procurement	1,230,533			1,230,533	04/22/15
VTA	Replacement Vehicles	4,832,062			4,832,062	04/22/15
SolTrans	Replacement Vehicles	890,796			890,796	06/24/15
Santa Rosa CityBus	Lifeline Vehicle Replacement	671,975			671,975	04/22/15
Sonoma County Transit	CNG Bus Purchase	373,086			373,086	04/22/15
GGBHTD	Purchase One 30-Foot Transit Vehicle			182,870	182,870	05/27/15
Dixon	Replacement Vehicle	8,421			8,421	06/24/15
	FY2014-15 Subtotal	**24,827,359**	**44,783,570**	**7,093,529**	**76,704,458**	

** Note added 10/28/15: MTC approved $6,189,054 for the Van Ness BRT project in April 2015. Upon receipt of SFMTA's Van Ness BRT allocation request, Caltrans PTMISEA staff and the State Controller's Office (SCO) discovered that, in fall 2014, they had mistakenly allocated $639,282 in MTC's PTMISEA Pop-Based (99313) funds to SFMTA for their Light Rail Vehicle (LRV) project instead of PTMISEA Revenue-Based (99314) funds. Therefore, Caltrans staff and the SCO issued only $5,549,772 in 99313 funds to the Van Ness BRT project, and instructed SFMTA to submit a Corrective Action Plan (CAP) to move $639,282 in 99313 funds from the LRV project to the Van Ness BRT project to make the Van Ness BRT project whole. SFMTA submitted and MTC approved such a CAP in October 2015.*

BART	BART Ticket Vending Machines Upgrade*				1,173,544	09/23/15

* Funding available to MTC per January 28, 2015 SCO letter. The remaining roughly $500,000 from the total $1.7 in the SCO letter was previously distributed based on Res. 3814 framework distribution.

Total	**110,750,674**	**201,127,073**	**31,704,761**	**344,756,052**

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Alameda County													
1	San Leandro LINKS Shuttle	San Leandro Transportation Management Organization	Provide service from San Leandro BART to employment and family services in San Leandro			370,000	370,000				-	**370,000**	(m) revised 01/25/12
2	Quicker, Safer Trip to the Library	BART/Oakland Public Library - West Oakland	Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library	219,000			219,000				-	**219,000**	(e)
3	AC Transit existing service preservation in communities of concern	AC Transit	Continue existing services on Lines 63, 47, 40, 91, 93 serving Alameda, Oakland, San Leandro, Ashland, Cherryland, San Leandro, and S. Hayward	4,219,210			4,219,210	989,330		876,186	1,865,516	**6,084,726**	revised 07/28/10
4	Neighborhood bicycle centers	East Bay Bicycle Coalition/Cycle of Change	Fund bike distribution and education programs in Oakland and Alameda			349,000	349,000				-	**349,000**	(m) revised 01/25/12
5	WHEELS Route 14 Service Provision	LAVTA	Continue service from residential Livermore to downtown business areas and regional transit to Livermore Transit Center	89,000		67,494	156,494			345,563	345,563	**502,057**	(j) revised 07/28/10
6	Ashby BART Station elevator	BART	Install elevator at the Ashby BART Station in conjunction with the Ed Roberts Campus		1,729,046		1,729,046				-	**1,729,046**	(a) revised 12/19/12
7	Bus shelters	LAVTA	Install bus shelters		100,000		100,000				-	**100,000**	(a)
8	Bus purchase	AC Transit	Purchase AC Transit rolling stock buses		2,998,588		2,998,588				-	**2,998,588**	(a)
9	Meekland Avenue Transit Access Improvements	Alameda County	Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs, and lighting				-		2,500,000		2,500,000	**2,500,000**	(f) added 12/16/09
10	Hacienda Avenue Transit Access Improvements	Alameda County	Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.				-		160,181		160,181	**160,181**	(f) added 12/16/09
11	Environmental Justice Access to BART	BART	Install secure bike parking at North Berkeley and Berkeley stations				-		224,749		224,749	**224,749**	revised 2/24/10
12	WHEELS Route 14 Civic Center Busway and Stops	LAVTA	Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to housing, employment, and social services.				-	150,000	-		150,000	**150,000**	added 12/16/09
13	MacArthur BART Station Plaza Improvement	BART	Station improvements including bike racks, tactile path and wayfinding from bus loading through the plaza to the station entrance and accessible fare gates, and other upgrades		270,954		270,954		-		-	**270,954**	added 12/19/12
			County Bid Target	**4,527,210**	**5,098,588**	**786,582**	**10,412,380**	**1,139,330**	**2,884,930**	**1,221,749**	**5,246,009**	**15,658,389**	
			Proposed Programming	**4,527,210**	**5,098,588**	**786,494**	**10,412,292**	**1,139,330**	**2,884,930**	**1,221,749**	**5,246,009**	**15,658,301**	
			Unprogrammed Balance	**-**	**-**	**88**	**88**	**-**	**-**	**-**	**-**	**88**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Contra Costa													
14	Operating Funding for low income access to health care	Tri-Delta ECCTA	Maintain service on Route 201, which provides service between Bay Point, and central county destinations including medical centers, schools, BART and Sun Valley Mall	118,687		96,759	215,446	23,481		125,398	148,879	**364,325**	revised 07/28/10
15	Continued operation of County Connection Lifeline routes	CCCTA	Preserve frequency and coverage of Routes 114, 111 & 314 serving the Monument Corridor and BART, as well as Routes 108,116,118 and 308 serving downtown Martinez, medical clinics, County offices,	627,086		120,395	747,481	134,157		126,581	260,738	**1,008,219**	revised 07/28/10
16	Continued operation of WestCAT C3 Route	WestCAT	Continue C3 service, operating between the Hercules Transit Center & Contra Costa College, with timed connections to Route 11 that operates into Crockett & Rodeo	338,115		21,253	359,368	73,463		23,690	97,153	**456,521**	revised 07/28/10
17	Maintain existing Lifeline services in western Contra Costa County	AC Transit	Communities of Concern. These routes connect residents to employment centers, retail establishments, schools, social service agencies, and health care.	1,290,604		120,436	1,411,040	288,665		134,243	422,908	**1,833,948**	revised 07/28/10
18	Bus Shelters	Tri-Delta ECCTA	Procure and install bus shelters and related facilities such as signage, schedule holders, trash receptacles, lighting and minor site improvements in the Pittsburg/Bay Point/Antioch and Brentwood communities of concern.		200,000		200,000				-	**200,000**	
19	Rolling Stock for County Connection Lifeline routes	CCCTA	Provide funds for replacement rolling stock to preserve service on Routes 108, 111, 114, 116, 118, 308, and 314 serving communities of concern		844,805		844,805				-	**844,805**	
20	Rolling Stock for WestCAT Lifeline route	WestCAT	Vehicle replacement for Route C3 (see project 14)		69,785		69,785				-	**69,785**	
21	BART Bay Point/Pittsburg station improvements	BART	Increase lighting throughout the bus intermodal area of the station, and provide static and real time transit information for both bus and BART patrons		320,000		320,000				-	**320,000**	
22	BART Richmond Station Improvements	BART	Make improvements to the intermodal zone at the Richmond Transit Village (upgrading 13 existing bus shelters and resurfacing the intermodal area).		482,251		482,251		262,549		262,549	**744,800**	revised 12/16/09
23	County Connection Martinez bus stop improvements and access	CCCTA	Construct an ADA-accessible bus stop, provide bus stop seating at 15 locations, provide transit access improvements and provide two pedestrian-activated lighted crosswalks in Martinez		100,000		100,000				-	**100,000**	
24	Rolling stock replacement for AC Transit	AC Transit	Replacement buses will operate on routes in and around the Richmond area community of concern and also be interlined with other routes system wide to effectiveness of services to all AC Transit riders				-		458,241		458,241	**458,241**	revised 2/24/10
25	Hillcrest Park-and-Ride Lot Improvements	BART	Improvements to the Hillcrest Park-and-Ride Lot, including pedestrian and bicycle access improvements for predominantly low-income Tri Delta Transit patrons. New improvements will be consistent with the design and construction of the proposed eBART Project				-		595,328		595,328	**595,328**	revised 2/24/10
			County Bid Target	**2,374,491**	**2,016,841**	**358,843**	**4,750,175**	**519,767**	**1,316,118**	**409,912**	**2,245,797**	**6,995,972**	
			Proposed Programming	**2,374,492**	**2,016,841**	**358,843**	**4,750,176**	**519,766**	**1,316,118**	**409,912**	**2,245,796**	**6,995,972**	
			Unprogrammed Balance	**(1)**	**-**	**-**	**(1)**	**1**	**-**	**-**	**1**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Marin													
26	Marin City Transit Hub and Donohue Street ADA improvements	Marin County	Build sheltered community bus stop and transit hub with user amenities including safety lighting, landscaping, informational kiosks, seating, passenger shelter and bike racks.			77,510	77,510		75,119	88,541	163,660	**241,170**	(d) revised 07/28/10
27	Marin City Community shuttle loop and service to Marin General Hospital	Marin Transit	Provide hourly, day-time service from Marin City to Marin General Hospital and nearby medical offices in Greenbrae.	279,890			279,890	112,270			112,270	**392,160**	(d) revised 12/16/09
28	Canal Neighborhood transit & Ped Access & safety improvements - phase 2	San Rafael	Provide safe path to transit, improve nonmotorized access and improve traffic operations at 7 intersections in Canal neighborhood of San Rafael.	-	435,638		435,638		209,162		209,162	**644,800**	(d) revised 12/16/09
29	Ride to school for parents	San Rafael City Schools	Provide regularly scheduled shuttle service (transportation to school meetings and events) for Canal residents who currently have no transportation access to San Pedro Elementary School.	233,000			233,000				-	**233,000**	(d)
			County Bid Target	**512,890**	**435,638**	**77,510**	**1,026,038**	**112,270**	**284,281**	**88,541**	**485,092**	**1,511,130**	
			Proposed Programming	**512,890**	**435,638**	**77,510**	**1,026,038**	**112,270**	**284,281**	**88,541**	**485,092**	**1,511,130**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Napa													
30	Rolling stock acquisition	NCTPA	Bus purchase for replacement rolling stock		274,290		274,290				-	**274,290**	
31	Napa Shuttle, FlexRIDE Shuttle and VINE Express	NCTPA	Operating assistance for the Napa Shuttle, FlexRIDE Shuttle and VINE Express. These programs provide service to low-income residents, including senior and disabled populations, and provide transportaiton to training, jobs and services.	322,931		50,000	372,931				-	**372,931**	added 5/27/09
32	VINE Route 11	NCTPA	Extend operation of VINE rural connector service (route 11) between Calistoga and Santa Rosa				-	-			-	**-**	added 12/16/09, (n) revised 12/19/12
33	Bus passenger accommodations	NCTPA	Provide for the purchase and installation of 14 bus shelters and benches, 21 stand-alone benches, and 21 up-Valley iStops with seating				-		178,992		178,992	**178,992**	revised 2/24/10
34	Agricultural Worker Vanpool Program	NCTPA	Operating Assistance to implement the Napa County Agriculture Worker Vanpool Program. Vouchers will be used to offset the participant's cost of riding the vanpool.			35,000	35,000			135,000	135,000	**170,000**	(l) added 07/28/10, revised 11/16/11
35	VINE Express Route 29	NCTPA	Operating assistance for Route 29 between the northern border of the City of Napa and Calistoga				-	70,688			70,688	**70,688**	(n) added 12/19/12
			County Bid Target	**322,931**	**274,290**	**84,494**	**681,715**	**70,688**	**178,992**	**135,000**	**384,680**	**1,066,395**	
			Proposed Programming	**322,931**	**274,290**	**85,000**	**682,221**	**70,688**	**178,992**	**135,000**	**384,680**	**1,066,901**	
			Unprogrammed Balance	**-**	**-**	**(506)**	**(506)**	**-**	**-**	**-**	**-**	**(506)**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
San Francisco County													
36	Shopper Shuttle	MTA	Provide a twice-monthly group van shopping service to low-income seniors and persons with disabilities who have difficulty using public transit for shopping needs	1,560,000			1,560,000				-	**1,560,000**	
37	Route 108 Treasure Island Enhanced Service	MTA	Continue providing more frequent peak period and all-night service on Route 108	262,228			262,228	408,312		495,172	903,484	**1,165,712**	revised 07/28/10
38	Route 29 Reliability Improvement Project	MTA	Continue providing extra buses on Route 29 to increase reliability, reduce pass-ups, relieve over-crowding and address schedule adherence problems	293,717		433,483	727,200				-	**727,200**	
39	Persia Triangle Transit Access Improvements Project	MTA	Build bus bulbs, consolidate bus stops and change traffic circulation to improve pedestrian access to transit, conditions at bus stops and transit connectivity		802,734		802,734				-	**802,734**	
40	Randolph/Farallones/ Orizaba Transit Access Project	MTA	Install a transit bulb island and sidewalk curb cuts to improve pedestrian safety and M-Line light rail vehicle operations		379,490		379,490				-	**379,490**	(p) revised 06/22/16
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus		100,510		100,510				-	**100,510**	(p) added 06/22/16
41	Balboa Park Station Eastside Connections Project	BART	Construct a safe and accessible walkway across BART tracks to the Muni Metro boarding area on the east side of Balboa Park BART station	752,440	1,153,610		1,906,050				-	**1,906,050**	revised 10/28/09
		MTA						219,567	863,710		1,083,277	**1,083,277**	added 4/28/10
42	Hunter's View Revitalization Transit Stop Connection	SF Mayor's Office of Housing	Provide an accessible pedestrian connection for Bayview/Hunters Point residents (including 4 affordable housing developments) to existing and new transit stops that are to be built as part of the Hunters View public housing revitalization project.				-		510,160		510,160	**510,160**	(i) added 4/28/10
~~43~~	~~(TPS) Improvements~~	~~MTA~~	~~San Bruno Avenue between Silver Avenue and Bayshore Boulevard~~				-		0		-	**-**	added
43	Stop Improvements	MTA	Improve pedestrian safety, transit access, and a sense of place by				-		216,000		216,000	**216,000**	added
			County Bid Target	**2,868,385**	**2,436,344**	**433,483**	**5,738,212**	**627,879**	**1,589,870**	**495,172**	**2,712,921**	**8,451,133**	
			Proposed Programming	**2,868,385**	**2,436,344**	**433,483**	**5,738,212**	**627,879**	**1,589,870**	**495,172**	**2,712,921**	**8,451,133**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
San Mateo													
44	East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	City of East Palo Alto	Shuttle (2) Maintain funding for EPA Mobility Manager (3) Improve up to 4 EPA bus stop shelters, benches and amenities (4) Plan for shuttle operations for the Dumbarton Rail station area plan	207,454	72,000	139,393	418,847			80,912	80,912	**499,759**	revised 12/16/09
45	Bayshore Shuttle Service	Daly City	Bayshore neighborhood with transit and essential destinations in western Daly City. The shuttle will operate 10 hours on weekdays, expanding in the second year to add 6 hours of service on weekends.	368,929			368,929	(32,012)		144,097	112,085	**481,014**	(g) revised 07/28/10
46	Route 280	Samtrans	Maintain Route 280, which serves CalWorks clusters and essential destinations for the residents of East Palo Alto.	415,935			415,935	31,211			31,211	**447,146**	revised 07/28/10
47	Route 17	Samtrans	Maintain Route 17, which serves the Half Moon Bay area, to add service during the peak commute period, new Sunday service and extended evening hours.	356,393			356,393	72,029			72,029	**428,422**	revised 12/16/09, 2/24/10
48	Van purchase and operations for shelter resident transportation	Shelter Network	Purchase van and provide on-demand service for residents of four homeless shelters in San Mateo County.		28,000	64,430	92,430			7,820	7,820	**100,250**	
49	Fixed-Route 17 Bus Procurement	Samtrans	Bus purchase for Route 17		900,000		900,000				-	**900,000**	added 5/27/09
50	Senior Service bus/van purchase	Pacifica	Purchase of a replacement, 20 passenger wheel chair accessible bus to transport seniors (majority are low-income) and disabled adults to/ from the Senior Center, for local outing, shopping trips and medical appointments.				-	6,000	56,221		62,221	**62,221**	(h) added 12/16/09
51	Belle Air Parking Lot modification	San Bruno	Curve correction and street elevation adjustments to accommodate public transit bus service near Belle Air Elementary School. Additional improvements include parking lot reconfiguration, sign installations, striping, sidewalk installation, driveway improvements, curb ramps, and bus shelters to accommodate pedestrians.				-	6,000	151,251		157,251	**157,251**	(h) added 12/16/09
52	Senior shuttle bus	San Bruno	improve low-income elderly transportation to the Senior Center. This bus will also be used to provide low-income children transportation to the Recreation Center.				-	6,000	100,000		106,000	**106,000**	(h) added 12/16/09
53	Sidewalks, solar bus shelters, curb ramps	San Bruno	lighted bus shelters and accessible curb ramps adjacent to and leading to SamTrans bus stops in the City of San Bruno. The project intends to improve access for people with disabilities and improve safety and the				-	6,000	201,600		207,600	**207,600**	(h) added 12/16/09
54	Countywide Low-Income Bus Tickets	San Mateo County HSA	Provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in self-sufficiency and family strengthening activities.				-	200,000			200,000	**200,000**	(h) revised 7/28/10
55	Bayshore Bus Stop Improvements	Daly City	southbound bus stop on Bayshore Boulevard, just south of Geneva				-		187,181		187,181	**187,181**	added
56	Concern	SamTrans	throughout communities of concern.				-		196,867		196,867	**196,867**	added
			County Bid Target	**1,348,711**	**1,145,565**	**203,823**	**2,698,099**	**295,228**	**747,555**	**232,829**	**1,275,612**	**3,973,711**	
			Proposed Programming	**1,348,711**	**1,000,000**	**203,823**	**2,552,534**	**295,228**	**893,120**	**232,829**	**1,421,177**	**3,973,711**	
			Unprogrammed Balance	**-**	**145,565**	**-**	**145,565**	**-**	**(145,565)**	**-**	**(145,565)**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Santa Clara County													
57	Bus Lines 17 & 14 in Gilroy	SCVTA	Improve community bus services on Lines 14 & 17 in Gilroy by operating as two-way routes	984,982			984,982	216,556			216,556	**1,201,538**	revised 12/16/09
58	Family Transportation Services	Outreach & Escort	Maintain funding to the Family Transportation Services programs, Guaranteed Ride Home (GRH) and Jump Start (JS). The GRH program provides door-to-door transportation to program participants and their dependent children. The JS program provides financial assistance to cover the cost of minor repairs to personal vehicles.	998,292		632,276	1,630,568	218,360		473,450	691,810	**2,322,378**	(b) revised 07/28/10 (k) revised 5/25/11, 11/16/11
59	Together We Ride	Outreach & Escort	Provide transportation to homeless families, veterans, emancipated foster youth, political refugees and other vulnerable populations. Transit capital funds to purchase hybrid sedans and small wheelchair-lift equipped buses for multiple rider groups	887,785	2,100,741		2,988,526	193,998	1,374,908		1,568,906	**4,557,432**	revised 04/28/10
60	Senior Transportation	Outreach & Escort	Maintain funding for program providing seniors with a menu of tranpsortation options, such as demand-response rides, individualized transportation plans and a volunteer driver program	1,251,057			1,251,057	273,402			273,402	**1,524,459**	revised 04/28/10
61	Hybrid Bus Purchase	SCVTA	prevent service delays and run cancellations and reduce fuel		1,400,494		1,400,494		909,873		909,873	**2,310,367**	12/16/09
62	Ways to Work Family Loan Program	Peninsula Family Service	interest loans to low-income families for the purpose of purchasing or				-			339,739	339,739	**339,739**	5/25/11,
			County Bid Target	**4,122,116**	**3,501,235**	**632,276**	**8,255,627**	**902,316**	**2,284,781**	**813,189**	**4,000,286**	**12,255,913**	
			Proposed Programming	**4,122,116**	**3,501,235**	**632,276**	**8,255,627**	**902,316**	**2,284,781**	**813,189**	**4,000,286**	**12,255,913**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	1B	JARC	Tier 1 Total	Tier 2 Funding Sources STA	1B	JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Solano													
63	Route 85	Vallejo	Sustain intercity Route 85 which serves downtown Vallejo, Baylink Ferry, Sereno Transit Center, Discovery Kingdom, Green Valley Shopping Area, Solano Community College in Fairfield, and Solano Mall.	375,000			375,000				-	**375,000**	
64	Route 1	Vallejo	Sustain Route 1 which connects downtown Vallejo with Vallejo Middle and Senior High schools, South Vallejo Community Shopping Centers, the Curtola Park and Ride and Sonoma Boulevard.	600,000			600,000				-	**600,000**	
65	Saturday/Weekday Service	Dixon	Maintain the current dial-a-ride service for Dixon Readi-Ride on weekdays and Saturday.	69,776			69,776	228,698			228,698	**298,474**	revised 12/16/09
66	Replacement Van	Dixon	Capital Funding for the replacement of one 18 passenger Type III paratransit bus for the Dixon Readi-Ride general public Dial-a-Ride system.		60,000		60,000				-	**60,000**	
67	Bus Shelters	Fairfield/Suisun Transit	Improve 30 sites that include installation/repair of transit shelters, ADA curb cuts, concrete work, installation of benches, and other transit friendly amenities such as lighting and transit information.		300,000		300,000		119,088		119,088	**419,088**	revised 2/24/10
68	Bus Shelters	Vallejo	Replace, install and enhance, up to 65 bus shelters and bus stops including amenities such as solar lighting, trash receptacles, signage and benches.		361,010		361,010		400,004		400,004	**761,014**	revised 12/16/09
69	Bus Shelters	Vacaville	Procurement and installation of transit amenities within 5 low-income/senior/elderly communities in Vacaville. Transit amenities include bus shelters with benches, trash receptacles, map/schedule		109,800		109,800				-	**109,800**	
70	Van Replacement	Dixon	Replacement of one 18-passenger Type III paratransit bus for the Dixon Readi-Ride Dial-a-Ride system.		15,000		15,000				-	**15,000**	
71	Replacement Vehicles	Fairfield/Suisun Transit	Replace 2 paratransit vans with two higher capacity paratransit vans. The new vehicles will be able to hold 18 passengers and 4 wheelchairs.		41,600		41,600				-	**41,600**	
72	Solano Community College Project	Vallejo Transit	Provide service to Solano Community College, as well as other employment and service destinations			250,000	250,000				-	**250,000**	(c)
73	DRIVES/CARS Programs	Benicia Community Actio	Provides down payments for cars to low-income applicants. Funds will also be used for repairs to vehicles donated to the program.			30,000	30,000				-	**30,000**	(c)
74	Installation of Bicycle Racks	Fairfield/Suisun Transit	Install bike racks on 12 coaches to accommodate riders who need to use multiple travel modes to get to work and other destinations			45,000	45,000				-	**45,000**	(c)
75	Route 2 Frequency Improvements	Fairfield/Suisun Transit	Develop new service alignment, uncoupling Route 2 from Travis Air Force Base (AFB) and establishing a new Travis AFB shuttle, improving service and increasing access to jobs			91,834	91,834				-	**91,834**	(c)
76	Downtown Flex Shuttle	Fairfield/Suisun Transit	City Hall in Suisun City, Amtrak, Fairfield City Hall, Solano County				-		60,000		60,000	**60,000**	12/16/09
77	Expanded Route 5 service	Vallejo	Solano Community College, local businesses medical, and social				-			400,000	400,000	**400,000**	added
			County Bid Target	**1,044,776**	**887,410**	**416,834**	**2,349,020**	**228,698**	**579,092**	**400,000**	**1,207,790**	**3,556,810**	
			Proposed Programming	**1,044,776**	**887,410**	**416,834**	**2,349,020**	**228,698**	**579,092**	**400,000**	**1,207,790**	**3,556,810**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Sonoma County													
78	Bus purchase	Santa Rosa CityBus	Bus purchase for Roseland service improvements on Routes 9 and 14		483,744		483,744		331,662		331,662	**815,406**	revised 2/24/09
79	Route 19	Santa Rosa CityBus	Sustain and enhance Route 19 in Roseland	394,117		130,872	524,989	120,555		155,674	276,229	**801,218**	revised 07/28/10
80	Natural gas coach purchase	Sonoma County Transit	Purchase of 14 natural gas coaches for high-density routes (60, 22, 42 and 20) serving low-income areas		483,744		483,744		331,661		331,661	**815,405**	revised 2/24/10
81	Existing bus service	Sonoma County Transit	Sustain existing service on Routes 20/22, 30, 42, 44/48 and 60	632,389			632,389	113,823			113,823	**746,212**	revised 12/16/09
82	Existing bus service	Petaluma Transit	Sustain existing city-wide service	141,365			141,365				-	**141,365**	
83	Bus replacement	Healdsburg Transit	Funds to replace the old fixed-route mini bus		49,000		49,000	-			-	**49,000**	
84	Existing bus service	Healdsburg Transit	Sustain existing city-wide service	28,872			28,872	6,366			6,366	**35,238**	revised 12/16/09
85	County transit plan	Services	collaborative efforts				-	21,219			21,219	**21,219**	12/16/09
86	Expanded service hours for Routes 1, 2, and 3	Petaluma Transit	opportunities for low-income individuals. Transit routes 1, 2, and 3 will			50,000	50,000			251,150	251,150	**301,150**	added
			County Bid Target	**1,196,743**	**1,016,488**	**181,331**	**2,394,562**	**261,963**	**663,323**	**407,515**	**1,332,801**	**3,727,363**	
			Proposed Programming	**1,196,743**	**1,016,488**	**180,872**	**2,394,103**	**261,963**	**663,323**	**406,824**	**1,332,110**	**3,726,213**	
			Unprogrammed Balance	**-**	**-**	**459**	**459**	**-**	**-**	**691**	**691**	**1,150**	
Regional Grand Totals													
			Lifeline Program Revenue Sources	**18,318,253**	**16,812,399**	**3,175,176**	**38,305,828**	**4,158,139**	**10,528,943**	**4,203,907**	**18,890,989**	**57,196,817**	
			Total Proposed Programming	**18,318,254**	**16,666,834**	**3,175,135**	**38,160,223**	**4,158,138**	**10,674,507**	**4,203,216**	**19,035,861**	**57,196,084**	
			Unprogrammed Balance	**(1)**	**145,565**	**41**	**145,605**	**1**	**(145,564)**	**691**	**(144,872)**	**733**	

Notes

(a) Alameda County received a $5,098,588 advance of their Tier 1 Prop 1 B funds in FY08. The funds and projects shown here were applied for in April 2008. Allocation of $270,954 of Proposition 1B funds from from Ashby BART station elevator to MacArthur BART Station Plaza Improvement is conditioned upon approval from the Alameda County Transportation Commission in December 2012.

(b) Includes $57,977 in Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and $130,000 in Tier 2.

(c) JARC funds part of the Small Urbanized Area program administered by Caltrans.

(d) Golden Gate Transit will claim the funds for these projects. Totals include administration costs.

(e) Moved from Tier 2 to Tier 1, May 2009.

(f) AC Transit will claim the funds for these projects.

(g) Tier 1 STA amount partially backfilled with Tier 2 JARC to meet sponsor's original funding request and make additional Tier 2 STA available to other projects.

(h) SamTrans will claim the funds for these projects. Tier 2 STA amounts are for SamTrans' administration costs.

(i) MTA will claim the funds for this project. Approval of this project is subject to project sponsor securing the necessary easements.

(j) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and $323,225 in Tier 2.

(k) $165,359 of the total Large Urbanized Area JARC funds awarded in Tier 2 were reprogrammed in Res. 3788 due to discontinuation of another First Cycle Lifeline project in Santa Clara County. The Tier 2 JARC amount available for MTC to encumber in this Resolution is $343,450.

(l) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans.

(m) Allocation of $35,000 in JARC funds from San Leandro LINKS Shuttle to Neighborhood Bike Centers is conditioned upon approval from the Alameda County Transportation Commission.

(n) $70,688 in STA funds transferred from VINE Route 11 and reprogrammed to VINE Route 29 in December 2012.

(o) On 4/22/15, $216,000 in Lifeline Cycle 2 Proposition 1B funds were removed from the San Bruno Transit Preferential Streets (TPS) project and programmed to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project. The San Bruno TPS project never received the $216,000 in FY2009-10 Proposition 1B funds that were programmed to the project; the San Bruno TPS project is instead being funded as part of SFMTA's Muni Forward project and the $216,000 in FY2009-10 funds were advanced to the Urban Core category from the Lifeline category in May 2011 in order to accomodate urgent funding needs of the Central Subway project. SFMTA has confirmed that in April 2015, the $216,000 will be returned to the Lifeline category using SFMTA's FY2015 Revenue-Based PTMISEA funds (see MTC Resolution Nos. 3880, Revised and 4179, Revised).

(p) On 6/22/16, Project Cost saving of $100,510 in Lifeline Cycle 2 Proposition 1B funds were transferred from the Randolph/ Farallones/ Orizaba Transit Access Improvements project and programmed to the MIssion Bay Loop project. The additional $100,510 would fund unanticipated project costs associated with relocating a sewer line adjacent to the track on the Mission Bay Loop project. (see also MTC Resolution Nos. 3880, Revised).

Date:	January 28, 2009	
W.I.:	1311	
Referred by:	PAC	
Revised:	05/27/09-C	10/28/09-C
	12/16/09-C	02/24/10-C
	04/28/10-C	07/28/10-C
	05/25/11-C	11/16/11-C
	01/25/12-C	12/19/12-C
	04/22/15-C	06/22/16-C

ABSTRACT

Resolution No. 3881, Revised

This resolution adopts the FY 2009 through FY 2011 Program of Projects for MTC's Second-Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) funds.

The evaluation criteria established in Resolution 3860 were used by the county entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Second-Cycle Lifeline Transportation Program of Projects - FY2009-2011

This resolution was revised on May 27, 2009 to amend Attachment A to incorporate changes to STA-funded projects based on STA reductions in the final FY2009 state budget, and adds two new projects – new transit and shuttle service in Napa County and a SamTrans bus purchase in San Mateo County.

This resolution was revised on October 28, 2009 to amend Attachment A to revise and add STA funds to the Balboa Park Station entrance project in San Francisco County and to incorporate Proposition 1B–funded projects in Santa Clara County.

This resolution was revised December 16, 2009 to add the Tier 2 program of projects.

This resolution was revised February 24, 2010, to revise funding amounts of Tier 2 Proposition 1B–funded projects to reflect actual state appropriations for FY2009-10 and to add four new Tier 2 projects in San Mateo County.

This resolution was revised April 28, 2010, to add Tier 2 funds to three existing projects and one new project in San Francisco County and to three existing projects in Santa Clara County.

This resolution was revised July 28, 2010, to adjust previously awarded Tier 2 JARC funding amounts based on federal FY2010 appropriations, add five new JARC-funded projects selected by Caltrans in small urbanized areas, and reprogram Tier 2 STA funds in San Mateo County following the discontinuation of the Family Service Agency's Transportation Reimbursement Independence Program.

This resolution was revised on May 25, 2011 to approve new Santa Clara County Lifeline Transportation Program projects.

This resolution was revised on November 16, 2011 to amend Attachment A to make corrections to the FY2005-06 through FY2007-08 Lifeline Transportation program of projects.

This resolution was revised on January 25, 2012 to adjust previously programmed JARC funding amounts in Alameda County.

This resolution was revised on December 19, 2012 to amend Attachment A to approve new projects in Alameda and Napa counties, funded with savings achieved from other projects.

This resolution was revised on April 22, 2015 to amend Attachment A to reprogram $216,000 in San Francisco County Proposition 1B funds from the San Bruno Transit Preferential Streets (TPS) project to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project.

This resolution was revised on June 22, 2016 to amend Attachment A to reprogram $100,510 in cost savings from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project (an existing Lifeline Cycle 3 project that is being newly added to Lifeline Cycle 2).

Further discussion of this action is contained in both the MTC Executive Director's Memorandum to the Programming and Allocations Committee and the Programming and Allocations Committee summary sheet dated January 14, 2009, May 13, 2009, October 14, 2009, December 9, 2009, February 10, 2010, April 14, 2010, July 14, 2010, May 11, 2011, November 9, 2011, January 11, 2012, December 12, 2012, April 8, 2015 and June 8, 2016.

Date: January 28, 2009
W.I.: 1311
Referred by: PAC

RE: Second-Cycle Lifeline Transportation Program of Projects – FY 2009 - FY 2011

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3881

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

WHEREAS, MTC adopted Resolution 3860, which establishes program guidelines to be used for the funding and oversight of the Second-Cycle of the Lifeline Transportation Program, Fiscal Years 2009-2011; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 3860 to fund a Program of Projects for the Second-Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) and funds;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2009.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Alameda County									
1	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910				**240,910**	
2	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000				**52,000**	
3	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directories. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations.	3,545,360				**3,545,360**	(2)
4	East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.	2,703,487			1,225,539	**3,929,026**	(2)
5	Update Community-Based Transportation Plans	Alameda CTC	Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately three to four CBTP updates will be funded.				475,000	**475,000**	
6	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Cycles of Change	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.			10,000		**10,000**	(14)
7	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library/City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately seven classes per week to the library by bus. Request is for three years of program operations.		185,000			**185,000**	(1)
8	Neighborhood Bicycle Centers/"Bike-go-Round"	Cycles of Change	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.			360,000		**360,000**	
9	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for three years of service.		4,316,118	525,429		**4,841,547**	(1)(16)
10	Hathaway Avenue Transit Access Improvements	Alameda County Public Works	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.				430,000	**430,000**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
11	BART Transbay Owl Express Bus Service	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional $200K is being provided by Contra Costa County. This is a one-year pilot project.		297,800			**297,800**	(1)(7)
12	Oakland Broadway Shuttle	City of Oakland	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also incudes expanding weekday evening service until 10pm Mon-Thurs.		723,000			**723,000**	(16)
13	WHEELS Route 14 Service Provision	LAVTA	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations.		366,000			**366,000**	(1)
14	San Leandro "LINKS" Shuttle	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.		310,089	60,911		**371,000**	(14)(16)
15	Estuary Crossing Shuttle Service Extension	City of Alameda Public Works	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.			187,957		**187,957**	
16	Operation Support for Route 2	Union City Transit, City of Union City	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.		115,666			**115,666**	(1)
			County Bid Target	**N/A***	**6,313,673**	**1,144,297**	**2,130,539**		
			Proposed Programming	**6,541,757**	**6,313,673**	**1,144,297**	**2,130,539**	**16,130,266**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Contra Costa County									
17	Richmond BART Station Eastside Access Improvements	BART	Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways	1,500,000				**1,500,000**	
18	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000				**400,000**	(2)
19	Concord BART Station Intermodal Improvements	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project may also include upgraded lighting within the existing garage.	400,000				**400,000**	
20	~~Bus shelters, Bus Pads, and Real Time Departure information~~	~~WestCAT~~	~~Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.~~	-				**-**	(2), (24)
21	Dial-A-Ride Vehicle Replacements	WestCAT	Replacement of Dial-A-Ride Vehicles	147,335				**147,335**	(24)
21	Replacement Buses	County Connection	Procure replacement buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534				**484,534**	(19)
22	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	660,000				**660,000**	(15)
23	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019				**327,019**	
24	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.		161,648			**161,648**	(12)(16)
25	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		707,302	150,055		**857,357**	(1)(12)
26	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		757,775	126,353		**884,128**	(1)(11)
27	KEYs Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from $4,000 to $5,500.			129,500		**129,500**	
28	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.				1,000,000	**1,000,000**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
29	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		984,087	299,353		**1,283,440**	(1)
30	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional $298K is being provided by Alameda County. This is a one-year pilot project.		198,311			**198,311**	(1)(7)
31	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		201,325	75,007		**276,332**	(1)
32	Taxi Referral Program	Contra Costa County Employment and Human Services Dept. (via Tri Delta)	Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program.		126,353	147,832		**274,185**	(1)(11)(16)
33	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.			140,000	203,291	**343,291**	(4)
			County Bid Target	**N/A***	**3,136,801**	**1,068,100**	**1,203,291**		
			Proposed Programming	**3,918,888**	**3,136,801**	**1,068,100**	**1,203,291**	**9,327,080**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Marin County									
34	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000				**985,000**	
35	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information; dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729			233,728	**726,457**	(2)
36	Canal Neighborhood Transit Service	Marin Transit (via GGBHTD)	Transit service to the low income and minority population in the Canal Area of San Rafael on Routes 35 and 36.		413,894			**413,894**	(1)
37	Route 257 Shuttle	Marin Transit	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.			238,867		**238,867**	
38	San Rafael School Shuttle	San Rafael Schools (via GGBHTD)	Enable Canal parents to participate in their children's education at San Pedro School by providing shuttle service and emergency taxi vouchers for low-income residents of the San Rafael Canal community (or nearby vicinity) to attend critical academic meetings and other school activities.		158,268			**158,268**	(1)
			County Bid Target	**N/A***	**572,162**	**238,867**	**233,728**		
			Proposed Programming	**1,477,729**	**572,162**	**238,867**	**233,728**	**2,522,486**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Napa County									
39	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000				**192,000**	
40	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000				**192,000**	
41	VINE Transit CAD/AVL System Part 1	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	213,647				**213,647**	(22)
42	Operating Assistance for new VINE Routes	NCTPA	Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system.		485,548			**485,548**	(1)
43	Community-Based Transportation Plan Update	NCTPA	Update Napa's community-based transportation plan.				80,000	**80,000**	
44	ADA Bus Stop Upgrades	NCTPA	ADA and accessibility improvements at bus stops that are used on a frequent basis.				116,794	**116,794**	
			County Bid Target	**N/A***	**485,548**	**-**	**196,794**		
			Proposed Programming	**597,647**	**485,548**	**-**	**196,794**	**1,279,989**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
San Francisco County									
45	Mission Mobility Maximization	SFMTA	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras.	5,056,891				**5,056,891**	(2)(3)(9)
46	8X Mobility Maximization	SFMTA	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, Transit Only Lane Enforcement Cameras, and improvements at the Balboa Park Station Area and Plaza (pedestrian improvements, lighting, and wayfinding).	5,285,000				**5,285,000**	(2)(3)(9) (20)
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project.	1,381,539				**1,381,539**	(9)
48	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650				**2,143,650**	(2)
49	Continuation of Bus Restoration Project	SFMTA	Continue for two years the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.		957,620	1,200,942		**2,158,562**	(1)(10)
50	Route 108 Treasure Island Enhanced Service	SFMTA	Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years.		800,000			**800,000**	(1)(10)
51	Route 29 Reliability Improvement	SFMTA	Continue providing more frequent service on 29-Sunset route to increase reliability for two years.		800,000			**800,000**	(1)(10)
52	Free Muni for Low Income Youth Pilot Program	SFMTA	The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of $9.9 million.		400,000			**400,000**	(1)
53	Eddy and Ellis Traffic Calming Improvements	SFMTA	Implement pedestrian and traffic calming improvements along Eddy and Ellis Streets as proposed through the Tenderloin-Little Saigon Neighborhood Transportation Plan, including: 1) the conversion of Ellis and Eddy Streets from one-way streets to two-way streets, 2) full signal upgrades at the intersections of Eddy/Taylor and Ellis/Taylor, including pedestrian countdown signals, and 3) bulbouts at Eddy/Leavenworth and Ellis/Taylor.				1,175,105		(13)
			County Bid Target	**N/A***	**2,957,620**	**1,200,942**	**1,175,105**		
			Proposed Programming	**13,867,080**	**2,957,620**	**1,200,942**	**1,175,105**	**19,200,747**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
San Mateo County									
54	Replacement Fixed Route Vehicles	SamTrans	Replace a portion of the 1998 40-foot Gillig Bus Fleet. The 1998 Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	1,821,373				**1,821,373**	(23)
55	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000				**32,000**	
56	Fixed Route 17	SamTrans	Continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 17 on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.		407,048			**407,048**	(1)
57	Ways to Work Auto Loans for purchase or repair of vehicles	Peninsula Family Services	Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.			375,000		**375,000**	
58	Middlefield/Woodside Rd (SR 84) Intersection Improvements	City of Redwood City	Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road.				339,924	**339,924**	
59	North Central Ped Infrastructure Improvements	City of San Mateo	Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the $1.5 Million North Central Pedestrian Infrastructure Improvement Program – Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central.				339,924	**339,924**	(1)(5)
60	Coast Service On-Demand	SamTrans	Continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero.		300,000			**300,000**	(1)
61	Bus Passes and Tickets for Low Income Families	San Mateo Human Services Agency (via SamTrans local agency fund exchange)	This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		300,000			**300,000**	(1)
62	Community Learning Center Public Transportation Workshops	City of South San Francisco (via SamTrans)	Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants.		210,000			**210,000**	(1)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
63	Midday Shuttle Belle Haven Community and Other Communities	City of Menlo Park (via SamTrans)	The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center.		240,820			**240,820**	(1)(5)
64	North Fair Oaks On-Demand Shuttle	City of Redwood City (via SamTrans)	Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours.		222,927			**222,927**	(1)(5)
65	Weekday Community Shuttle	City of East Palo Alto	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.			123,368		**123,368**	
66	Weekday Evening Shuttle	City of East Palo Alto	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.			76,871		**76,871**	
67	Taxi Vouchers for Low Income Program Participants	San Mateo Human Services Agency	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner.			60,000		**60,000**	
68	Weekend Shuttle	City of East Palo Alto	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.			59,557		**59,557**	
69	San Carlos Transit Center	SamTrans	The San Carlos Transit Center project will enhance an existing multi-modal transit center to facilitate improved safety and connections between SamTrans fixed route bus service, Caltrain commuter rail, local shuttles and pedestrians and bicyclists. The proposed improvements provide for new and relocated bus stops, relocated shuttle and taxi stops/queuing spaces, and pedestrian pathways.	451,324				**451,324**	(23)
			County Bid Target	**N/A***	**1,680,795**	**694,796**	**679,848**		
			Proposed Programming	**1,853,373**	**1,680,795**	**694,796**	**679,848**	**4,908,812**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Santa Clara County									
70	Alum Rock Rapid Transit Bus Purchase	VTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049				**9,186,049**	(3)
71	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		941,829	1,236,573		**2,178,402**	(1)(16)
72	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions--who serve as drivers, mentors, tutors, companions, and care givers--with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.			83,287		**83,287**	
73	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908			**3,075,908**	(1)
74	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,711,015			**1,711,015**	(1)
75	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.				2,127,977	**2,127,977**	
			County Bid Target	**N/A***	**5,728,752**	**1,319,860**	**2,127,977**		
			Proposed Programming	**9,186,049**	**5,728,752**	**1,319,860**	**2,127,977**	**18,362,638**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Solano County									
76	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328			481,368	**1,028,696**	
77	Intercity Bus Replacement	SolTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000				**1,000,000**	
78	Sustaining Route 1	SolTrans	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.		500,000			**500,000**	(1)
79	Sustaining Route 85	SolTrans	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.		250,000			**250,000**	(1)
80	Route 30 Saturday Service	Fairfield and Suisun Transit	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UCDavis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.		120,000			**120,000**	(1)
81	Sustaining Span of Service	SolTrans	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.		419,884			**419,884**	(1)
82	Safe Routes to School (SRTS) Infrastructure Improvements Project	City of Vacaville	Improve sidewalks and bicycle routes to Vacaville High School and Foxboro Elementary School, and improve access to the adjacent transit center located at Cernon Street and West Monte Vista Avenue.				40,000	**40,000**	(18)
			County Bid Target	**1,547,328**	**1,289,884**	**-**	**521,368**		
			Proposed Programming	**1,547,328**	**1,289,884**	**-**	**521,368**	**3,358,580**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Sonoma County									
83	Bus Stop Improvements	Petaluma Transit	Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24.	76,734				**76,734**	
84	Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center	Santa Rosa CityBus	Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland.	1,268,194				**1,268,194**	
85	Bus Stop Improvements	Sonoma County Transit	Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or rehabilitation/replacement of existing shelters, benches, bicycle racks, trash receptacles, and the illumination of bus stops and shelters.	200,000				**200,000**	
86	Vehicle Purchase	Sonoma County Transit	Purchase one (1) 40-foot CNG transit coach.	393,864				**393,864**	
87	Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program	Santa Rosa CityBus	Implement an Automatic Vehicle Location and Real-time Transit Information Program serving patrons of Santa Rosa CityBus. The goals of the project are to improve service reliability and on-time performance, make real-time transit information widely available in a range of formats, enhance transit security, and improve planning and scheduling.						(2)(6)(8)
88	Roseland Lifeline Operations	Santa Rosa CityBus	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.		537,614	405,987		**943,601**	(1)(8)(16)
89	Added Capacity on Lifeline Routes 20, 30 & 60	Sonoma County Transit	Support Sonoma County Transit's designated Lifeline routes 20, 30, and 60, including adding capacity during peak commute times.		1,199,831			**1,199,831**	(1)
90	Healdsburg Pedestrian Safety & Access Improvements	City of Healdsburg	Construct supportive infrastructure to enhance pedestrian mobility and safety between low income areas and various activity centers. This project includes access and safety improvements linking the High School, Junior High School and Sonoma County Healdsburg Library; and installation of a high-intensity activated crosswalk (HAWK) signal proposed at the main entrance to the Healdsburg High School at Powell Ave				202,937	**202,937**	
91	Central Sonoma Valley Trail	Sonoma County Regional Parks	Construct 0.42 mile of Class I trail in Central Sonoma Valley, creating a safe route parallel to busy Highway 12 for pedestrians and bicyclists. This project will connect Flowery Elementary School, Larson Park, Maxwell Farms Regional Park, and the Boys and Girls Club.				500,000	**500,000**	
			County Bid Target	**1,938,792**	**1,737,445**	**405,987**	**702,937**		
			Proposed Programming	**1,938,792**	**1,737,445**	**405,987**	**702,937**	**4,785,161**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Multi-County & Regional Projects									
92	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000				**100,000**	
93	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	-				**-**	(2) (15)
94	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction	AC Transit	Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project	5,040,000				**5,040,000**	(17)
95	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the $1 million set-aside will be used for implementation activities.	-	308,575	-	-	**308,575**	(1)(16)
95	Administration & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration and technical assistance for three years.		-	317,798		**317,798**	(16) (21)
96	Community-Based Transportation Planning (CBTP) Program Update	MTC	The CBTP Program provides funding to CMAs for planning efforts in Communities of Concern and other transportation-disadvantaged areas. The goal of the program is to develop projects to mitigate existing transportation gaps in those communities. The updated CBTP Program will provide funding to CMAs to develop new plans or to update existing plans.		89,013			**89,013**	(21)
			Multi-County & Regional Target	**N/A***	**397,588**	**317,798**	**-**		
			Proposed Programming	**5,140,000**	**397,588**	**317,798**	**-**	**5,855,386**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	
Regional Grand Totals									
			Lifeline Program Revenue Sources	**46,519,967**	**24,300,268**	**6,390,647**	**8,971,587**	**86,182,469**	
			Total Proposed Programming	**46,068,643**	**24,300,268**	**6,390,647**	**8,971,587**	**85,731,145**	
			Unprogrammed Balance	**451,324**	**-**	**-**	**-**	**451,324**	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

Notes

(1) On 10/23/13, the STA amounts were updated to reflect FY2012 & FY2013 actual revenues, including FY2012 and FY2013 interest. The County Lifeline Program Administrators (LPAs) had originally programmed 95 percent of their county's estimated two-year STA amount, and then developed a contingency plan for the remaining five percent should it be available. The actual two-year revenues plus interest were sufficient to fully fund the 95 percent program, and to provide partial funding to the contingency projects that had been previously identified by the County LPAs.

(2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at http://www.mtc.ca.gov/planning/tcip/. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.

(3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.

(4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.

(5) JARC funds include FTA Section 5316 funds apportioned in FY12 and Section 5307 funds apportioned in FY13 and FY14. For more infomation regarding the FY2013 Section 5307 funds, see the Transit Capital Priorities (TCP) Process and Criteria for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4072) and the TCP Program for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4084).

(6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*

(7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.

(8) On 12/19/12, $405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.

(9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from $9,310,080 to $5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from $2,413,350 to $5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed $1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.

(10) San Francisco County STA projects were recommended for funding in December 2012.

(11) On 4/24/13, $126,353 in JARC funding was transferred from Contra Costa County Employment & Human Services Taxi Referral Program to Tri Delta Transit for Route 200 & 201. $126,353 in STA funding was transferred from Tri Delta Transit Route 200 & 201 to Contra Costa County Employment & Human Services Department Taxi Referral Program, as a pass through from Tri Delta Transit.

(12) On 4/24/13, $150,055 in JARC funding was transferred from City of Concord Monument Neighborhood Shuttle to County Connection Preseve Operations in Community Concern project. $150,055 in local Measure J funds will be programmed to the Monument Neighborhood Shuttle by the Contra Costa Transportation Authority.

(13) SFCTA Board approval for SFMTA's STP/CMAQ project was received in April 2013.

(14) On 10/23/13, $35,000 in JARC funding was transferred from Cycles of Change's Neighborhood Bike Centers project to the San Leandro TMO LINKS Shuttle. This modifications pays LINKS back from funds borrowed by Cycles in 2012, LTP2 JARC funds.

(15) On 12/18/13, $500,000 in Proposition 1B funding was transferred from AC Transit's Internal Text Messing Signs project to the Contra Costa College Transit Center Improvements project. This modification is due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.

(16) On 2/26/14 $1,745,579 in STA funds were redirected to five projects impacted by the loss of JARC funds: Oakland Broadway Shuttle, $723,000; San Leandro "LINKS" Shuttle, $310,089; Concord Monument Neighborhood Shuttle, $161,648; Outreach Family Transportation Services, $461,829; and MTC Admin & Tech. Asst., $89,013. The STA funds were from the Means-Based Fare Study ($691,745) and the FY14 STA Lifeline category ($1,053,834). Additionally, JARC funds were replaced with 5307 FY14 funds on the following projects: Contra Costa County Taxi Referral Program, $37,884; AC Transit Preserve Ops in Comm of Concern, $45,986; and Santa Rosa Roseland Operations, $124,214.

(17) On 7/23/14, AC Transit's East Bay Bus Rapid Transit (BRT) project was revised to add a design and construction component to the existing vehicle purchase component.

(18) On 11/19/14, the City of Vacaville's Accessible Paths to Transit project was replaced with the Safe Routes to School (SRTS) Infrastructure Improvements Project.

(19) As of 11/19/14, CCCTA's original bus replacement project was delivered using alternative funds because the Lifeline Prop 1B funds were not available at the time of procurement, partly due to the delay in available bond proceeds. The $484,534 in Lifeline Prop 1B funds will be used in a future vehicle procurement (anticipated FY2014-15), which will serve the same areas (Concord Monument Corridor and North Martinez).

(20) On 11/19/14, SFMTA's 8X Mobility Maximization project scope was expanded to include improvements at the Balboa Park Station Area and Plaza.

(21) On 7/22/15, $89,013 in STA funds that had originally been set aside and allocated for MTC administration and technical assistance in FY 2014, but had not been needed for that purpose, were re-programmed to the Community Based Transportation Planning (CBTP) program.

(22) On 3/23/16, $213,647 in Proposition 1B funds were redirected from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project. VINE Transit CAD/AVL project is also a Lifeline Cycle 4 project.

(23) On 3/23/16, $451,324 in Proposition 1B funds were redirected from the SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

(24) On 6/22/16, $!47,335 in Proposition 1B funds were reprogramed from the cancelled WestCAT Purchase and Installation of Bus Shelters project to the newly added Dial-A-Ride Replacement Vehicles project (also a Lifeline Cycle 4 project).

Date:	May 23, 2012	
W.I.:	1311	
Referred by:	PAC	
Revised:	06/27/12-C	07/25/12-C
	12/19/12-C	04/24/13-C
	10/23/13-C	12/18/13-C
	02/26/14-C	07/23/14-C
	11/19/14-C	07/22/15-C
	03/23/16-C	06/22/16-C

ABSTRACT

Resolution No. 4053, Revised

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Third Cycle Lifeline Transportation Program of Projects - FY2011-2013

This resolution was amended on June 27, 2012 to add approximately $34 million in programming for STA, STP/CMAQ, and JARC projects, and to add about $21 million in programming for Proposition 1B projects that were previously deferred.

This resolution was amended on July 25, 2012 to add approximately $0.8 million in programming for projects that were previously deferred.

This resolution was amended on December 19, 2012 to revise the San Francisco Municipal Transportation Agency's (SFMTA's) Proposition 1B program of projects, to program $2.6

million for San Francisco County STA projects, and to revise Santa Rosa CityBus's JARC project.

This resolution was amended on April 24, 2013 to program approximately $1.2 million in STP/CMAQ funds for a San Francisco County project; and to revise the funding sources of Tri Delta Transit's Route 200 and 201 project and Contra Costa County Employment and Human Services Department's Taxi Referral program, and of the City of Concord's Monument Shuttle project and the County Connection Preservation of Operations in Communities of Concern project.

This resolution was amended on October 23, 2013 to transfer JARC funds from Cycles of Change Neighborhood Bicycle project to San Leandro Transportation Management Organization LINKS Shuttle project, in the amount of $35,000, and to adjust previously awarded STA amounts to reflect actual FY2011-12 and FY2012-13 STA revenues.

This resolution was amended on December 18, 2013 to transfer Proposition 1B funds from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project, in the amount of $500,000.

This resolution was amended on February 26, 2014 to replace FY2010-11 JARC funds which lapsed, with STA or FY2013-14 FTA Section 5307 funds for several projects, with no changes to the total amount programmed to each project.

This resolution was amended on July 23, 2014 to make a minor revision to AC Transit's Proposition 1B-funded East Bay Bus Rapid Transit (BRT) project.

This resolution was amended on November 19, 2014 to replace the City of Vacaville's STP/CMAQ-funded Accessible Paths to Transit project with a Safe Routes to School project, and to make minor revisions to two Proposition 1B-funded projects: CCTA's vehicle replacement project and SFMTA's 8X Mobility Maximization Project.

This resolution was amended on July 22, 2015 to reassign approximately $89,000 in unused MTC administration funds to the Community Based Transportation Planning (CBTP) Program.

This resolution was amended on March 23, 2016 to redirect $213,647 from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project, and to redirect $451,324 from SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

This resolution was amended on June 22, 2016 to make revisions to the Proposition 1B-funded projects in Contra Costa County. WestCAT is removing the Purchase and Installation of Bus Shelters project from the Lifeline program because the project was completed with other funds. The freed up Proposition 1B funds ($147,335) are being reprogrammed to a newly added project, the Dial-A-Ride Replacement Vehicles project (which is also a Lifeline Cycle 4 project).

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012, July 11, 2012, December 12, 2012, April 10, 2013, October 9, 2013, December 11, 2013, February 12, 2014, July 9, 2014, November 12, 2014, July 8, 2015, March 9, 2016, and June 8, 2016.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

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

WHEREAS, MTC adopted Resolution 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1630	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	5/7/2016			**In control:**	Programming and Allocations Committee
On agenda:	6/8/2016			**Final action:**	
Title:	MTC Resolution No. 4234. Allocation of $4.7 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Transbay Terminal Building for FY2016-17.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6d_PAC-2c_TJPA_Allocation_Reso_4234 2c_TJPA_Allocation_Resolution_4234.pdf				

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4234. Allocation of $4.7 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Transbay Terminal Building for FY2016-17.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Commission Agenda Item 6d**

MTC Resolution No. 4234

Subject: Allocation of $4.7 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Transbay Terminal Building for FY2016-17.

Background: Pursuant to Streets and Highways Code 30914(b), the Commission shall annually allocate toll bridge revenues to the TJPA for operation and maintenance expenditures of the Transbay Terminal Building.

The FY2016-17 draft BATA budget includes roughly $4.7 million, which is equivalent to the inflation-adjusted "not to exceed" amount, for operation and maintenance of the Transbay Terminal Building. Staff recommends allocating these funds for operating and maintaining the Temporary Terminal, which is serving as the Transbay Transit Center during the construction of the new facility.

Issues: None.

Recommendation: Refer MTC Resolution No. 4234 to the Commission for approval.

Attachments: MTC Resolution No. 4234

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Date: June 22, 2016
W.I.: 1254
Referred By: PAC

<u>ABSTRACT</u>

Resolution No. 4234

This resolution approves the FY2016-17 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance of the Transbay Terminal Building, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2016.

Date: June 22, 2016
W.I.: 1254
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Transbay Terminal Building

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4234

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

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

WHEREAS, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars ($3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6th, 2010, now be it

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

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 June 22, 2016.

Date: June 22, 2016
WI: 1254
Referred by: PAC

Attachment A
MTC Resolution No. 4234

ALLOCATION OF BRIDGE TOLLS
PURSUANT TO STREETS AND HIGHWAY CODE 30914 (b)

Project Title: Transbay Terminal Building Operations and Maintenance
Sponsor: Transbay Joint Powers Authority

Activities to be funded with Allocations and conditions:				
Eligible operating and maintenance expenditures at the Temporary Transbay Terminal.				
Allocation Instruction No.	Approval Date		Amount	Reimbursement Year
17423401	06/22/16	$	4,691,868	2015-16

Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Item Number 2c**

MTC Resolution No. 4234

Subject: Allocation of $4.7 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Transbay Terminal Building for FY2016-17.

Background: Pursuant to Streets and Highways Code 30914(b), the Commission shall annually allocate toll bridge revenues to the TJPA for operation and maintenance expenditures of the Transbay Terminal Building.

The FY2016-17 draft BATA budget includes roughly $4.7 million, which is equivalent to the inflation-adjusted "not to exceed" amount, for operation and maintenance of the Transbay Terminal Building. Staff recommends allocating these funds for operating and maintaining the Temporary Terminal, which is serving as the Transbay Transit Center during the construction of the new facility.

Issues: None.

Recommendation: Refer MTC Resolution No. 4234 to the Commission for approval.

Attachments: MTC Resolution No. 4234

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Date: June 22, 2016
W.I.: 1254
Referred By: PAC

<u>ABSTRACT</u>

Resolution No. 4234

This resolution approves the FY2016-17 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance of the Transbay Terminal Building, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2016.

Date: June 22, 2016
W.I.: 1254
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Transbay Terminal Building

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4234

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

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

WHEREAS, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars ($3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6th, 2010, now be it

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

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 June 22, 2016.

Date: June 22, 2016
WI: 1254
Referred by: PAC

Attachment A
MTC Resolution No. 4234

ALLOCATION OF BRIDGE TOLLS
PURSUANT TO STREETS AND HIGHWAY CODE 30914 (b)

Project Title: Transbay Terminal Building Operations and Maintenance
Sponsor: Transbay Joint Powers Authority

Activities to be funded with Allocations and conditions:				
Eligible operating and maintenance expenditures at the Temporary Transbay Terminal.				
Allocation Instruction No.	Approval Date		Amount	Reimbursement Year
17423401	06/22/16	$	4,691,868	2015-16

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1631	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	5/7/2016			**In control:**	Programming and Allocations Committee
On agenda:	6/8/2016			**Final action:**	
Title:	MTC Resolution No. 4233. Allocation of FY2016-17 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6e_PAC-2d_TDA_Allocation_Reso_4233 2d_TDA_Allocation_Resolution_4233.pdf				

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Programming and Allocations Committee		

Subject:
MTC Resolution No. 4233. Allocation of FY2016-17 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Commission Agenda Item 6e**

MTC Resolution No. 4233

Subject: Allocation of FY2016-17 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

Background: Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and the Counties for administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. It is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.

Based on the current adopted FY2016-17 Fund Estimate, the allocation to the county auditors is approximately $1.9 million and the amount to MTC is approximately $13.2 million.

Issues: None

Recommendation: Refer MTC Resolution No. 4233 to the Commission for approval.

Attachments: MTC Resolution No. 4233

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\June PAC 2016\tmp-4233.docx

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4233

This resolution approves an allocation of FY 2016-17 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2016.

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2016-17.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4233

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2016-17; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2016-17; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2016-17, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2016-17, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2016-17.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 22, 2016.

Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Item Number 2d**

MTC Resolution No. 4233

Subject: Allocation of FY2016-17 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

Background: Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and the Counties for administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. It is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.

Based on the current adopted FY2016-17 Fund Estimate, the allocation to the county auditors is approximately $1.9 million and the amount to MTC is approximately $13.2 million.

Issues: None

Recommendation: Refer MTC Resolution No. 4233 to the Commission for approval.

Attachments: MTC Resolution No. 4233

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\June PAC 2016\tmp-4233.docx

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4233

This resolution approves an allocation of FY 2016-17 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 8, 2016.

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2016-17.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4233

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2016-17; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2016-17; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2016-17, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2016-17, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2016-17.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 22, 2016.

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1632	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	5/7/2016			**In control:**	Programming and Allocations Committee
On agenda:	6/8/2016			**Final action:**	
Title:	MTC Resolution No. 4239. Programming for FY2016-17 and allocation of $0.3 million in Five Percent Unrestricted State Fund Revenues and $1.4 million in Two Percent Bridge Toll Reserves for the San Francisco Bay Trail project and Water Emergency Transportation Authority (WETA).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6f_PAC-2e_WETA_Ferry_Ops_Reso_4239 2e_WETA_Ferry_Ops_Resolution_4239.pdf				

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4239. Programming for FY2016-17 and allocation of $0.3 million in Five Percent Unrestricted State Fund Revenues and $1.4 million in Two Percent Bridge Toll Reserves for the San Francisco Bay Trail project and Water Emergency Transportation Authority (WETA).

Presenter:

Christina Hohorst

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Commission Agenda Item 6f**

MTC Resolution No. 4239

Subject: Programming for FY2016-17 and allocation of approximately $0.3 million in Five Percent Unrestricted State Fund Revenues and $1.4 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

Background: The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to "federalize" certain toll bridge projects under BATA's jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations.

Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015. The Five Percent Revenues are proposed to continue to fund the San Francisco Bay Trail project in FY2016-17. WETA has a balance of roughly $14 million in Five Percent funds available, but is not requesting an allocation at this time. The Two Percent Revenues are proposed to fund San Francisco Bay Trail program management and capital support, and to support ferry capital projects for three vessels: engine overhauls of the Bay Breeze and Scorpio vessels are proposed to meet overhaul service intervals per the manufacturer, and the Mare Island vessel project would replace major ferry components.

The table below summarizes the staff recommendation for FY2016-17 funding for both programs.

Agency	Project	Five Percent Unrestricted State Fund Revenues	Two Percent Bridge Toll Revenues	Total Allocation
WETA	Bay Breeze Engine Overhaul	$0	$130,000	$130,000
	Scorpio Engine Overhaul	$0	$125,000	$125,000
	Mare Island Vessel Component Rehabilitation	$0	$720,000	$720,000
ABAG	Bay Trail Project	$265,380	$450,000	$715,380
	Totals:	$265,380	$1,425,000	**$1,690,480**

Issues: None.

Recommendation: Refer MTC Resolution No. 4239 to the Commission for approval.

Attachments: MTC Resolution No. 4239

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4239

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2016-17. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated June 8, 2016.

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2016-17 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4239

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

WHEREAS, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2016-17; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC’s Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2016-17 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

_____

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 June 22, 2016.

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

Attachment A
Resolution No. 4239

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND
TWO PERCENT BRIDGE TOLL REVENUES
FOR FISCAL YEAR 2016-17

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
ABAG	Bay Trail Project Operations[1]	265,380	01	6/22/2016
	Total - Five Percent Unrestricted State Fund Revenues	**$265,380**		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
WETA	Bay Breeze Engine Overhaul	130,000	02	6/22/2016
WETA	Scorpio Engine Overhaul	125,000	03	6/22/2016
WETA	Mare Island - Major Component & Waterjet Rehabilitation	720,000	04	6/22/2016
ABAG	Bay Trail Program Management and Capital Support	450,000	05	6/22/2016
	Total - Two Percent Bridge Toll Revenues	**$1,425,000**		
	TOTAL	**$1,690,380**		

[1] Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015.

Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Item Number 2e**

MTC Resolution No. 4239

Subject: Programming for FY2016-17 and allocation of approximately $0.3 million in Five Percent Unrestricted State Fund Revenues and $1.4 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

Background: The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to "federalize" certain toll bridge projects under BATA's jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations.

Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015. The Five Percent Revenues are proposed to continue to fund the San Francisco Bay Trail project in FY2016-17. WETA has a balance of roughly $14 million in Five Percent funds available, but is not requesting an allocation at this time. The Two Percent Revenues are proposed to fund San Francisco Bay Trail program management and capital support, and to support ferry capital projects for three vessels: engine overhauls of the Bay Breeze and Scorpio vessels are proposed to meet overhaul service intervals per the manufacturer, and the Mare Island vessel project would replace major ferry components.

The table below summarizes the staff recommendation for FY2016-17 funding for both programs.

Agency	Project	Five Percent Unrestricted State Fund Revenues	Two Percent Bridge Toll Revenues	Total Allocation
WETA	Bay Breeze Engine Overhaul	$0	$130,000	$130,000
	Scorpio Engine Overhaul	$0	$125,000	$125,000
	Mare Island Vessel Component Rehabilitation	$0	$720,000	$720,000
ABAG	Bay Trail Project	$265,380	$450,000	$715,380
	Totals:	$265,380	$1,425,000	**$1,690,480**

Issues: None.

Recommendation: Refer MTC Resolution No. 4239 to the Commission for approval.

Attachments: MTC Resolution No. 4239

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4239

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2016-17. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated June 8, 2016.

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2016-17 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4239

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

WHEREAS, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2016-17; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC’s Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2016-17 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

_____

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 June 22, 2016.

Date: June 22, 2016
W.I.: 1514
Referred by: PAC

Attachment A
Resolution No. 4239

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND
TWO PERCENT BRIDGE TOLL REVENUES
FOR FISCAL YEAR 2016-17

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
ABAG	Bay Trail Project Operations[1]	265,380	01	6/22/2016
	Total - Five Percent Unrestricted State Fund Revenues	**$265,380**		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
WETA	Bay Breeze Engine Overhaul	130,000	02	6/22/2016
WETA	Scorpio Engine Overhaul	125,000	03	6/22/2016
WETA	Mare Island - Major Component & Waterjet Rehabilitation	720,000	04	6/22/2016
ABAG	Bay Trail Program Management and Capital Support	450,000	05	6/22/2016
	Total - Two Percent Bridge Toll Revenues	**$1,425,000**		
	TOTAL	**$1,690,380**		

[1] Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015.

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1668	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	5/23/2016			**In control:**	Programming and Allocations Committee
On agenda:	6/8/2016			**Final action:**	
Title:	MTC Resolution No. 4235, Revised. Update the FY2016-17 State Transit Assistance (STA) Regional Coordination Program to add the Bike Share Education project and additional funding for Clipper®.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6g_PAC-2f_Bike_Share_Ed+Clipper_Reso_4235 2f_Bike_Share_Ed+Clipper_Resolution_4235.pdf				

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4235, Revised. Update the FY2016-17 State Transit Assistance (STA) Regional Coordination Program to add the Bike Share Education project and additional funding for Clipper®.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Commission Agenda Item 6g**

Resolution No. 4235, Revised

Subject: Update the FY2016-17 State Transit Assistance (STA) Regional Coordination Program to add the Bike Share Education project and additional funding for Clipper®.

Background: In May 2015, MTC approved a privately funded bike share expansion proposal from Motivate International, Inc. that will grow the program from 700 to 7,000 bicycles by 2018. The first phase of expansion is nearing implementation with up to 72 new stations in San Francisco, 34 new stations in the East Bay and 12 new stations in San Jose. MTC plans to educate potential users on how to access and use bike share for their regular commute and other trips. The Bike Share Education project will have a focus on low-income and minority users, who have traditionally been under-represented in the membership of program nationwide. The desired result of the outreach is more people using bike share as a first/last-mile complement to existing and new transit rides. Therefore, approximately $120,000 is proposed to be added to the FY2016-17 regional program to support these outreach activities.

The FY 2016-17 STA Regional Coordination Program is also being revised to include an additional $2 million in funding for Clipper® for a total of $13.4 million. In a review of the Clipper® budget, it was determined that $2 million that was budgeted was inadvertently not included for funding through the STA Program. The amount of funding provided by the STA Program in FY 2016-17 is now comparable to the amount of STA funding in FY 2015-16. The additional funding is available from the program balance.

Issues: None.

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

Attachments: MTC Resolution No. 4235, Revised

Date:	May 25, 2016
W.I.:	1224, 1229, 2655 2700
Referred by:	PAC
Revised:	06/22/16-C

ABSTRACT

Resolution No. 4235, Revised

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

This resolution was revised on June 22, 2016 to program funds for Bike Share Outreach Education and Clipper®.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated May 11, 2016 and June 8, 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

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
Revised: 06/22/16-C

STA Regional Coordination Program
FY2016-17

STA Regional Discretionary Funds (note 1)	$ 21,840,870

Project Name	Claimant	Amount
Clipper®	MTC	$ 13,400,000
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
Bike Share Education	MTC	$ 120,000
	Total	$ 16,181,520

Notes:
1. This amount is from the FY2016-17 STA Population-based fund estimate in MTC Resolution No. 4220, Revised and is comprised of the sum of the estimated carryover of $14,976,671 and new funding of $6,864,199.

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 $16.2 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: $13,400,000
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, $13,400,000 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.

Bike Share Education
Programmed to MTC: $120,000
The Bike Share Education project is intended to promote bike share-transit trips by educating potential users on how to access and use bike share for their regular commute and other trips. The desired result of the outreach is more people using bike share as a first/last mile complement to existing and new transit rides. Since bike share users tend to increase their use of transit due to improved transit access, the education effort will complement ongoing investments in transit facilities and operations, and will support the region's mode shift goals.

Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Agenda Item 2f**

Resolution No. 4235, Revised

Subject: Update the FY2016-17 State Transit Assistance (STA) Regional Coordination Program to add the Bike Share Education project and additional funding for Clipper®.

Background: In May 2015, MTC approved a privately funded bike share expansion proposal from Motivate International, Inc. that will grow the program from 700 to 7,000 bicycles by 2018. The first phase of expansion is nearing implementation with up to 72 new stations in San Francisco, 34 new stations in the East Bay and 12 new stations in San Jose. MTC plans to educate potential users on how to access and use bike share for their regular commute and other trips. The Bike Share Education project will have a focus on low-income and minority users, who have traditionally been under-represented in the membership of program nationwide. The desired result of the outreach is more people using bike share as a first/last-mile complement to existing and new transit rides. Therefore, approximately $120,000 is proposed to be added to the FY2016-17 regional program to support these outreach activities.

The FY 2016-17 STA Regional Coordination Program is also being revised to include an additional $2 million in funding for Clipper® for a total of $13.4 million. In a review of the Clipper® budget, it was determined that $2 million that was budgeted was inadvertently not included for funding through the STA Program. The amount of funding provided by the STA Program in FY 2016-17 is now comparable to the amount of STA funding in FY 2015-16. The additional funding is available from the program balance.

Issues: None.

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

Attachments: MTC Resolution No. 4235, Revised

Date: May 25, 2016
W.I.: 1224, 1229, 2655
2700
Referred by: PAC
Revised: June 22, 2016

<u>ABSTRACT</u>

Resolution No. 4235, Revised

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

This resolution was revised on June 22, 2016 to program funds for Bike Share Outreach Education and Clipper®.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated May 11, 2016 and June 8, 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

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
Revised: 06/22/2016-C

Attachment A
MTC Resolution No. 4235
Page 1 of 1

STA Regional Coordination Program
FY2016-17

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Project Name	Claimant	Amount
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Notes:
1. This amount is from the FY2016-17 STA Population-based fund estimate in MTC Resolution No. 4220, Revised and is comprised of the sum of the estimated carryover of $14,976,671 and new funding of $6,864,199.

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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.

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Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1643	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	5/8/2016			**In control:**	Metropolitan Transportation Commission
On agenda:	6/8/2016			**Final action:**	
Title:	MTC Resolution No. 4240 - FY 2016-17 MTC Agency Budget Approval of the FY 2016-17 MTC Agency Budget.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	7a_Admin-3_Reso-4240_FY2016-17_Agency_Budget 3_Reso-4240_FY2016-17_Agency_Budget.pdf				

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Administration Committee		

Subject:
MTC Resolution No. 4240 - FY 2016-17 MTC Agency Budget

Approval of the FY 2016-17 MTC Agency Budget.

Presenter:
Eva Sun/Sonia Elsonbaty

Recommended Action:
Commission Approval

powered by Legistar™

Commission
Agenda Item 7a

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee DATE: June 1, 2016

FR: Executive Director W. I. 1152

RE: MTC Resolution No. 4240 : MTC FY 2016-17 Agency Budget

Staff requests that the Committee forward MTC Resolution No. 4240, the MTC FY 2016-17 agency budget to the Commission for approval. The recommended budget is balanced and currently shows a slight operating surplus (Attachment A). There have been some changes from the May Budget Study Session, mainly to accommodate the new MTC/ABAG staff integration Option 7, as approved by the Commission on May 25, 2016.

MTC FY 2016-17 Operating Budget

There are several components to the MTC operating budget. The components are:

- MTC General Operations – Administration for all MTC, SAFE and BATA Funds.
- MTC Planning – MTC planning mainly funded through an annual allocation of federal planning funds.
- MTC Grants – MTC projects funded through various federal and State grants which are budgeted for the life of the project (Attachment B).
- Clipper® – A separately funded enterprise to operate the Clipper program (Attachment C).

The overall operating costs of MTC Planning and Clipper are adopted on an annual basis. Grant funded projects are approved and budgeted for the life of the project or until the grant expires.

Revenue

Total operating revenue of $46 million in the proposed budget is a 16% decrease from the FY 2015-16 budget, as shown in Table 1.

Table 1

	FY 2013-14 Actual	FY 2014-15 Actual	FY 2015-16 Budget	FY 2016-17 Budget
TDA (Sales tax)	$11,734,631	$12,373,863	$12,300,000	$12,500,000
Interest/Other	533,644	546,679	510,000	520,000
Planning grants	9,190,974	10,803,679	13,047,553	11,563,337
Transfers	13,160,228	12,194,429	23,210,820	17,853,644
State & Local Funding	2,554,209	3,567,852	5,422,743	3,355,050
Total Operating Revenue	**$37,173,686**	**$39,486,502**	**$54,491,116**	**$45,792,031**

Highlights of the proposed MTC revenue:

- TDA (Sales Tax) – Up $200,000 (2%).
- Federal Planning Grants – Down $1.5 million in one-time carry over funds from last year.
- Transfers – Down $5.3 million.
    - A reduction of $1.8 million BATA one-time funding for 511/Joint Operations Center at Beale Street and Managed Lane study.
    - $1.5 million was a one-time transfer from reserve to cover the Beale Street move, and the MTC/ABAG integration study.
    - $1.6 million reduction in SAFE transfers to fund 511 and active Traffic Management Implementation plan.
    - $400,000 reduction in RAFC Management Services as MTC moved to Beale Street.
- State and Local funding – Down $2 million as the majority of the bike share program was budgeted and encumbered in FY 2015-16 budget.

Operating Expenses

The draft operating budget shows a 17% decrease in total operating expenses, mainly as a result of a decrease in contractual costs (Table 2).

Table 2

	FY 2013-14 Actual	FY 2014-15 Actual	FY 2015-16 Budget	FY 2016-17 Budget
Salaries/ Benefits	$15,480,954	$16,457,486	$18,594,717	$22,090,388
OPEB	2,000,250	2,341,276	1,589,625	1,920,326
Temporaries	1,912,944	2,930,237	2,680,697	0
Other Expenses	3,782,514	2,591,609	5,734,256	5,514,224
Ops Subtotal	**23,176,662**	**24,320,608**	**28,599,295**	**29,524,938**
Contractual	10,710,143	12,625,562	25,747,107	15,387,012
Transfer Out	0	38,459	0	0
Total Operating Expense	**$33,886,805**	**$36,984,629**	**$54,346,402**	**$44,911,950**

Staff Salaries and Benefits

Total regular staff salaries and benefits will increase by approximately $3.5 million (19%). The increase includes:

- Letter agreement for six-months of ABAG planning expenses - $1.3 million.
- Conversion of 14 contract-based employees - $1.6 million
- Scheduled MOU salary increase - $600,000

The increase is offset by a reduction of part-time and contract-based temporary employees.

Other Expenses

General operations costs will increase by $220,032 while the travel, training, printing and computer services will be kept flat at FY 2015-16 levels.

Multi-year Federal Grants

Approximately $41 million in new grants will be added in FY 2016-17 bringing the total grant program under management to $97 million. Grants are budgeted on a life-to-date basis and as such only the new funding is subject to the annual budget approval process. The life-to-date budget for the multi-year federal grants is included in Attachment B.

Capital Projects

Capital projects are also budgeted on a life-to-date basis. The proposed FY 2016-17 budget includes capital expenditures for $600,000 for computer hardware and software purchases and other move related projects. The Hub Signage capital budget of $10.7 million will increase by $1.2 million to reflect the work related to the Real Time Sign Enhancement.

Clipper®

Clipper is an Enterprise Fund operated by MTC. However, as an enterprise Clipper's revenues and expenses do not flow through MTC. The Clipper operating expenses are projected to be $30.1 million,

- $25.2 million for Clipper operations
- $1.9 million staff costs,
- $3 million for customer outreach/education.

The Clipper capital program budget will increase $9.6 million for FY 2016-17 largely for work related to state of good repair and equipment replacement projects. The Clipper operating budget for FY 2016-17 is shown in Attachment C.

MTC/ABAG Integration

The approval of Resolution 4245 by the Commission on May 25th changes the detail within the ABAG Budget but not the actual amounts. The previously approved Resolution 4210 contemplated transfer of ABAG planning staff if no comprehensive integration plan was approved.

	FY 2015-16 Budget (millions $)	Res. 4210 Budget (millions $) May Budget	Res. 4245 Budget (millions $) June Budget
Staffing/Overhead	$3.74	$0.00	$1.90
Bay Trail	0.72	0.72	0.72
Tenant Improvements	0.45	0.55	0.00
Transition payment	0.00	1.20	0.00
Total	**$4.91**	**$2.47**	**$2.62**
MTC	$0.00	$3.8	$1.90
With the approval	**$4.91**	**$6.27**	**$4.52**

The full integration is planned to take place over FY 2016-17. The current budget model is based on:

- No staff transfer until January 2017 at the earliest.
- Providing 6 months full funding to ABAG through December 31, 2016.
- Remaining 6 months funding is in MTC budget.
- No change to Bay Trail funding from BATA.
- No need for further Tennant Improvement payments because ABAG condo sale in Oakland will cover purchase and furniture costs at Beale Street.

With the approval of Resolution 4245, MTC can eliminate the need for $1.2 million transition payment contemplated under Resolution 4210 as well as $550,000 for tenant improvements as explained above. These changes allow us to release the $1.7 million funding commitment and balance the budget. However, we also have added a $1 million reserve item to pay for various studies and consultants that will be required to carry out the staff consolidation during the upcoming fiscal year.

Reserve Balances

Reserves offer support for times of fiscal distress, as well as ability to fund one-time costs that would otherwise distort budget management. The unrestricted reserve is projected to be $4.5 million at the end of FY 2016-17. The most significant increase in the restricted balance increased is $18.4 million to reflect the agency's net pension liability as required by GASB 68.

The reserve is very important to MTC particularly because the $97 million in active grants and the $30 million in Clipper costs are all on a reimbursement basis. Without the cash flow capacity provided by the reserve, MTC could not deliver projects on the basis of budgetary priority. Our current and projected reserve position is shown in Table 3 below.

Table 3

Description	Actual FY 2014-15	Budget FY 2015-16	Budget FY 2016-17
Benefits Reserve	$1,500,308	$2,000,000	$3,000,000
Liability Reserve	234,040	1,250,000	500,000
Compensated Leave	4,347,801	4,500,000	4,700,000
Encumbrances	2,725,781	4,000,000	3,500,000
Fixed Asset Replacement	-	1,569,108	-
Move Reserve	-	1,000,000	-
Net Pension Liability	16,010,789	-	18,389,832
MTC/ABAG Integration	-	275,000	1,000,000
STA Reserve	511,807	2,500,000	1,500,000
Total Restricted	**$25,330,526**	**$17,094,108**	**$32,589,832**
Unrestricted Balance	$11,346,470	$19,727,602	$4,511,959
Total Reserves	**$36,676,996**	**$36,821,710**	**$37,101,791**

Recommendation:

MTC staff recommends that this Committee forward Resolution No. 4240, MTC's FY 2016-17 operating and capital budget, to the Commission for approval.

Steve Heminger

AB/ES
Attachment

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Date: June 22, 2016
W.I.: 1152
Referred By: Administration

ABSTRACT

Resolution No. 4240

This resolution approves the Agency Budget for FY 2016-17.

Further discussion of the agency budget is contained in the MTC Executive Director's memorandum to the Administration Committee dated June 1, 2016. A budget is attached as Attachments A, B and C.

Date: June 22, 2016
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4240

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 27, 2016 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2016-17 with the adoption of MTC Resolution No. 4224; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2016-17; and

WHEREAS, the final draft MTC Agency Budget for FY 2016-17 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4224; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2016-17, 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 2016-17, 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 2016-17; 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 2016-17; 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 2016-17 as follows: Benefits, Liability, Compensated leave, Encumbrances, Building, and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside a $500,000 liability reserve and establish a $750,000 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 2016-17 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 232 and will not be increased without approved increase to the appropriate FY 2016-17 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2016-17 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

_____

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 June 22, 2016.

Date: June 22, 2016
W.I.: 1152
Referred by: Administration

Attachments A, B, C
Resolution No. 4240

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2016-17

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METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2016-17

Attachment A

SUMMARY

PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change % Inc./(Dec)	Change $ Inc./(Dec)
General Planning Revenue	$25,347,553	$24,063,337	-5%	($1,284,216)
Other MTC Revenue	1,652,067	1,207,933	-27%	(444,134)
Transfers from other Funds	23,210,820	17,853,644	-23%	(5,357,176)
Local Revenue Grants	4,280,676	2,667,117	-38%	(1,613,559)
Total Operating Revenue	**$54,491,116**	**$45,792,032**	-16%	($8,699,084)
Total Operating Expense	**$54,346,402**	**$44,911,950**	-17%	($9,434,452)
Operating Surplus (Shortfall)	**$144,714**	**$880,082**	508%	$735,368
Total Operating Revenue - Prior Year	$6,131,209	$0	-100%	($6,131,209)
Total Operating Expense - Prior Year	$6,131,209	$0	-100%	($6,131,209)
Operating Surplus (Shortfall)- Prior year	**$0**	**$0**	0%	$0
Total Operating Surplus (Shortfall)	**$144,714**	**$880,082**	508%	$735,368

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	**$1,543,000**	**$1,166,745**	-24%	($376,255)
Total Annual Capital Expense	**$1,543,000**	**$1,766,745**	15%	$223,745
Capital Surplus(Shortfall)	**$0**	**($600,000)**	0%	($600,000)
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	**$144,714**	**$280,082**	94%	$135,368

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	**$0**	**$0**		
Net MTC Reserves - in(out)	$144,714	$280,082	94%	$135,368
Current Year Ending Balance	**$0**	**$0**		

REVENUE DETAIL

	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change % Inc./(Dec)	Change $ Inc./(Dec)
General Planning Revenue				
FTA Section 5303	$3,247,073	$3,367,898	4%	$120,825
FTA 5303 carryover FY'15	1,159,642	0	-100%	(1,159,642)
FTA 5303 Final Allocation FY'15	5,506	0	-100%	(5,506)
FTA 5303 Final Allocation FY'16	22,731	0	-100%	(22,731)
Sustainable Transportation Planning Grant	300,000	300,000	0%	0
FHWA SP&R - SACOG/ Prop.84	150,000	0	-100%	(150,000)
FHWA 1/2 % PL	7,546,404	7,895,439	5%	349,035
FHWA PL Final Allocation FY'15	(200,702)	0	-100%	200,702
FHWA PL Final Allocation FY'16	119,071	0	-100%	(119,071)
FHWA PL carryover FY'15	697,828	0	-100%	(697,828)
TDA (Planning/Administrative)	12,300,000	12,500,000	2%	200,000
Subtotal: General Planning Revenue	**$25,347,553**	**$24,063,337**	-5%	($1,284,216)
Other MTC Revenue				
STIP-PPM	$1,142,067	$687,933	-40%	($454,134)
HOV lane fines	490,000	500,000	2%	10,000
Interest	20,000	20,000	0%	0
Subtotal: MTC Other Revenue	**$1,652,067**	**$1,207,933**	-27%	($444,134)
Operating Transfers				
BATA 1%	$7,087,000	$7,297,531	3%	$210,531
Transfer BATA RM2	1,792,000	1,230,000	-31%	(562,000)
BATA Reimbursements (Audit/misc. contracts)	1,367,900	508,550	-63%	(859,350)
Express Lanes	375,000	0	-100%	(375,000)
RAFC Management Services	531,769	74,640	-86%	(457,130)
Service Authority Freeways Expressways (SAFE)	2,527,886	879,396	-65%	(1,648,490)
Exchange Fund Transfer	0	0	0%	0
STA Transfer	2,749,000	2,922,602	6%	173,602
2% Transit Transfers	511,254	415,070	-19%	(96,184)
Transfer in from Reserve - Move related	1,000,000	0	0%	(1,000,000)
Transfer in from Reserve - MTC/ABAG Study	275,000	0	0%	(275,000)
Transfer in from Reserve - to cover shortfall	26,108	0	-100%	(26,108)
Transfer in from Liability Reserve	800,000	0	0%	(800,000)
Transfer in from SAFE & BATA for computer capital	280,000	0	0%	(280,000)
Express Lanes - Overhead	0	617,063	0%	617,063
Grant Funded - Overhead	2,031,713	1,916,099	-6%	(115,614)
Capital Programs - Overhead	1,856,190	1,992,693	7%	136,503
Subtotal: Transfers from other funds	**$23,210,820**	**$17,853,644**	-23%	($5,357,176)
MTC Total Planning Revenue	**$50,210,440**	**$43,124,914**	-14%	($7,085,526)
Local Revenue Grants				
Misc. Revenue (PMP Sales)	$1,200,000	$965,000	-20%	($235,000)
ABAG	137,500	100,178	-100%	(37,322)
ACTC	0	8,849	-100%	8,849
MPO	0	90,000	-100%	90,000
TFCA (Regional Rideshare), Spare the Air.	1,000,000	1,000,000	0%	(0)
BAAQMD	704,967	308,749	-56%	(396,218)
Motivate	696,898	0	-100%	(696,898)
Cities	541,311	194,341	-64%	(346,970)
Subtotal: Local Revenue Grants	**$4,280,676**	**$2,667,117**	-38%	($1,613,559)
Total Current Year Revenue	**$54,491,116**	**$45,792,032**	-16%	($8,699,085)
MTC Prior Year Project Revenue				
Prior Year Project Revenue - Federal/State				
FTA 5303	774,481			
FHWA	34,522			
State Transit Assistance (STA)	630,327			
Subtotal:	**$1,439,330**			
Prior Year Project Revenue - Local				
General Fund	1,954,000			
Transportation Funds for Clean Air (TFCA)	76,565			
Service Authority for Freeways/Expressways (SAFE)	1,422,154			
PTAP LM	174,730			
PPM	75,017			
RM2/BATA Reimb.	216,803			
AB 664	51,525			
local Cities	718,830			
2% Transit	2,255			
Subtotal:	**$4,691,879**			
Total Prior Year Project Revenue	**$6,131,209**			

EXPENSE SUMMMARY
BUDGET FY 2016-17

	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change % Inc./(Dec)	Change $ Inc./(Dec)
Operating Expense				
I. Salaries and Benefits	$22,865,039	$24,010,714	5%	$1,145,675
MTC Staff - Regular	$18,439,029	$21,898,781	19%	$3,459,752
OPEB	1,589,625	1,920,326	21%	330,701
Temporary Staff	128,688	168,258	31%	39,570
Project Based Staff & LGS	2,680,697	0	-100%	(2,680,697)
Hourly /Interns	27,000	23,349	-14%	(3,651)
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	$3,488,624	-6%	($220,032)
Subtotal Staff Cost	$28,599,295	$29,524,938	-1%	$925,643
IX. Contractual Services	$25,747,107	$15,387,012	-40%	($10,360,095)
Total Operating Expense Current Year	**$54,346,402**	**$44,911,950**	-17%	($9,434,452)
IX. Contractual Services - Prior Year	**$6,131,209**	**$0**	-100%	($6,131,209)
Total Operating Expense	**$60,477,611**	**$44,911,950**	-26%	($15,565,661)

CAPITAL PROJECTS

	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change % Inc./(Dec)	Change $ Inc./(Dec)
Annual Transfer from Reserve to Capital	$1,543,000	$0	-100%	($1,543,000)
Annual Capital Expense	$1,543,000	$600,000	-61%	($943,000)

	LTD Budget Thru FY 2015-16	Draft BUDGET FY 2016-17	LTD Budget Thru FY 2016-17
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	1,166,745	1,333,045
	$10,684,750	**$1,166,745**	**$11,851,495**
Expense			
Staff	$1,200,000	$151,745	$1,351,745
Consultants	9,484,750	1,015,000	10,499,750
	$10,684,750	**$1,166,745**	**$11,851,495**

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change $ Inc./(Dec)
1111	**Support Commission Standing Committees**			
	Planning Programs - Other	$150,000	$100,000	($50,000)
	TOTAL	$150,000	$100,000	($50,000)
1112	**Implement Public Information Program**			
	LWV Monitor	$25,000	$25,000	$0
	Photography services for MTC/BATA	50,000	60,000	10,000
	Design & Production Services	150,000	100,000	(50,000)
	On-call Facilitation and Outreach	25,000	35,000	10,000
	PDA Communication	50,000	0	(50,000)
	Digital Promotion & Analysis	25,000	20,000	(5,000)
	On call Video Services	0	25,000	25,000
	Bike to Work Program	0	0	0
	Climate Initiatives	0	25,000	25,000
	Awards Program	15,000	55,000	40,000
	MTC web integration/portal	125,000	100,000	(25,000)
	TOTAL	$465,000	$445,000	($20,000)
1121	**Plan Bay Area**			
	Develop Public Involvement	$175,000	$170,000	($5,000)
	Design of Draft PBA 2040 Report	0	0	0
	Economic Analysis Related to PBA	0	35,000	35,000
	Event Expenses	100,000	90,000	(10,000)
	CBO Outreach	50,000	50,000	0
	Public Opinion/Revenue Polls (2 total)	145,000	150,000	5,000
	Digital Tools/Visualization	75,000	40,000	(35,000)
	EIR Development	520,000	229,761	(290,239)
	MTC/ABAG Merger Study	275,000	0	(275,000)
	Express Lane Settlement	50,000	0	(50,000)
	TOTAL	$1,390,000	$764,761	($625,239)
1122	**Analyze Regional Data using GIS and Travel Models**			
	Travel Model Assistance	$150,000	$100,000	($50,000)
	Land use Model Research	250,000	150,000	(100,000)
	Travel Model Research	50,000	50,000	0
	Technical Support for Web Based Projects	100,000	100,000	0
	Leverage SHRP2 Investment	100,000	0	(100,000)
	Consolidated household travel	75,000	25,000	(50,000)
	Regional Transit on Board	2,974,565	0	(2,974,565)
	Freight Modeling Program	50,000	0	(50,000)
	Future Mobility Research Program	50,000	50,000	0
	TOTAL	$3,799,565	$475,000	($3,324,565)
1124	**Regional Goods Movement Plan**			
	HUD Follow up Efforts	$150,000	$0	($150,000)
	Mega Regional Goods Movement Study	450,000	450,000	0
	Zero Emission Freight Study	0	0	0
	TOTAL	$600,000	$450,000	($150,000)
1125	**Non-Motorized Transportation**			
	Bike Share Program - Operating Expenses	$500,000	$284,000	(216,000)
	Bike Share Program -Assets/Equipment	696,898	0	(696,898)
		$1,196,898	$284,000	($912,898)
1132	**Advocacy Coalitions**			
	Legislative advocates - Sacramento	$151,000	$115,000	($36,000)
	Mineta Transportation Institute	100,000	200,000	100,000
	Legislative advocates - Washington D.C.	263,000	263,100	100
	TOTAL	$514,000	$578,100	$64,100
1152	**Agency Financial Management**			
	Financial Audit	$400,000	$400,000	$0
	OPEB Actuary	15,000	20,000	5,000
	Financial System Upgrade	20,000	5,000	(15,000)
	TOTAL	$435,000	$425,000	($10,000)
1153	**Administrative Services**			
	Organizational and Compensation	$100,000	$60,000	($40,000)
	Ergonomics	75,000	55,000	(20,000)
	Move related Projects	150,000	0	(150,000)
	Internship Program	136,000	205,000	69,000
	TOTAL	$461,000	$320,000	($141,000)

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change $ Inc./(Dec)
1161	**Information Technology Services**			
	Data Security Improvements	$0	$55,000	$55,000
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	50,000	0	(50,000)
	Enterprise data and process review	350,000	207,000	(143,000)
	Document sanning	50,000	0	(50,000)
	Move Assistance/Project Management	150,000	27,500	(122,500)
	TOTAL	$650,000	$339,500	($310,500)
1212	**Performance Measuring and Monitoring**			
	Vital Signs Website Development	$150,000	$150,000	$0
	RTP Performance	75,000	0	(75,000)
	State of Good Repair Performance Analysis	75,000	0	(75,000)
		$300,000	$150,000	($150,000)
1222	**Regional Rideshare Program**			
	511 Ridesharing Program Operations	$1,000,000	$1,000,000	$0
	Seamless Transit Map	0	150,000	150,000
	511 Program Marketing	200,000	150,000	(50,000)
	TOTAL	$1,200,000	$1,300,000	$100,000
1223	**Operational Support for Regional Programs**			
	TMC Legacy Projects and Contingency	$0	$0	$0
	Park N Ride	150,000	0	(150,000)
	ITS Architecture	200,000	0	(200,000)
	TMS Technical Advisor & Guideance Bench	0	0	0
	TOTAL	$350,000	$0	($350,000)
1224	**Regional Traveler Information**			
	511 Traffic/Real Time Transit	$2,191,500	$995,000	($1,196,500)
	HSP:511 Real-Time	127,000	0	(127,000)
	511 Web Services	121,000	250,000	129,000
	511 Transit system	891,000	650,000	(241,000)
	511 ESRI License	5,900	0	(5,900)
	Trip planner License	14,000	0	(14,000)
	Connected Vehicle	0	0	0
	TOTAL	$3,350,400	$1,895,000	($1,455,400)
1228	**Regional Transportation Emergency Operation**			
	Global Fone NI Government	$50,000	$25,000	($25,000)
	Transit Emergency Response	0	0	0
	EOC Training & Support	75,000	75,000	0
	TOTAL	$125,000	$100,000	($25,000)
1229	**Regional Transportation Emergency Planning**			
	Ongoing Emergency Exercise Support	$300,000	$75,000	($225,000)
	Emergency Response Strategies	100,000	0	(100,000)
	Joint Operations at @ Beale Street	1,100,000	300,000	(800,000)
	Transit Service Contingency	334,000	667,000	333,000
	TOTAL	$1,834,000	$1,042,000	($792,000)
1233	**Transportation Asset Management**			
	Software Development and Maintenance	$1,300,000	$825,000	($475,000)
	Transit Capital Inventory	100,000	50,000	(50,000)
	Software Training Support	34,410	160,347	125,937
	TAM Plan Development and Performance	75,000	100,000	25,000
	PTAP Projects	183,976	194,341	10,365
	Quality Assurance Program	50,000	50,000	0
	TOTAL	$1,743,386	$1,379,688	($363,698)
1235	**Incident Management**			
	I-880 ICM Device Maint.	$0	$100,000	$100,000
	Incident Management Task Force	100,000	100,000	0
	TOTAL	$100,000	$200,000	$100,000
1237	**Freeway Performance**			
	Managed LANES Master Plan (Study)	$300,000	$0	($300,000)
	FPI Traffic Operations/Corridor Analysis	50,000	0	(50,000)
	Regional Dynamic Traffic Assignment Model	0	0	0
	Performance Monitoring & Tools	0	50,000	50,000
	Active Traffic Management Strategies	625,000	0	(625,000)
		0	0	0
	TOTAL	$975,000	$50,000	($925,000)
1311	**Lifeline Planning**			
	Community - Based Transportation Plan Funding Ag.	$360,000	$269,013	($90,987)
	CBTP Grant Program	89,000	0	(89,000)
	Lifeline Cycle 3	800,000	747,589	(52,411)
	Coordinated Plan Update	100,000	60,000	(40,000)
	TOTAL	$1,349,000	$1,076,602	($272,398)

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change $ Inc./(Dec)
1413	**Climate Initiative**			
	EV Strategic Council	$35,000	$35,000	$0
	Regional Transportation Sea Level Rise	0	0	0
	TOTAL	$35,000	$35,000	$0
1512	**Federal TIP Development**			
	REMI Financial Forcast Model	$50,000	$0	($50,000)
	TOTAL	$50,000	$0	($50,000)
1514	**Regional Assistance Programs**			
	TDA Claims/Fund Estimate on line Migration and Reporting	$0	$25,000	$25,000
	Performance audits - TDA audit & RM2 Oversight	250,000	193,000	(57,000)
	TOTAL	$250,000	$218,000	($32,000)
1515	**Regional Assistance Programs**			
	FMS Developer	$0	$187,200	$187,200
	FMS User Interface Upgrade	125,000	127,733	2,733
	TOTAL	$125,000	$314,933	$189,933
1517	**Transit Sustainability**			
	Transit Sustainability Planning	$544,159	$515,070	($29,089)
	SRTP	300,000	540,000	240,000
	TOTAL	$1,844,159	$1,055,070	$210,911
1518	**New Freedom**			
	On Call Facilitation for Mobility Management	$5,000	$0	($5,000)
	TOTAL	$5,000	$0	($5,000)
1611	**Transportation and Land Use Coordination**			
	ABAG - FHWA/FTA5303/TDA/Prop.84	$2,329,699	$1,336,358	($993,341)
	Housing Task Force	0	200,000	200,000
	Complete Streets Technical Assistance	40,000	0	(40,000)
	Bike/ Ped Counts Program	60,000	35,000	(25,000)
	Conference Sponsorship for Rail-Volution	15,000	0	(15,000)
	Parking Program	125,000	0	(125,000)
	TOTAL	$2,569,699	$1,571,358	($998,341)
1612	Climate Adaption Consulting (BARC)	$80,000	$68,000	($12,000)
106	**Legal Services**	$800,000	$750,000	($50,000)
101	**Encumbrances Contracts**	$0	$0	$0
	Total consultant contracts:	**$26,747,107**	**$15,387,012**	**($10,360,095)**

LTD Federal Grants Budget

Attachment B

Grant # / Fund Source #	Project Description	1 LTD Grant thru FY 2015	2 LTD Actual thru FY 2016	3 = (1-2) Balance thru FY 2016	4 New Grant FY 2016-17	5 staff budget FY 2016-17	6 Consultant budget FY 2016-17	7 = (3+4-5-6) Balance FY 2016-17
	STP Grants							
6084-146 1580	Station Area Planning	$17,957,890	$17,534,385	$423,505	$0	$361,280	$0	$62,225
6084-175 1801	CMA Planning	42,479,000	42,067,812	411,188	9,150,000	964,536	8,185,464	411,188
6084-176 1803	511 Grant	32,500,000	28,944,398	3,555,602	-	-	2,380,800	1,174,802
6084-178 1805	Regional Streets and Roads	1,200,000	829,960	370,040	-	-	350,000	20,040
6084-179 1806	Pavement Management	6,000,000	4,690,399	1,309,601	-	-	-	1,309,601
6084-186 1812	OBAG Regional PDA	8,740,305	7,341,992	1,398,313	-	26,003	16,000	1,356,310
6084-187 1811	OBAG Regional PDA - ABAG	2,000,000	1,980,000	20,000	-	20,000	-	-
6084-193 1816	Arterial Operations	2,500,000	1,201,000	1,299,000	-	-	-	1,299,000
NEW	Pavement Management				**1,500,000**		1,500,000	-
NEW	Incident Management				**1,400,000**	516,926		883,074
NEW	Freeway Performance Initiative				**7,200,000**		5,500,000	1,700,000
NEW	511 Traveler Information				**9,030,000**	1,294,178	7,704,800	31,022
		$113,377,195	**$104,589,946**	**$8,787,249**	**$28,280,000**	**$3,182,923**	**$25,637,064**	**$8,247,262**
	CMAQ Grants							
6084-160 1589	Arterial Operations	$10,750,000	$8,860,994	$1,889,006	$0	$437,434	$1,000,000	$451,572
6084-164 1591	Climate Initiatives Program Public Outreach	7,793,432	6,971,603	821,829	1,388,000	-	1,809,829	400,000
6084-165 1592	Climate Initiatives Evaluation	3,600,000	3,496,650	103,350	-	-	103,350	-
6160-018 1596	Freeway Performance Initiative	8,608,000	5,655,032	2,952,968	-	1,331,774	1,200,000	421,194
6160-020 1800	Incident Management	7,300,000	3,156,828	4,143,172	-	-	2,120,000	2,023,172
6084-176 1804	511 Grant	16,270,000	14,814,520	1,455,480	-	852,994	-	602,486
6084-180 1809	Freeway Performance Corridor Studies	4,000,000	1,830,523	2,169,477	-	706,060	950,000	513,417
6084-188 1814	Regional Bicycle Program	1,725,000	430,678	1,294,322	-	-	-	1,294,322
NEW	**Incident Management**		-		**10,840,000**		10,840,000	-
		$60,046,432	**$45,216,828**	**$14,829,604**	**$12,228,000**	**$3,328,262**	**$18,023,179**	**$5,706,163**
	FTA GRANTS							
37-X076 1614	JARC	$5,357,119	$5,009,698	$347,421	$0	$0	$0	$347,421
37-X104 1625	JARC	2,654,120	2,384,587	269,533	-	-	-	269,533
37-X133 1627	JARC	1,004,559	915,827	88,732	-	-	-	88,732
37-X164 1629	JARC	805,190	805,190	-	-	-	-	-
37-X177 1630	JARC	2,430,952	2,075,352	355,600	-	-	-	355,600
34-001 1631	FTA 5339 - Bus Purchases	10,506,277	840,438	9,665,839	-	-	9,665,839	-
34-0024 1633	FTA 5339	12,240,015	432,386	11,807,629	-	-	11,807,629	-
34-0032 1634	FTA 5339	9,590,718	-	9,590,718			3,476,843	6,113,875
57-X023 1623	New Freedom	1,545,232	1,462,654	82,578	-	-	-	82,578
57-X032 1624	New Freedom	1,612,117	1,605,024	7,093	-	-	-	7,093
57-X050 1626	New Freedom	3,748,859	3,744,695	4,164	-	-	-	4,164
57-X074 1628	New Freedom	2,793,517	2,767,517	26,000	-	-	26,000	-
57-X109 1632	New Freedom	1,383,631	836,734	546,897		-	-	546,897
CA79-1001-1668	TIGER	1,000,000	1,000,000	-				-
NEW	**FTA 5310**				454,424	454,424	-	-
		$56,672,306	**$23,880,102**	**$32,792,204 #**	**$454,424**	**$454,424**	**$24,976,311**	**$7,815,893**
	HPP/VPP GRANTS							
1739	VPPL Value PRICING	$560,000	$560,000	$0	$0	$0	$0	$0
		$560,000	**$560,000**	**$0**	**$0**	**$0**	**$0**	**$0**
	Other Grants							
1110	HEPP Travel Model (Reobligated)	$90,000	$90,000	$0	$0	$0	$0	$0
1112	FHWA - SHRP2	700,000	613,322	86,678	-	-	-	86,678
		$790,000	**$703,322**	**$86,678**	**$0**	**$0**	**$0**	**$86,678**
	Total Federal Grants Budget	**$231,445,933**	**$174,950,198**	**$56,495,735**	**$40,962,424**	**$6,965,609**	**$68,636,554**	**$21,855,996**

CONTRACTUAL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change $ Inc./(Dec)
1112	**Implement Public Information Program**			
	Bike to Work Day	$150,000	$250,000	$100,000
		$150,000	$250,000	$100,000
1122	**Analyze Regional Data using GIS and Travel Models**			
	Travel Model	$90,000	$0	($90,000)
	TOTAL	$90,000	$0	($90,000)
1125	**Non-Motorized Transportation**			
	Bike Share Program - Operating Expenses	$0	$0	$0
		$0	$0	$0
1152	**Agency Financial Management**			
	Project Audits	$200,000	$100,000	($100,000)
	TOTAL	$200,000	$100,000	($100,000)
1222	**Regional Rideshare Program**			
	511 Program Operations	$2,549,000	$915,000	($1,634,000)
	511 Program Marketing	374,000	425,800	51,800
	Rideshare: Employer Services (CMAs)	450,000	895,000	445,000
	SB 1339	93,000	0	(93,000)
	TOTAL	$3,466,000	$2,235,800	($1,230,200)
1223	**Operational Support for Regional Programs**			
	ITS Architecture	$0	$100,000	$100,000
	TOTAL	$0	$100,000	$100,000
1224	**Regional Traveler Information**			
	511 Traffic Real Time Transit	$6,103,000	$3,588,800	($2,514,200)
	511 Transit	5,302,000	3,820,000	(1,482,000)
	RG	0	0	0
	Connected Vehicles	0	0	0
	511 Licenses	111,000	241,000	130,000
	TOTAL	$11,516,000	$7,649,800	($3,866,200)
1233	**Pavement Management System**			
	Software Training Support	$265,590	$350,000	$84,410
	P-TAP Projects	1,420,000	1,500,000	80,000
	TOTAL	$1,685,590	$1,850,000	$164,410
1234	**Arterial and Transit Performance**			
	Program for Arterial System	$1,200,000	$1,000,000	($200,000)
	Arterial Operations - Next Generation	2,500,000	0	(2,500,000)
	TOTAL	$3,700,000	$1,000,000	($2,700,000)
1235	**Incident Management**			
	Incident Management Task Force	$140,000	$0	($140,000)
	I-880 ICM	13,108,000	12,960,000	(148,000)
	TOTAL	$13,248,000	$12,960,000	($288,000)
1237	**Freeway Performance**			
	FPI Implementation and Ramp Metering	$1,500,000	$0	($1,500,000)
	Managed Lanes Implementation Plan	0	2,500,000	2,500,000
	Active Traffic Management Implementation	0	3,000,000	3,000,000
	Performance Monitoring & Tools	0	550,000	550,000
	Regional Dynamic Traffic Assignment Model	0	100,000	100,000
	FPI Traffic Operations/Corridor Analysis	1,500,000	1,500,000	0
	TOTAL	$3,000,000	$7,650,000	$4,650,000
1310	**Implement Lifeline Transportation Program**			
	Lifeline Planning	$269,797	$0	($269,797)
	TOTAL	$269,797	$0	($269,797)
1413	**Climate Initiative**			
	Climate Initiative Outreach and Marketing program	$9,484,678	$1,663,179	($7,821,499)
	TOTAL	$9,484,678	$1,663,179	($7,821,499)
1512	**Federal TIP Development**			
	Transit Capital Inventory	$0	$0	$0
	Transit Operators	33,471,833	24,950,311	(8,521,522)
	TOTAL	$33,471,833	$24,950,311	($8,521,522)
1517	**Transit Sustainability**			
	Transit Core Capacity Analysis	$0	$0	$0
	TOTAL	$0	$0	$0
1518	**New Freedom**			
	New Freedom Projects	$100,166	$26,000	($74,166)
	TOTAL	$100,166	$26,000	($74,166)
1519	**Transit Core**			
	Transit Core Study	$887,860	$0	($887,860)
	TOTAL	$887,860	$0	($887,860)
1611	**Transportation and Land Use Coordination**			
	ABAG - STP	$1,359,000	$563,642	($795,358)
	BCDC STP	351,000	259,822	(91,178)
	CMAs - STP	7,133,000	7,350,000	217,000
	Access Public Lands near Transit	500,000	0	(500,000)
	PDA Implementation Studies	515,000	16,000	(499,000)
	SR 82 Study	275,000	0	(275,000)
	PDA Planning Grant	1,902,500	0	(1,902,500)
	TOTAL	$12,035,500	$8,189,464	($3,846,036)
1612	Climate Adaption Consulting (BARC)	$0	$12,000	$12,000
	Total Federal funded Consultants	**$93,305,424**	**$68,636,554**	**($24,668,870)**

Attachment C

Clipper Operating:	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17		Change $ Inc./(Dec)
Revenue:				
CMAQ	$0	$0	0%	$0
RM2	2,825,000	2,950,000	4%	125,000
STA	17,856,667	9,400,000	-47%	(8,456,667)
Transit Operators	17,914,400	17,780,257	-1%	(134,143)
	$38,596,067	$30,130,257	-22%	($8,465,809)
Expenses:				
Staff cost	$1,574,567	$1,875,537	19%	$300,971
Temporary Agency	0	0	0%	0
Travel & Other General Ops.	72,100	103,220	43%	31,120
Promotion/Outreach/Fare Inc.	3,890,000	2,950,000	-24%	(940,000)
Clipper Operations	33,059,400	25,201,500	-24%	(7,857,900)
	$38,596,067	$30,130,257	-22%	($8,465,809)

Clipper Capital:	LTD Budget Thru FY2015-16	Draft BUDGET FY 2016-17	LTD Budget Thru FY2016-17
Revenue:			
CMAQ	$71,495,201	$0	$71,495,201
Card Sales	$4,851,267	2,000,000	$6,851,267
Cap. & Trade	$0	3,500,000	$3,500,000
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	2,000,000	$23,207,597
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	2,050,000	$13,857,000
WETA	603,707	0	$603,707
Sales Tax	99,311	0	$99,311
	$237,945,549	$9,550,000	$247,495,549
Expense:			
Staff Costs	$11,022,524	$1,998,070	$13,020,594
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	11,860,707	2,050,000	13,910,707
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	5,500,000	49,574,714
Clipper Cards	13,140,095	2,000,000	15,140,095
Other	35,867,181	(1,998,070)	33,869,111
	$237,945,549	$9,550,000	$247,495,549

Agenda Item 3

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee DATE: June 1, 2016

FR: Executive Director W. I. 1152

RE: MTC Resolution No. 4240 : MTC FY 2016-17 Agency Budget

Staff requests that the Committee forward MTC Resolution No. 4240, the MTC FY 2016-17 agency budget to the Commission for approval. The recommended budget is balanced and currently shows a slight operating surplus (Attachment A). There have been some changes from the May Budget Study Session, mainly to accommodate the new MTC/ABAG staff integration Option 7, as approved by the Commission on May 25, 2016.

MTC FY 2016-17 Operating Budget

There are several components to the MTC operating budget. The components are:

- MTC General Operations – Administration for all MTC, SAFE and BATA Funds.
- MTC Planning – MTC planning mainly funded through an annual allocation of federal planning funds.
- MTC Grants – MTC projects funded through various federal and State grants which are budgeted for the life of the project (Attachment B).
- Clipper® – A separately funded enterprise to operate the Clipper program (Attachment C).

The overall operating costs of MTC Planning and Clipper are adopted on an annual basis. Grant funded projects are approved and budgeted for the life of the project or until the grant expires.

Revenue

Total operating revenue of $46 million in the proposed budget is a 16% decrease from the FY 2015-16 budget, as shown in Table 1.

Table 1

	FY 2013-14 Actual	FY 2014-15 Actual	FY 2015-16 Budget	FY 2016-17 Budget
TDA (Sales tax)	$11,734,631	$12,373,863	$12,300,000	$12,500,000
Interest/Other	533,644	546,679	510,000	520,000
Planning grants	9,190,974	10,803,679	13,047,553	11,563,337
Transfers	13,160,228	12,194,429	23,210,820	17,853,644
State & Local Funding	2,554,209	3,567,852	5,422,743	3,355,050
Total Operating Revenue	**$37,173,686**	**$39,486,502**	**$54,491,116**	**$45,792,031**

Highlights of the proposed MTC revenue:

- TDA (Sales Tax) – Up $200,000 (2%).
- Federal Planning Grants – Down $1.5 million in one-time carry over funds from last year.
- Transfers – Down $5.3 million.
    - A reduction of $1.8 million BATA one-time funding for 511/Joint Operations Center at Beale Street and Managed Lane study.
    - $1.5 million was a one-time transfer from reserve to cover the Beale Street move, and the MTC/ABAG integration study.
    - $1.6 million reduction in SAFE transfers to fund 511 and active Traffic Management Implementation plan.
    - $400,000 reduction in RAFC Management Services as MTC moved to Beale Street.
- State and Local funding – Down $2 million as the majority of the bike share program was budgeted and encumbered in FY 2015-16 budget.

Operating Expenses

The draft operating budget shows a 17% decrease in total operating expenses, mainly as a result of a decrease in contractual costs (Table 2).

Table 2

	FY 2013-14 Actual	FY 2014-15 Actual	FY 2015-16 Budget	FY 2016-17 Budget
Salaries/ Benefits	$15,480,954	$16,457,486	$18,594,717	$22,090,388
OPEB	2,000,250	2,341,276	1,589,625	1,920,326
Temporaries	1,912,944	2,930,237	2,680,697	0
Other Expenses	3,782,514	2,591,609	5,734,256	5,514,224
Ops Subtotal	**23,176,662**	**24,320,608**	**28,599,295**	**29,524,938**
Contractual	10,710,143	12,625,562	25,747,107	15,387,012
Transfer Out	0	38,459	0	0
Total Operating Expense	**$33,886,805**	**$36,984,629**	**$54,346,402**	**$44,911,950**

Staff Salaries and Benefits

Total regular staff salaries and benefits will increase by approximately $3.5 million (19%). The increase includes:

- Letter agreement for six-months of ABAG planning expenses - $1.3 million.
- Conversion of 14 contract-based employees - $1.6 million
- Scheduled MOU salary increase - $600,000

The increase is offset by a reduction of part-time and contract-based temporary employees.

Other Expenses

General operations costs will increase by $220,032 while the travel, training, printing and computer services will be kept flat at FY 2015-16 levels.

Multi-year Federal Grants

Approximately $41 million in new grants will be added in FY 2016-17 bringing the total grant program under management to $97 million. Grants are budgeted on a life-to-date basis and as such only the new funding is subject to the annual budget approval process. The life-to-date budget for the multi-year federal grants is included in Attachment B.

Capital Projects

Capital projects are also budgeted on a life-to-date basis. The proposed FY 2016-17 budget includes capital expenditures for $600,000 for computer hardware and software purchases and other move related projects. The Hub Signage capital budget of $10.7 million will increase by $1.2 million to reflect the work related to the Real Time Sign Enhancement.

Clipper®

Clipper is an Enterprise Fund operated by MTC. However, as an enterprise Clipper's revenues and expenses do not flow through MTC. The Clipper operating expenses are projected to be $30.1 million,

- $25.2 million for Clipper operations
- $1.9 million staff costs,
- $3 million for customer outreach/education.

The Clipper capital program budget will increase $9.6 million for FY 2016-17 largely for work related to state of good repair and equipment replacement projects. The Clipper operating budget for FY 2016-17 is shown in Attachment C.

MTC/ABAG Integration

The approval of Resolution 4245 by the Commission on May 25th changes the detail within the ABAG Budget but not the actual amounts. The previously approved Resolution 4210 contemplated transfer of ABAG planning staff if no comprehensive integration plan was approved.

	FY 2015-16 Budget (millions $)	Res. 4210 Budget (millions $) May Budget	Res. 4245 Budget (millions $) June Budget
Staffing/Overhead	$3.74	$0.00	$1.90
Bay Trail	0.72	0.72	0.72
Tenant Improvements	0.45	0.55	0.00
Transition payment	0.00	1.20	0.00
Total	**$4.91**	**$2.47**	**$2.62**
MTC	$0.00	$3.8	$1.90
With the approval	**$4.91**	**$6.27**	**$4.52**

The full integration is planned to take place over FY 2016-17. The current budget model is based on:

- No staff transfer until January 2017 at the earliest.
- Providing 6 months full funding to ABAG through December 31, 2016.
- Remaining 6 months funding is in MTC budget.
- No change to Bay Trail funding from BATA.
- No need for further Tennant Improvement payments because ABAG condo sale in Oakland will cover purchase and furniture costs at Beale Street.

With the approval of Resolution 4245, MTC can eliminate the need for $1.2 million transition payment contemplated under Resolution 4210 as well as $550,000 for tenant improvements as explained above. These changes allow us to release the $1.7 million funding commitment and balance the budget. However, we also have added a $1 million reserve item to pay for various studies and consultants that will be required to carry out the staff consolidation during the upcoming fiscal year.

Reserve Balances

Reserves offer support for times of fiscal distress, as well as ability to fund one-time costs that would otherwise distort budget management. The unrestricted reserve is projected to be $4.5 million at the end of FY 2016-17. The most significant increase in the restricted balance increased is $18.4 million to reflect the agency's net pension liability as required by GASB 68.

The reserve is very important to MTC particularly because the $97 million in active grants and the $30 million in Clipper costs are all on a reimbursement basis. Without the cash flow capacity provided by the reserve, MTC could not deliver projects on the basis of budgetary priority. Our current and projected reserve position is shown in Table 3 below.

Table 3

Description	Actual FY 2014-15	Budget FY 2015-16	Budget FY 2016-17
Benefits Reserve	$1,500,308	$2,000,000	$3,000,000
Liability Reserve	234,040	1,250,000	500,000
Compensated Leave	4,347,801	4,500,000	4,700,000
Encumbrances	2,725,781	4,000,000	3,500,000
Fixed Asset Replacement	-	1,569,108	-
Move Reserve	-	1,000,000	-
Net Pension Liability	16,010,789	-	18,389,832
MTC/ABAG Integration	-	275,000	1,000,000
STA Reserve	511,807	2,500,000	1,500,000
Total Restricted	**$25,330,526**	**$17,094,108**	**$32,589,832**
Unrestricted Balance	$11,346,470	$19,727,602	$4,511,959
Total Reserves	**$36,676,996**	**$36,821,710**	**$37,101,791**

Recommendation:

MTC staff recommends that this Committee forward Resolution No. 4240, MTC's FY 2016-17 operating and capital budget, to the Commission for approval.

Steve Heminger

AB/ES
Attachment

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Date: June 22, 2016
W.I.: 1152
Referred By: Administration

ABSTRACT

Resolution No. 4240

This resolution approves the Agency Budget for FY 2016-17.

Further discussion of the agency budget is contained in the MTC Executive Director's memorandum to the Administration Committee dated June 1, 2016. A budget is attached as Attachments A, B and C.

Date: June 22, 2016
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4240

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 27, 2016 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2016-17 with the adoption of MTC Resolution No. 4224; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2016-17; and

WHEREAS, the final draft MTC Agency Budget for FY 2016-17 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4224; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2016-17, 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 2016-17, 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 2016-17; 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 2016-17; 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 2016-17 as follows: Benefits, Liability, Compensated leave, Encumbrances, Building, and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside a $500,000 liability reserve and establish a $750,000 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 2016-17 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 232 and will not be increased without approved increase to the appropriate FY 2016-17 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2016-17 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

_____

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 June 22, 2016.

Date: June 22, 2016
W.I.: 1152
Referred by: Administration

Attachments A, B, C
Resolution No. 4240

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2016-17

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METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2016-17

Attachment A

SUMMARY

PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change % Inc./(Dec)	Change $ Inc./(Dec)
General Planning Revenue	$25,347,553	$24,063,337	-5%	($1,284,216)
Other MTC Revenue	1,652,067	1,207,933	-27%	(444,134)
Transfers from other Funds	23,210,820	17,853,644	-23%	(5,357,176)
Local Revenue Grants	4,280,676	2,667,117	-38%	(1,613,559)
Total Operating Revenue	**$54,491,116**	**$45,792,032**	-16%	($8,699,084)
Total Operating Expense	**$54,346,402**	**$44,911,950**	-17%	($9,434,452)
Operating Surplus (Shortfall)	**$144,714**	**$880,082**	508%	$735,368
Total Operating Revenue - Prior Year	$6,131,209	$0	-100%	($6,131,209)
Total Operating Expense - Prior Year	$6,131,209	$0	-100%	($6,131,209)
Operating Surplus (Shortfall)- Prior year	**$0**	**$0**	0%	$0
Total Operating Surplus (Shortfall)	**$144,714**	**$880,082**	508%	$735,368

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	**$1,543,000**	**$1,166,745**	-24%	($376,255)
Total Annual Capital Expense	**$1,543,000**	**$1,766,745**	15%	$223,745
Capital Surplus(Shortfall)	**$0**	**($600,000)**	0%	($600,000)
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	**$144,714**	**$280,082**	94%	$135,368

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	**$0**	**$0**		
Net MTC Reserves - in(out)	$144,714	$280,082	94%	$135,368
Current Year Ending Balance	**$0**	**$0**		

REVENUE DETAIL

	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change % Inc./(Dec)	Change $ Inc./(Dec)
General Planning Revenue				
FTA Section 5303	$3,247,073	$3,367,898	4%	$120,825
FTA 5303 carryover FY'15	1,159,642	0	-100%	(1,159,642)
FTA 5303 Final Allocation FY'15	5,506	0	-100%	(5,506)
FTA 5303 Final Allocation FY'16	22,731	0	-100%	(22,731)
Sustainable Transportation Planning Grant	300,000	300,000	0%	0
FHWA SP&R - SACOG/ Prop.84	150,000	0	-100%	(150,000)
FHWA 1/2 % PL	7,546,404	7,895,439	5%	349,035
FHWA PL Final Allocation FY'15	(200,702)	0	-100%	200,702
FHWA PL Final Allocation FY'16	119,071	0	-100%	(119,071)
FHWA PL carryover FY'15	697,828	0	-100%	(697,828)
TDA (Planning/Administrative)	12,300,000	12,500,000	2%	200,000
Subtotal: General Planning Revenue	**$25,347,553**	**$24,063,337**	-5%	($1,284,216)
Other MTC Revenue				
STIP-PPM	$1,142,067	$687,933	-40%	($454,134)
HOV lane fines	490,000	500,000	2%	10,000
Interest	20,000	20,000	0%	0
Subtotal: MTC Other Revenue	**$1,652,067**	**$1,207,933**	-27%	($444,134)
Operating Transfers				
BATA 1%	$7,087,000	$7,297,531	3%	$210,531
Transfer BATA RM2	1,792,000	1,230,000	-31%	(562,000)
BATA Reimbursements (Audit/misc. contracts)	1,367,900	508,550	-63%	(859,350)
Express Lanes	375,000	0	-100%	(375,000)
RAFC Management Services	531,769	74,640	-86%	(457,130)
Service Authority Freeways Expressways (SAFE)	2,527,886	879,396	-65%	(1,648,490)
Exchange Fund Transfer	0	0	0%	0
STA Transfer	2,749,000	2,922,602	6%	173,602
2% Transit Transfers	511,254	415,070	-19%	(96,184)
Transfer in from Reserve - Move related	1,000,000	0	0%	(1,000,000)
Transfer in from Reserve - MTC/ABAG Study	275,000	0	0%	(275,000)
Transfer in from Reserve - to cover shortfall	26,108	0	-100%	(26,108)
Transfer in from Liability Reserve	800,000	0	0%	(800,000)
Transfer in from SAFE & BATA for computer capital	280,000	0	0%	(280,000)
Express Lanes - Overhead	0	617,063	0%	617,063
Grant Funded - Overhead	2,031,713	1,916,099	-6%	(115,614)
Capital Programs - Overhead	1,856,190	1,992,693	7%	136,503
Subtotal: Transfers from other funds	**$23,210,820**	**$17,853,644**	-23%	($5,357,176)
MTC Total Planning Revenue	**$50,210,440**	**$43,124,914**	-14%	($7,085,526)
Local Revenue Grants				
Misc. Revenue (PMP Sales)	$1,200,000	$965,000	-20%	($235,000)
ABAG	137,500	100,178	-100%	(37,322)
ACTC	0	8,849	-100%	8,849
MPO	0	90,000	-100%	90,000
TFCA (Regional Rideshare), Spare the Air.	1,000,000	1,000,000	0%	(0)
BAAQMD	704,967	308,749	-56%	(396,218)
Motivate	696,898	0	-100%	(696,898)
Cities	541,311	194,341	-64%	(346,970)
Subtotal: Local Revenue Grants	**$4,280,676**	**$2,667,117**	-38%	($1,613,559)
Total Current Year Revenue	**$54,491,116**	**$45,792,032**	-16%	($8,699,085)
MTC Prior Year Project Revenue				
Prior Year Project Revenue - Federal/State				
FTA 5303	774,481			
FHWA	34,522			
State Transit Assistance (STA)	630,327			
Subtotal:	**$1,439,330**			
Prior Year Project Revenue - Local				
General Fund	1,954,000			
Transportation Funds for Clean Air (TFCA)	76,565			
Service Authority for Freeways/Expressways (SAFE)	1,422,154			
PTAP LM	174,730			
PPM	75,017			
RM2/BATA Reimb.	216,803			
AB 664	51,525			
local Cities	718,830			
2% Transit	2,255			
Subtotal:	**$4,691,879**			
Total Prior Year Project Revenue	**$6,131,209**			

EXPENSE SUMMMARY
BUDGET FY 2016-17

	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change % Inc./(Dec)	Change $ Inc./(Dec)
Operating Expense				
I. Salaries and Benefits	$22,865,039	$24,010,714	5%	$1,145,675
MTC Staff - Regular	$18,439,029	$21,898,781	19%	$3,459,752
OPEB	1,589,625	1,920,326	21%	330,701
Temporary Staff	128,688	168,258	31%	39,570
Project Based Staff & LGS	2,680,697	0	-100%	(2,680,697)
Hourly /Interns	27,000	23,349	-14%	(3,651)
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	$3,488,624	-6%	($220,032)
Subtotal Staff Cost	$28,599,295	$29,524,938	-1%	$925,643
IX. Contractual Services	$25,747,107	$15,387,012	-40%	($10,360,095)
Total Operating Expense Current Year	**$54,346,402**	**$44,911,950**	-17%	($9,434,452)
IX. Contractual Services - Prior Year	**$6,131,209**	**$0**	-100%	($6,131,209)
Total Operating Expense	**$60,477,611**	**$44,911,950**	-26%	($15,565,661)

CAPITAL PROJECTS

	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change % Inc./(Dec)	Change $ Inc./(Dec)
Annual Transfer from Reserve to Capital	$1,543,000	$0	-100%	($1,543,000)
Annual Capital Expense	$1,543,000	$600,000	-61%	($943,000)

	LTD Budget Thru FY 2015-16	Draft BUDGET FY 2016-17	LTD Budget Thru FY 2016-17
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	1,166,745	1,333,045
	$10,684,750	**$1,166,745**	**$11,851,495**
Expense			
Staff	$1,200,000	$151,745	$1,351,745
Consultants	9,484,750	1,015,000	10,499,750
	$10,684,750	**$1,166,745**	**$11,851,495**

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change $ Inc./(Dec)
1111	**Support Commission Standing Committees**			
	Planning Programs - Other	$150,000	$100,000	($50,000)
	TOTAL	$150,000	$100,000	($50,000)
1112	**Implement Public Information Program**			
	LWV Monitor	$25,000	$25,000	$0
	Photography services for MTC/BATA	50,000	60,000	10,000
	Design & Production Services	150,000	100,000	(50,000)
	On-call Facilitation and Outreach	25,000	35,000	10,000
	PDA Communication	50,000	0	(50,000)
	Digital Promotion & Analysis	25,000	20,000	(5,000)
	On call Video Services	0	25,000	25,000
	Bike to Work Program	0	0	0
	Climate Initiatives	0	25,000	25,000
	Awards Program	15,000	55,000	40,000
	MTC web integration/portal	125,000	100,000	(25,000)
	TOTAL	$465,000	$445,000	($20,000)
1121	**Plan Bay Area**			
	Develop Public Involvement	$175,000	$170,000	($5,000)
	Design of Draft PBA 2040 Report	0	0	0
	Economic Analysis Related to PBA	0	35,000	35,000
	Event Expenses	100,000	90,000	(10,000)
	CBO Outreach	50,000	50,000	0
	Public Opinion/Revenue Polls (2 total)	145,000	150,000	5,000
	Digital Tools/Visualization	75,000	40,000	(35,000)
	EIR Development	520,000	229,761	(290,239)
	MTC/ABAG Merger Study	275,000	0	(275,000)
	Express Lane Settlement	50,000	0	(50,000)
	TOTAL	$1,390,000	$764,761	($625,239)
1122	**Analyze Regional Data using GIS and Travel Models**			
	Travel Model Assistance	$150,000	$100,000	($50,000)
	Land use Model Research	250,000	150,000	(100,000)
	Travel Model Research	50,000	50,000	0
	Technical Support for Web Based Projects	100,000	100,000	0
	Leverage SHRP2 Investment	100,000	0	(100,000)
	Consolidated household travel	75,000	25,000	(50,000)
	Regional Transit on Board	2,974,565	0	(2,974,565)
	Freight Modeling Program	50,000	0	(50,000)
	Future Mobility Research Program	50,000	50,000	0
	TOTAL	$3,799,565	$475,000	($3,324,565)
1124	**Regional Goods Movement Plan**			
	HUD Follow up Efforts	$150,000	$0	($150,000)
	Mega Regional Goods Movement Study	450,000	450,000	0
	Zero Emission Freight Study	0	0	0
	TOTAL	$600,000	$450,000	($150,000)
1125	**Non-Motorized Transportation**			
	Bike Share Program - Operating Expenses	$500,000	$284,000	(216,000)
	Bike Share Program -Assets/Equipment	696,898	0	(696,898)
		$1,196,898	$284,000	($912,898)
1132	**Advocacy Coalitions**			
	Legislative advocates - Sacramento	$151,000	$115,000	($36,000)
	Mineta Transportation Institute	100,000	200,000	100,000
	Legislative advocates - Washington D.C.	263,000	263,100	100
	TOTAL	$514,000	$578,100	$64,100
1152	**Agency Financial Management**			
	Financial Audit	$400,000	$400,000	$0
	OPEB Actuary	15,000	20,000	5,000
	Financial System Upgrade	20,000	5,000	(15,000)
	TOTAL	$435,000	$425,000	($10,000)
1153	**Administrative Services**			
	Organizational and Compensation	$100,000	$60,000	($40,000)
	Ergonomics	75,000	55,000	(20,000)
	Move related Projects	150,000	0	(150,000)
	Internship Program	136,000	205,000	69,000
	TOTAL	$461,000	$320,000	($141,000)

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change $ Inc./(Dec)
1161	**Information Technology Services**			
	Data Security Improvements	$0	$55,000	$55,000
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	50,000	0	(50,000)
	Enterprise data and process review	350,000	207,000	(143,000)
	Document sanning	50,000	0	(50,000)
	Move Assistance/Project Management	150,000	27,500	(122,500)
	TOTAL	$650,000	$339,500	($310,500)
1212	**Performance Measuring and Monitoring**			
	Vital Signs Website Development	$150,000	$150,000	$0
	RTP Performance	75,000	0	(75,000)
	State of Good Repair Performance Analysis	75,000	0	(75,000)
		$300,000	$150,000	($150,000)
1222	**Regional Rideshare Program**			
	511 Ridesharing Program Operations	$1,000,000	$1,000,000	$0
	Seamless Transit Map	0	150,000	150,000
	511 Program Marketing	200,000	150,000	(50,000)
	TOTAL	$1,200,000	$1,300,000	$100,000
1223	**Operational Support for Regional Programs**			
	TMC Legacy Projects and Contingency	$0	$0	$0
	Park N Ride	150,000	0	(150,000)
	ITS Architecture	200,000	0	(200,000)
	TMS Technical Advisor & Guideance Bench	0	0	0
	TOTAL	$350,000	$0	($350,000)
1224	**Regional Traveler Information**			
	511 Traffic/Real Time Transit	$2,191,500	$995,000	($1,196,500)
	HSP:511 Real-Time	127,000	0	(127,000)
	511 Web Services	121,000	250,000	129,000
	511 Transit system	891,000	650,000	(241,000)
	511 ESRI License	5,900	0	(5,900)
	Trip planner License	14,000	0	(14,000)
	Connected Vehicle	0	0	0
	TOTAL	$3,350,400	$1,895,000	($1,455,400)
1228	**Regional Transportation Emergency Operation**			
	Global Fone NI Government	$50,000	$25,000	($25,000)
	Transit Emergency Response	0	0	0
	EOC Training & Support	75,000	75,000	0
	TOTAL	$125,000	$100,000	($25,000)
1229	**Regional Transportation Emergency Planning**			
	Ongoing Emergency Exercise Support	$300,000	$75,000	($225,000)
	Emergency Response Strategies	100,000	0	(100,000)
	Joint Operations at @ Beale Street	1,100,000	300,000	(800,000)
	Transit Service Contingency	334,000	667,000	333,000
	TOTAL	$1,834,000	$1,042,000	($792,000)
1233	**Transportation Asset Management**			
	Software Development and Maintenance	$1,300,000	$825,000	($475,000)
	Transit Capital Inventory	100,000	50,000	(50,000)
	Software Training Support	34,410	160,347	125,937
	TAM Plan Development and Performance	75,000	100,000	25,000
	PTAP Projects	183,976	194,341	10,365
	Quality Assurance Program	50,000	50,000	0
	TOTAL	$1,743,386	$1,379,688	($363,698)
1235	**Incident Management**			
	I-880 ICM Device Maint.	$0	$100,000	$100,000
	Incident Management Task Force	100,000	100,000	0
	TOTAL	$100,000	$200,000	$100,000
1237	**Freeway Performance**			
	Managed LANES Master Plan (Study)	$300,000	$0	($300,000)
	FPI Traffic Operations/Corridor Analysis	50,000	0	(50,000)
	Regional Dynamic Traffic Assignment Model	0	0	0
	Performance Monitoring & Tools	0	50,000	50,000
	Active Traffic Management Strategies	625,000	0	(625,000)
		0	0	0
	TOTAL	$975,000	$50,000	($925,000)
1311	**Lifeline Planning**			
	Community - Based Transportation Plan Funding Ag.	$360,000	$269,013	($90,987)
	CBTP Grant Program	89,000	0	(89,000)
	Lifeline Cycle 3	800,000	747,589	(52,411)
	Coordinated Plan Update	100,000	60,000	(40,000)
	TOTAL	$1,349,000	$1,076,602	($272,398)

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change $ Inc./(Dec)
1413	**Climate Initiative**			
	EV Strategic Council	$35,000	$35,000	$0
	Regional Transportation Sea Level Rise	0	0	0
	TOTAL	$35,000	$35,000	$0
1512	**Federal TIP Development**			
	REMI Financial Forcast Model	$50,000	$0	($50,000)
	TOTAL	$50,000	$0	($50,000)
1514	**Regional Assistance Programs**			
	TDA Claims/Fund Estimate on line Migration and Reporting	$0	$25,000	$25,000
	Performance audits - TDA audit & RM2 Oversight	250,000	193,000	(57,000)
	TOTAL	$250,000	$218,000	($32,000)
1515	**Regional Assistance Programs**			
	FMS Developer	$0	$187,200	$187,200
	FMS User Interface Upgrade	125,000	127,733	2,733
	TOTAL	$125,000	$314,933	$189,933
1517	**Transit Sustainability**			
	Transit Sustainability Planning	$544,159	$515,070	($29,089)
	SRTP	300,000	540,000	240,000
	TOTAL	$1,844,159	$1,055,070	$210,911
1518	**New Freedom**			
	On Call Facilitation for Mobility Management	$5,000	$0	($5,000)
	TOTAL	$5,000	$0	($5,000)
1611	**Transportation and Land Use Coordination**			
	ABAG - FHWA/FTA5303/TDA/Prop.84	$2,329,699	$1,336,358	($993,341)
	Housing Task Force	0	200,000	200,000
	Complete Streets Technical Assistance	40,000	0	(40,000)
	Bike/ Ped Counts Program	60,000	35,000	(25,000)
	Conference Sponsorship for Rail-Volution	15,000	0	(15,000)
	Parking Program	125,000	0	(125,000)
	TOTAL	$2,569,699	$1,571,358	($998,341)
1612	Climate Adaption Consulting (BARC)	$80,000	$68,000	($12,000)
106	**Legal Services**	$800,000	$750,000	($50,000)
101	**Encumbrances Contracts**	$0	$0	$0
	Total consultant contracts:	**$26,747,107**	**$15,387,012**	**($10,360,095)**

LTD Federal Grants Budget

Attachment B

Grant # / Fund Source #	Project Description	1 LTD Grant thru FY 2015	2 LTD Actual thru FY 2016	3 = (1-2) Balance thru FY 2016	4 New Grant FY 2016-17	5 staff budget FY 2016-17	6 Consultant budget FY 2016-17	7 = (3+4-5-6) Balance FY 2016-17
	STP Grants							
6084-146 1580	Station Area Planning	$17,957,890	$17,534,385	$423,505	$0	$361,280	$0	$62,225
6084-175 1801	CMA Planning	42,479,000	42,067,812	411,188	9,150,000	964,536	8,185,464	411,188
6084-176 1803	511 Grant	32,500,000	28,944,398	3,555,602	-	-	2,380,800	1,174,802
6084-178 1805	Regional Streets and Roads	1,200,000	829,960	370,040	-	-	350,000	20,040
6084-179 1806	Pavement Management	6,000,000	4,690,399	1,309,601	-	-	-	1,309,601
6084-186 1812	OBAG Regional PDA	8,740,305	7,341,992	1,398,313	-	26,003	16,000	1,356,310
6084-187 1811	OBAG Regional PDA - ABAG	2,000,000	1,980,000	20,000	-	20,000	-	-
6084-193 1816	Arterial Operations	2,500,000	1,201,000	1,299,000	-	-	-	1,299,000
NEW	Pavement Management				**1,500,000**		1,500,000	-
NEW	Incident Management				**1,400,000**	516,926		883,074
NEW	Freeway Performance Initiative				**7,200,000**		5,500,000	1,700,000
NEW	511 Traveler Information				**9,030,000**	1,294,178	7,704,800	31,022
		$113,377,195	**$104,589,946**	**$8,787,249**	**$28,280,000**	**$3,182,923**	**$25,637,064**	**$8,247,262**
	CMAQ Grants							
6084-160 1589	Arterial Operations	$10,750,000	$8,860,994	$1,889,006	$0	$437,434	$1,000,000	$451,572
6084-164 1591	Climate Initiatives Program Public Outreach	7,793,432	6,971,603	821,829	1,388,000	-	1,809,829	400,000
6084-165 1592	Climate Initiatives Evaluation	3,600,000	3,496,650	103,350	-	-	103,350	-
6160-018 1596	Freeway Performance Initiative	8,608,000	5,655,032	2,952,968	-	1,331,774	1,200,000	421,194
6160-020 1800	Incident Management	7,300,000	3,156,828	4,143,172	-	-	2,120,000	2,023,172
6084-176 1804	511 Grant	16,270,000	14,814,520	1,455,480	-	852,994	-	602,486
6084-180 1809	Freeway Performance Corridor Studies	4,000,000	1,830,523	2,169,477	-	706,060	950,000	513,417
6084-188 1814	Regional Bicycle Program	1,725,000	430,678	1,294,322	-	-	-	1,294,322
NEW	**Incident Management**		-		**10,840,000**		10,840,000	-
		$60,046,432	**$45,216,828**	**$14,829,604**	**$12,228,000**	**$3,328,262**	**$18,023,179**	**$5,706,163**
	FTA GRANTS							
37-X076 1614	JARC	$5,357,119	$5,009,698	$347,421	$0	$0	$0	$347,421
37-X104 1625	JARC	2,654,120	2,384,587	269,533	-	-	-	269,533
37-X133 1627	JARC	1,004,559	915,827	88,732	-	-	-	88,732
37-X164 1629	JARC	805,190	805,190	-	-	-	-	-
37-X177 1630	JARC	2,430,952	2,075,352	355,600	-	-	-	355,600
34-001 1631	FTA 5339 - Bus Purchases	10,506,277	840,438	9,665,839	-	-	9,665,839	-
34-0024 1633	FTA 5339	12,240,015	432,386	11,807,629	-	-	11,807,629	-
34-0032 1634	FTA 5339	9,590,718	-	9,590,718			3,476,843	6,113,875
57-X023 1623	New Freedom	1,545,232	1,462,654	82,578	-	-	-	82,578
57-X032 1624	New Freedom	1,612,117	1,605,024	7,093	-	-	-	7,093
57-X050 1626	New Freedom	3,748,859	3,744,695	4,164	-	-	-	4,164
57-X074 1628	New Freedom	2,793,517	2,767,517	26,000	-	-	26,000	-
57-X109 1632	New Freedom	1,383,631	836,734	546,897		-	-	546,897
CA79-1001-1668	TIGER	1,000,000	1,000,000	-				-
NEW	**FTA 5310**				454,424	454,424	-	-
		$56,672,306	**$23,880,102**	**$32,792,204 #**	**$454,424**	**$454,424**	**$24,976,311**	**$7,815,893**
	HPP/VPP GRANTS							
1739	VPPL Value PRICING	$560,000	$560,000	$0	$0	$0	$0	$0
		$560,000	**$560,000**	**$0**	**$0**	**$0**	**$0**	**$0**
	Other Grants							
1110	HEPP Travel Model (Reobligated)	$90,000	$90,000	$0	$0	$0	$0	$0
1112	FHWA - SHRP2	700,000	613,322	86,678	-	-	-	86,678
		$790,000	**$703,322**	**$86,678**	**$0**	**$0**	**$0**	**$86,678**
	Total Federal Grants Budget	**$231,445,933**	**$174,950,198**	**$56,495,735**	**$40,962,424**	**$6,965,609**	**$68,636,554**	**$21,855,996**

CONTRACTUAL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17	Change $ Inc./(Dec)
1112	**Implement Public Information Program**			
	Bike to Work Day	$150,000	$250,000	$100,000
		$150,000	$250,000	$100,000
1122	**Analyze Regional Data using GIS and Travel Models**			
	Travel Model	$90,000	$0	($90,000)
	TOTAL	$90,000	$0	($90,000)
1125	**Non-Motorized Transportation**			
	Bike Share Program - Operating Expenses	$0	$0	$0
		$0	$0	$0
1152	**Agency Financial Management**			
	Project Audits	$200,000	$100,000	($100,000)
	TOTAL	$200,000	$100,000	($100,000)
1222	**Regional Rideshare Program**			
	511 Program Operations	$2,549,000	$915,000	($1,634,000)
	511 Program Marketing	374,000	425,800	51,800
	Rideshare: Employer Services (CMAs)	450,000	895,000	445,000
	SB 1339	93,000	0	(93,000)
	TOTAL	$3,466,000	$2,235,800	($1,230,200)
1223	**Operational Support for Regional Programs**			
	ITS Architecture	$0	$100,000	$100,000
	TOTAL	$0	$100,000	$100,000
1224	**Regional Traveler Information**			
	511 Traffic Real Time Transit	$6,103,000	$3,588,800	($2,514,200)
	511 Transit	5,302,000	3,820,000	(1,482,000)
	RG	0	0	0
	Connected Vehicles	0	0	0
	511 Licenses	111,000	241,000	130,000
	TOTAL	$11,516,000	$7,649,800	($3,866,200)
1233	**Pavement Management System**			
	Software Training Support	$265,590	$350,000	$84,410
	P-TAP Projects	1,420,000	1,500,000	80,000
	TOTAL	$1,685,590	$1,850,000	$164,410
1234	**Arterial and Transit Performance**			
	Program for Arterial System	$1,200,000	$1,000,000	($200,000)
	Arterial Operations - Next Generation	2,500,000	0	(2,500,000)
	TOTAL	$3,700,000	$1,000,000	($2,700,000)
1235	**Incident Management**			
	Incident Management Task Force	$140,000	$0	($140,000)
	I-880 ICM	13,108,000	12,960,000	(148,000)
	TOTAL	$13,248,000	$12,960,000	($288,000)
1237	**Freeway Performance**			
	FPI Implementation and Ramp Metering	$1,500,000	$0	($1,500,000)
	Managed Lanes Implementation Plan	0	2,500,000	2,500,000
	Active Traffic Management Implementation	0	3,000,000	3,000,000
	Performance Monitoring & Tools	0	550,000	550,000
	Regional Dynamic Traffic Assignment Model	0	100,000	100,000
	FPI Traffic Operations/Corridor Analysis	1,500,000	1,500,000	0
	TOTAL	$3,000,000	$7,650,000	$4,650,000
1310	**Implement Lifeline Transportation Program**			
	Lifeline Planning	$269,797	$0	($269,797)
	TOTAL	$269,797	$0	($269,797)
1413	**Climate Initiative**			
	Climate Initiative Outreach and Marketing program	$9,484,678	$1,663,179	($7,821,499)
	TOTAL	$9,484,678	$1,663,179	($7,821,499)
1512	**Federal TIP Development**			
	Transit Capital Inventory	$0	$0	$0
	Transit Operators	33,471,833	24,950,311	(8,521,522)
	TOTAL	$33,471,833	$24,950,311	($8,521,522)
1517	**Transit Sustainability**			
	Transit Core Capacity Analysis	$0	$0	$0
	TOTAL	$0	$0	$0
1518	**New Freedom**			
	New Freedom Projects	$100,166	$26,000	($74,166)
	TOTAL	$100,166	$26,000	($74,166)
1519	**Transit Core**			
	Transit Core Study	$887,860	$0	($887,860)
	TOTAL	$887,860	$0	($887,860)
1611	**Transportation and Land Use Coordination**			
	ABAG - STP	$1,359,000	$563,642	($795,358)
	BCDC STP	351,000	259,822	(91,178)
	CMAs - STP	7,133,000	7,350,000	217,000
	Access Public Lands near Transit	500,000	0	(500,000)
	PDA Implementation Studies	515,000	16,000	(499,000)
	SR 82 Study	275,000	0	(275,000)
	PDA Planning Grant	1,902,500	0	(1,902,500)
	TOTAL	$12,035,500	$8,189,464	($3,846,036)
1612	Climate Adaption Consulting (BARC)	$0	$12,000	$12,000
	Total Federal funded Consultants	**$93,305,424**	**$68,636,554**	**($24,668,870)**

Attachment C

Clipper Operating:	Amended BUDGET FY 2015-16	Draft BUDGET FY 2016-17		Change $ Inc./(Dec)
Revenue:				
CMAQ	$0	$0	0%	$0
RM2	2,825,000	2,950,000	4%	125,000
STA	17,856,667	9,400,000	-47%	(8,456,667)
Transit Operators	17,914,400	17,780,257	-1%	(134,143)
	$38,596,067	$30,130,257	-22%	($8,465,809)
Expenses:				
Staff cost	$1,574,567	$1,875,537	19%	$300,971
Temporary Agency	0	0	0%	0
Travel & Other General Ops.	72,100	103,220	43%	31,120
Promotion/Outreach/Fare Inc.	3,890,000	2,950,000	-24%	(940,000)
Clipper Operations	33,059,400	25,201,500	-24%	(7,857,900)
	$38,596,067	$30,130,257	-22%	($8,465,809)

Clipper Capital:	LTD Budget Thru FY2015-16	Draft BUDGET FY 2016-17	LTD Budget Thru FY2016-17
Revenue:			
CMAQ	$71,495,201	$0	$71,495,201
Card Sales	$4,851,267	2,000,000	$6,851,267
Cap. & Trade	$0	3,500,000	$3,500,000
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	2,000,000	$23,207,597
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	2,050,000	$13,857,000
WETA	603,707	0	$603,707
Sales Tax	99,311	0	$99,311
	$237,945,549	$9,550,000	$247,495,549
Expense:			
Staff Costs	$11,022,524	$1,998,070	$13,020,594
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	11,860,707	2,050,000	13,910,707
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	5,500,000	49,574,714
Clipper Cards	13,140,095	2,000,000	15,140,095
Other	35,867,181	(1,998,070)	33,869,111
	$237,945,549	$9,550,000	$247,495,549

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1634	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Regional
File created:	5/8/2016			**In control:**	Programming and Allocations Committee
On agenda:	6/8/2016			**Final action:**	

Title: MTC Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243. Peninsula Corridor Electrification Project Memorandum of Understanding and Funding Plan.

This item proposes to update the funding plan for the Peninsula Corridor Electrification Project (PCEP), with certain conditions, by:
1) Authorizing the Executive Director to execute a Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor;
2) Programming and allocating $8.4 million of RM1 West Bay Rail Reserve funds to PCEP;
3) Allocating $11 million of RM1 West Bay Rail Reserve funds and $20 million of RM2 funds, which were previously programmed to PCEP; and
4) Revising the FY2015-16 Transit Capital Priorities program to program $22.6 million of FTA formula funds to Caltrain's Railcar Replacement project, and $12.6 million to Caltrain fixed guideway rehabilitation projects.

Sponsors:

Indexes:

Code sections:

Attachments: 8a_PAC-3a_Electrification_MOU_Resos_3915+4137+4212+4241+4243_w-NewMemo3
3a_Electrification_MOU_Resos_3915+4137+4212+4241+4243.pdf
3a_HANDOUT_Lebrun-Comments.pdf

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243. Peninsula Corridor Electrification Project Memorandum of Understanding and Funding Plan.

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2) *Programming and allocating $8.4 million of RM1 West Bay Rail Reserve funds to PCEP;*
3) *Allocating $11 million of RM1 West Bay Rail Reserve funds and $20 million of RM2 funds, which were previously programmed to PCEP; and*
4) *Revising the FY2015-16 Transit Capital Priorities program to program $22.6 million of FTA*

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formula funds to Caltrain's Railcar Replacement project, and $12.6 million to Caltrain fixed guideway rehabilitation projects.

Presenter:
Alix Bockelman

Recommended Action:
Commission Approval

Agenda Item 8a

METROPOLITAN
TRANSPORTATION
COMMISSION

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

TO: Commission DATE: June 15, 2016

FR: Programming and Allocations Committee

RE: MTC Resolution No. 4241. Peninsula Corridor Electrification Project Memorandum of Understanding and Funding Plan

On June 8th, the Programming and Allocations Committee referred MTC Resolution No. 4241 to the Commission for approval with one revision to remove the clause referring to SamTrans and Caltrain right-of-way repayment. MTC Resolution No. 4241 updates the funding plan for the Peninsula Corridor Electrification Project (PCEP), with certain conditions, by authorizing the Executive Director to execute a Seven-Party Supplement to the 2012 Memorandum of Understanding (MOU) regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor. MTC Resolution No. 4241 has been revised to reflect the Committee change.

PAC:gt
Attachments

J:\COMMITTE\Commission\2016\06_June_2016\8a_PAC_3a Peninsula Corridor Electrification MOU Res 4241 REVISION2.docx

Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Commission Agenda Item 8a**

MTC Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243

Subject: Peninsula Corridor Electrification Project Memorandum of Understanding and Funding Plan.

Background: This item proposes to update the funding plan for the Peninsula Corridor Electrification Project (PCEP), with certain conditions, by:

1) Authorizing the Executive Director to execute a Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor;
2) Programming and allocating $8.4 million of RM1 West Bay Rail Reserve funds to PCEP;
3) Allocating $11 million of RM1 West Bay Rail Reserve funds and $20 million of RM2 funds, which were previously programmed to PCEP; and
4) Revising the FY2015-16 Transit Capital Priorities program to program $22.6 million of FTA formula funds to Caltrain's Railcar Replacement project, and $12.6 million to Caltrain fixed guideway rehabilitation projects.

Background

In 2012 the Commission adopted MTC Resolution No. 4056, which approved a nine-party Memorandum of Understanding (Nine-Party MOU) among MTC, the California High Speed Rail Authority (CHSRA), the Peninsula Corridor Joint Powers Board (PCJPB), the San Francisco County Transportation Authority, the San Mateo County Transportation Authority, VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority, for a High Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor. The Nine-Party MOU established a funding plan for two related projects required to electrify Caltrain service and lay the groundwork for High Speed Rail on the Peninsula: The Peninsula Corridor Electrification Project (PCEP), including the procurement of electric railcars known as electric multiple units (EMUs), with a projected cost of $1.2 billion, and Positive Train Control, also known as "CBOSS," with a projected cost of $231 million, for a total of $1.4 billion. The Nine-Party MOU funding strategy is included as Exhibit B to Attachment A to MTC Resolution No. 4241.

Proposed MOU Updates

After the adoption of the Nine-Party MOU, the PCJPB requested to remove from the funding plan $125 million in FTA funds committed by MTC, and redirect the FTA funds to infrastructure rehabilitation projects, which the funds would otherwise be used for under MTC's Transit Capital Priorities programming policy. The Nine-Party MOU allows for revising the funding plan if substitute funding sources can be identified.

In addition, based on revised cost estimates and bids received for the electrification and EMU contracts, PCJPB has revised the projected cost for PCEP to nearly $2.0 billion, including a 20% contingency required by FTA, an increase of $755 million. The cost estimate for Positive Train Control in the Nine-Party MOU is not being revised at this time, although it is our understanding that costs may exceed the $231 million estimate for this ongoing work.

Staff from MTC, PCJPB and the other parties to the Nine-Party MOU have been meeting for many months to develop options for limiting the costs increases for PCEP and revisions to the funding plan to cover the remaining increases, as well as to replace the $125 million of FTA funds. The result of this process is a Seven-Party Supplement to the Nine-Party MOU, which commits or anticipates an additional $877 million for PCEP:

- $647 million in FTA Core Capacity discretionary funds, for which PCJPB has applied;
- $113 million additional funding from CHSRA;
- $69 million in additional contributions from PCJPA member agencies;
- $20 million in state Transit & Intercity Capital Rail (Cap and Trade) funds, part of a $225 million application submitted by PCJPB;
- $20 million in RM2 bridge tolls from MTC, which were previously programmed by the Commission; and
- $8.4 million in RM1 bridge tolls from MTC, which would be programmed as part of this item.

The overall project funding plan is shown in Attachment A.

The Seven-Party Supplement has been approved by the PCJPB board, and is scheduled for approval by the boards of the other parties (all of the parties to the Nine-Party MOU except City of San Jose and TJPA) before the end of June, except for CHSRA, which is scheduled to take up the agreement in August. The PCJPB hopes to award the two PCEP contracts (line work and electric railcars) in July, with at least a limited notice to proceed with design work for both contractors. The Seven-Party Supplement is included as Attachment A to MTC Resolution No. 4241, with the revised funding plan summarized in Exhibit B.

Funding Requests

PCJPB staff has developed cash flow projections for completing PCEP, and, in order to meet projected cash flow needs, has requested that MTC take the actions listed below, with which MTC staff concurs:

- Program $22.6 million in FTA funds for the EMUs, part of a $315 million commitment by MTC in the original Nine-Party MOU funding plan. The TCP program had reserved funds in anticipation of this need in FY2016, so can accommodate this request without reducing funds for other projects.
- Program $12.6 million for Caltrain infrastructure rehabilitation projects, part of the $125 million in FTA funds removed from the PCEP funding plan by the Seven-Party Supplement;
- Allocate the $11 million in RM1 bridge toll funds that were part of MTC's commitment in the original Nine-Party MOU funding plan;
- Allocate the additional $8.4 million in RM1 funds and $20 million in RM2 funds that are proposed as additional MTC contributions to PCEP in the Seven-Party Supplement.

The allocation of all of the bridge toll funds is proposed to be conditioned on approval of the Initial Project Report (IPR) by the Caltrain Board, and execution of a funding agreement between MTC and PCJPB.

Issues:

1. Uncertainty of total project cost. PCJPB staff is currently evaluating bids for the electrification work and EMUs, and will negotiate contract amounts with the selected bidders before the contracts are awarded this summer. PCJPB staff anticipates that the total cost of the contracts and related soft costs will not exceed the $2 billion projection, which includes a 20% contingency.

2. Uncertainty of FTA Core Capacity funds. The PCJPB has applied for $647 million from FTA's Core Capacity program (an element of the Capital Investment Grants or "New Starts" program). The PCEP project received an allocation of $73 million in Core Capacity funds in FY2015-16, and another $100 million is included in the FY2016-17 House appropriations bill that is currently working through Congress. However, the total amount of Core Capacity funds available to the project will not be known until FTA awards a Full Funding Grant Agreement, which could be in the closing days of the Obama Administration in late 2016.

3. Uncertainty of Cap and Trade funds. The PCJPB has applied for $225 million from the Transit Capital and Intercity Rail Program (TIRCP), including $100 million for PCEP and $125 million for additional EMUs beyond the 98 included in the PCEP project budget. The revised PCEP funding plan established by the Seven-Party Supplement counts on only $20 million from TIRCP, assuming the full $647 million in Core Capacity funds is awarded by FTA. If FTA awards less than $647 million, additional TIRCP or other funds could make up

the difference, but the amount of TIRCP funds will not be known until CalSTA makes project selections in August 2016.

4. Condition on future programming of FTA funds for infrastructure rehabilitation projects. PCJPB has requested that MTC program $12.6 million of FTA formula funds for infrastructure rehabilitation projects in a revision to the FY2015-16 Transit Capital Priorities (TCP) program, which was adopted by the Commission in January 2016, and another $12.6 million in the FY2016-17 TCP program, which is scheduled for Commission adoption in January 2017. These requests are from the $125 million of FTA formula funds that were committed to PCEP in the Nine-Party MOU, and would be removed from the funding plan by the Seven-Party Supplement. The requests to program the funds for rehabilitation projects are consistent with the Commission's TCP programming policy. However, given the uncertainty of the total PCEP costs, as well as the level of funding from FTA Core Capacity and TIRCP, staff is concerned that some portion of the $125 million may ultimately be required to complete the funding for PCEP.

   Therefore staff recommends programming the $12.6 million requested in the FY2015-16 TCP program as part of this item, but not to program the FY2016-17 funds at this time, pending an assessment of whether sufficient FTA Core Capacity, TIRCP or other funds have been awarded to substantially complete the PCEP funding plan. By the time the FY2016-17 TCP program is presented to the Commission for approval next winter, project costs and funding levels should be known with greater certainty. The 2015-16 funds will be added to the Transportation Improvement Program (TIP) in a subsequent action, likely in July.

5. Caltrain Right-of-Way Repayment. A 2007 agreement between MTC, SamTrans, VTA and SFMTA to reimburse SamTrans for funds it advanced to acquire the Caltrain right-of-way (ROW) included $43 million from MTC (MTC Resolution No. 3147). MTC previously programmed $23.7 million in STP/CMAQ and state "spillover" funds against this commitment, leaving a remaining obligation of $19.3 million. The proposed resolution authorizing the Executive Director to execute the Seven-Party Supplement specifies that the $28.4 million in RM1 and RM2 bridge toll funds committed to PCEP by the Seven-Party Supplement satisfies MTC's remaining ROW repayment obligation.

Recommendation: Refer Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243 to the Commission for approval.

Attachments: Attachment A – Summary Funding Plan

MTC Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243.

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Attachment A - SUMMARY FUNDING PLAN FOR PENINSULA CORRIDOR ELECTRIFICATION

($ millions)

	9-Party MOU Funding Strategy	Changes in the 7-Party Supplemental MOU	Revised Funding Strategy
Projected Costs			
PCEP	**1,225**	**755**	**1,980**
CBOSS	231		231
Total	**1,456**	**755**	**2,211**
Funding Sources			
JPB Partner Contributions	180	60	240
San Mateo	*60*	*20*	80
VTA	*60*	*20*	80
San Francisco	*60*	*20*	80
JPB Local (Caltrain)	11	9	20
Caltrain PTC	4		4
Subtotal Local	**195**	**69**	**264**
Prop 1A Connectivity	106		106
Prop 1A HSRA	600		600
HSRA Cap and Trade/Other		113	113
Cap & Trade TIRCP		20	20
Prop 1B Caltrain	24		24
Subtotal State	**730**	**133**	**863**
FRA	17		17
FTA Prior Obligations	46		46
FTA Current/Future Formula Funds	440	(125)	315
FTA Core Capacity	-	647	647
Subtotal Federal	**503**	**522**	**1,025**
MTC Bridge Tolls	11	28	39
BAAQMD Carl Moyer	20		20
Subtotal Regional	**31**	**28**	**59**
Total	**1,459**	**752**	**2,211**

Date:	June 24, 2009
W.I.:	1514
Referred by:	PAC
Revised:	01/23/13-C
	07/24/13-C
	06/22/16-C

<u>ABSTRACT</u>

Resolution No. 3915

This resolution allocates Regional Measure 1 (RM1) Rail Extension Reserves (West) to eligible projects.

This resolution includes the following attachments:

Attachment A – Allocation of Bridge Toll Revenues

This resolution was revised on January 23, 2013 to allocate $47.8 million to TJPA in order to certify their upcoming Structural Steel Superstructure construction contract, as well as ancillary logistics contracts.

This resolution was revised on July 24, 2013 to revise allocation conditions for the $47.8 million in RM1 funds previously allocated to the Transbay Joint Powers Authority, to reflect updates in the project budget and structural steel bids as follows: a) Remove the condition stating that "Once the land sales revenues are available in Spring 2013, MTC will rescind the remaining RM1 funds from this allocation so that they may be used for future elements of this project"; and, b) Add a condition stating that "Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and TJPA for the RM1 Bridge Toll funds."

This resolution was revised on June 22, 2016 to allocate $19,430,000 to Caltrain for the Caltrain Electrification project.

Further discussion of this allocation is contained in the Programming and Allocations Summary Sheets dated June 10, 2009, January 9, 2013, and June 8, 2016, and in the memorandum to the Commission dated July 17, 2013.

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Date: June 24, 2009
W.I.: 1514
Referred by: PAC

RE: Allocation of Regional Measure 1 (RM1) Rail Extension Reserves (West)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3915

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

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

(1) Pursuant to Streets and Highways Code §30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems and to the California Department of Transportation (Caltrans) 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

(2) Streets and Highways Code §30914(a)(4), provides that 90 percent of the revenues derived from the toll increase for Class 1 vehicles on the San Francisco-Oakland Bay Bridge, authorized by Sections 30916 and 30917, shall be used exclusively for rail transit capital improvements ("90% Rail Extension Reserves") consistent with Section 30919(b); and

(3) Streets and Highways Code §30919(b) provides that the revenues expended pursuant to 30914(a)(4) shall be expended on rail extension and improvement projects designed to reduce vehicular traffic congestion on the San Francisco-Oakland bay Bridge. Seventy percent of the revenues shall be expended on rail extensions and improvement projects in the Counties of Alameda and Contra Costa, including, but not limited to, extending the regional rail system in the
Concord-Antioch, Fremont-San Jose, and the Bayfair-Livermore rail transit corridors (“90% Rail Extension Reserves East”). The remaining 30 percent shall be expended on rail extensions and improvement projects in the City and County of San Francisco and the Counties of San Mateo and Santa Clara (“90% Rail Extension Reserves West”).

WHEREAS, eligible claimants have submitted an application to MTC for an allocation of certain bridge toll revenues for the projects and purposes set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, claimants have certified that the 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 claimants' projects and purposes 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 Regional Measure 1 (RM1) 90% Rail Extension Reserves West Bridge Toll Revenues to claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution; and be it further

RESOLVED, that should the allocation of RM1 Rail Extension Reserve Bridge Toll Revenues 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.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty

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.: 1514
Referred by: PAC
Revised: 01/23/13-C
07/24/13-C
06/22/16-C

ALLOCATION OF REGIONAL MEASURE 1 (RM1) 90% RAIL EXTENSION RESERVES WEST REVENUES

Allocation Authorization: S&H § 30919(b)

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	Regional Measure 1 (RM1) 90% Rail Extension Reserves West	2008-09	TJPA	Transbay Terminal/ Downtown Caltrain Extension – PMPC Services (Phase: PS&E)	$5,200,000	06/24/2009	1. Allocation and disbursement is contingent upon the TJPA board approving the Initial Project Report and the corresponding resolution of project compliance. 2. In the resolution of project compliance TJPA shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; and (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
2	Regional Measure 1 (RM1) 90% Rail Extension Reserves West	2012-13	TJPA	Transbay Terminal/ Downtown Caltrain Extension – certification of Structural Steel Superstructure construction contract and ancillary logistics contracts. (Phase: CON)	47,800,000	01/23/2013	Scope of Work: This allocation will be used towards a portion of the upcoming Structural Steel Superstructure contracts, as well as ancillary logistics contracts (i.e: temporary power, site maintenance, traffic control and personnel/material hoists). TJPA plans to use these bridge toll funds to issue some of the first NTPs over the course of the first year of the package, which will cover preconstruction work, the production of shop drawings, and initial material procurement. The allocation of funds is conditioned on the following: a) Approval of the Initial Project Report (IPR) package by the TJPA board. b) Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and TJPA for the RM1 Bridge Toll funds. Such agreement shall include the following provisions: TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any RM1 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
3	Regional Measure 1 (RM1) 90% Rail Extension Reserves West	2015-16	Caltrain	Caltrain Electrification	$19,430,000	06/22/2016	Scope of Work: This allocation will be used for construction on the Peninsula Corridor Electrification Project. The allocation of these funds is conditioned on the following: a) Approval of the Initial Project Report (IPR) package by the Peninsula Corridor Joint Powers Board. b) Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and Caltrain for the RM1 Bridge Toll funds. Such agreement shall include the following provisions: Caltrain agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any RM1 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.
TOTAL					$72,430,000		

Date:	March 26, 2014
W.I.:	1511
Referred by:	PAC
Revised:	11/19/14-C
	06/22/16-C

ABSTRACT

Resolution No. 4137, Revised

This resolution establishes the program of projects for Regional Measure 1 90% Rail Reserve funds and for Two Percent Capital Program funds.

The following attachment is provided with this resolution:

Attachment A. Program of Projects

This resolution was revised on November 19, 2014 to program an additional $7,772,274 in Regional Measure 1 90% Rail Reserve East funds to the eBART project.

This resolution was revised on June 22, 2016 to program an additional $8,430,000 in Regional Measure 1 90% Rail Reserve West funds to the Caltrain Electrification project.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheets dated March 5, 2014, November 12, 2014, and June 8, 2016.

Date: March 26, 2014
W.I.: 1511
Referred by: PAC

RE: Programming of Regional Measure 1 90% Rail Reserve funds and Two Percent Capital Program funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4137

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

(1) Pursuant to Streets and Highways Code §30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems and to the California Department of Transportation (Caltrans) 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

(2) Streets and Highways Code §30914(a)(4), provides that 90 percent of the revenues derived from the toll increase for Class 1 vehicles on the San Francisco-Oakland Bay Bridge, authorized by Sections 30916 and 30917, shall be used exclusively for rail transit capital improvements ("90% Rail Reserve") consistent with Section 30919(b); and

WHEREAS, pursuant to Streets and Highways Code Section 30913 (b), MTC has allocated two-thirds of the 2 percent of the 1988 Regional Measure 1 toll increase ("Two Percent Bridge Toll Revenues") to projects which are designed to reduce vehicular traffic congestion on these bridges; and,

WHEREAS, MTC adopted Resolution 3434, Revised, which established the Regional Transit Expansion Plan designating projects as regional priorities; and

WHEREAS, MTC adopted Resolution 3948 and BATA adopted Resolution 93 and executed a Funding Agreement relieving BATA of responsibility for making AB 664 Net Bridge Toll Revenues Reserve Transfers, Two Percent Transit Reserves Transfers, and 90% Rail Reserves Transfers for 50 years; and

WHEREAS, MTC adopted Resolution 4015 adopting programming and allocation policies for AB664 Net Bridge Toll Revenues, RM1 90% Rail Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs; now therefore be it

RESOLVED, that MTC approves the programs of projects for the 90% Rail Reserve funds and the Two Percent Capital funds in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth

Amy Rein Worth, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on March 26, 2014.

Date: March 26, 2014
W.I.: 1511
Referred by: PAC
Revised: 11/19/14-C
06/22/16-C

Attachment A
Resolution No. 4137
Page 1 of 1

PROGRAM OF PROJECTS

Regional Measure 1 90% Rail Reserve Funds
Project Commitments

Project	**Rail Reserve East**	**Rail Reserve West**	**Total**
Transbay Terminal		$ 53,000,000	$ 53,000,000
BART Oakland Airport Connector	$ 31,000,000		$ 31,000,000
BART Warm Springs Extension	$ 113,000,000		$ 113,000,000
eBART	$ 63,772,274		$ 63,772,274
Tri Valley Access Improvements to BART	$ 16,000,000		$ 16,000,000
Caltrain Electrification		~~$ 11,000,000~~ $ 19,430,000	~~$ 11,000,000~~ $ 19,430,000
Total	*$ 223,772,274*	*~~$ 64,000,000~~* *$ 72,430,000*	*~~$ 287,772,274~~* *$ 296,202,274*

Two Percent Capital Funds
Project Commitments

Project	**Amount**
SMART - IOS and SLPP backfill	$ 7,677,000
SMART - Airport segment	$ 7,300,000
Total	$ 14,977,000

Date: January 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 04/27/16-C
05/25/16-C
06/22/16-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.

This resolution was revised on June 22, 2016 to program funds that had previously been reserved for Caltrain Electrification to Caltrain's Railcar Replacement and infrastructure rehab projects.

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, May 11, 2016 and June 8, 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

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.

Date: 1/27/2016
W.I.: 1512
Referred by: PAC
Revised: 04/27/16-C
05/25/16-C
06/22/16-C

Attachment A
Resolution No. 4212, Revised

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Actual Apportionments	**211,278,509**	**196,480,438**	**12,032,931**
		Previous Year Carryover	**2,662,039**	**24,863,868**	**394,073**
		Funds Available for Programming	**213,940,548**	**221,344,306**	**12,427,004**
Lifeline Set-Aside (JARC Projects)					
Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093		
ADA Operating Set-Aside					
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		
Reserved for Future Programming					
~~SM-03006B~~	~~Caltrain~~	~~Positive Train Control/Electrification~~		~~12,606,500~~	
SF-010028	Caltrain	Railcar Replacement (Electrification)		17,174,630	
		Total Program Set-asides and Commitments	**20,165,610**	**20,077,008**	**0**
		Funds Available for Capital Programming	**193,774,938**	**201,267,298**	**12,427,004**
Capital Projects					
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	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Struct.		11,406,500	
SM-050041	Caltrain	Signal/Communication Rehab. & Upgrades		1,200,000	
SF-010028	Caltrain	Railcar Replacement		22,620,000	
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		

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
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		
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	
		Total Capital Projects	**190,051,587**	**201,267,298**	**11,847,770**
		Total Programmed	**210,217,197**	**221,344,306**	**11,847,770**
		Fund Balance	**3,723,351**	**0**	**579,234**

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 were exempted from a deferral of their FG Cap because Caltrain's FG Caps were still committed to the Electrification project at the time the preliminary program was adopted. The preliminary program was revised in June 2016 to program the full $12.6 million FG cap to rehab projects. Caltrain's FY17 FG cap will be adjusted to reflect missing the FG spending target.
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 Commiment in the FY17 program.

Date: June 22, 2016
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4241

This resolution updates the funding plan for the Peninsula Corridor Electrification Project by authorizing the Executive Director to execute a Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor (MTC Resolution No. 4056).

This Resolution includes the following attachment:

Attachment A – Seven Party Supplement to 2012 Memorandum of Understanding

Further discussion of the Seven-Party Supplement and the Peninsula Corridor Electrification Project is contained in the Programming and Allocations Committee summary sheet dated June 8, 2016.

Date: June 22, 2016
W.I.: 1512
Referred by: PAC

Re: Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4241

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, during the spring of 2012, MTC, the California High Speed Rail Authority (CHSRA), the Peninsula Corridor Joint Powers Board (PCJPB), the San Francisco County Transportation Authority (SFCTA), the Santa Clara Valley Transportation Authority (VTA), the City of San Jose, the City and County of San Francisco (CCSF), the San Mateo County Transportation Authority (SMCTA), and the Transbay Joint Powers Authority entered into a Memorandum of Understanding that adopted an early investment strategy pertaining to the Blended System in the San Francisco to San Jose Segment of the Peninsula Rail Corridor (the "2012 Nine-Party MOU"), a copy of which is attached hereto as Exhibit A of Attachment A, and incorporated herein by this reference; and

WHEREAS, the 2012 Nine-Party MOU identifies two principal inter-related projects as essential to the early investment strategy: (1) the Peninsula Corridor Electrification Project, including associated rolling stock acquisition (PCEP), and (2) construction of an advanced signal system, commonly known as the PCJPB's "CBOSS" project, which will incorporate federally mandated Positive Train Control (collectively, the "Early Investment Projects"); and

WHEREAS, $125 million in Federal Transit Administration (FTA) funds identified in the 2012 Early Investment Strategy funding plan included in the 2012 Nine-Party MOU is needed by the PCJPB to advance critical state of good repair improvements necessary to maintain existing Caltrain operations, and the PCJPB has requested to remove these funds from the early investment funding strategy, which would create a $125 million funding gap; and

WHEREAS, a note to the 2012 early investment strategy funding plan included in the 2012 Nine-Party MOU indicated that other potential future funding sources could be substituted if secured; and

WHEREAS, the PCJPB conducted a cost estimate study for the PCEP in 2014 to update the 2008 cost estimate on which the 2012 Nine-Party MOU funding strategy for the PCEP was based, and the PCJPB has since included additional program contingency to the PCEP, such that the total anticipated budget for the PCEP is up to $1.98 billion, which includes costs covering the contracts, program management, and contingency costs; and

WHEREAS, representatives of MTC, PCJPB, SMCTA, VTA, CCSF, SFCTA and CHSRA have met and discussed with all parties to the 2012 Nine-Party MOU additional funding needed for the PCEP to support contract awards, and have agreed to a Seven-Party Supplement to the 2012 Nine-Party MOU (Seven-Party Supplement), which is attached hereto as Attachment A, and incorporated herein by this reference; and

WHEREAS, the Seven-Party Supplement updates the 2012 early investment strategy funding plan by making additional funding commitments to replace $125 million in FTA funds that PCJPB requested to remove from the early investment funding strategy and to provide sufficient funds to complete PCEP at the anticipated cost of up to $1.98 billion, which is attached hereto as Exhibit B to Attachment A, and incorporated herein by this reference; now therefore be it

RESOLVED, that MTC approves the Seven-Party Supplement to the 2012 Nine-Party MOU as set forth in Attachment A and incorporated herein; and be it further

RESOLVED, that all Parties have agreed to and approve the funding plan set forth in Exhibit B to Attachment A and incorporated herein; and be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that MTC agrees to provide the funds as shown in Exhibit B to Attachment A subject to the PCJPB, SMCTA, VTA, CCSF, SFCTA and CHSRA also agreeing to provide the funds as shown in Exhibit B to Attachment A, and subject to Congressional authorization and appropriation, availability of funds, and other critical regional transit capital needs; and, be it further

RESOLVED, that MTC may substitute other MTC-controlled funds in place of the funds shown in Exhibit B to Attachment A; and be it further

RESOLVED, that MTC agrees to take timely follow-up approval actions as may be necessary to allocate and program specific funding identified in Exhibit B to Attachment A; and be it further

RESOLVED, that programming by MTC of FTA funds that are part of the $125 million in FTA funds that PCJPB requested to remove from the early investment funding strategy for PCJPB fixed guideway infrastructure rehabilitation projects in the regional Transit Capital Priorities Program for FY2016-17 shall be conditioned on an assessment that sufficient funds from the Federal Transit Administration Core Capacity Program, the state Transit Capital and Intercity Rail Program, or other sources have been committed to PCEP to substantially complete the PCEP funding plan.

METROPOLITAN TRANSPORTATION COMMISSION

_____

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 June 22, 2016.

Date: June 22, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4241

SEVEN PARTY SUPPLEMENT TO 2012 MEMORANDUM OF UNDERSTANDING (MOU)

FINANCIAL COMMITMENTS TO ADDRESS FUNDING GAP FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY AND COUNTY OF SAN FRANCISCO (CCSF)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
CALIFORNIA HIGH SPEED RAIL AUTHORITY (CHSRA)

RECITALS

WHEREAS, during the spring of 2012, the California High Speed Rail Authority (CHSRA) and the Peninsula Corridor Joint Powers Board (PCJPB), together with the Metropolitan Transportation Commission (MTC), the San Francisco County Transportation Authority (SFCTA), the Santa Clara Valley Transportation Authority (VTA), the City of San Jose, the City and County of San Francisco (CCSF), the San Mateo County Transportation Authority (SMCTA), and the Transbay Joint Powers Authority entered into a Memorandum of Understanding that adopted an early investment strategy pertaining to the Blended System in the San Francisco to San Jose Segment of the Peninsula Rail Corridor (the "2012 Nine-Party MOU"), a copy of which is attached hereto as Exhibit A and incorporated herein by this reference;

WHEREAS, the 2012 Nine-Party MOU identifies two principal inter-related projects as essential to the early investment strategy: (1) the Peninsula Corridor Electrification Project, including associated rolling stock acquisition (the PCEP), and (2) construction of an advanced signal system, commonly known as the PCJPB's "CBOSS" project, which will incorporate federally mandated Positive Train Control (collectively, the "Early Investment Projects");

WHEREAS, the Parties to the 2012 Nine-Party MOU agreed to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Early Investment Projects and to coordinate efforts to obtain funding using a mutually agreed-upon strategy, and in the event that funding for the program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the Parties agreed to take steps to notify each other as needed in a timely manner;

WHEREAS, $125 million in FTA funds identified in the 2012 Early Investment Strategy funding plan included in the 2012 Nine-Party MOU is needed by the PCJPB to advance critical state of good repair improvements necessary to maintain existing Caltrain operations, and the PCJPB has requested to remove these funds from the early investment funding strategy, which would create a $125 million funding gap; and

WHEREAS, a note to the 2012 early investment strategy funding plan included in the 2012 Nine-Party MOU indicated that other potential future funding sources could be substituted if secured;

WHEREAS, the PCJPB conducted a cost estimate study for the PCEP in 2014 to update the 2008 cost estimate on which the 2012 Nine-Party MOU funding strategy for the PCEP was based, and the PCJPB has since included additional program contingency to the PCEP, such that the total anticipated budget for the PCEP is up to $1.980 billion, which includes costs covering the contracts, program management, and contingency costs;

WHEREAS, the Parties to this Seven-Party Supplement (Supplement) have met and discussed with all parties to the 2012 Nine-Party MOU additional funding needed for the PCEP to support contract award and have agreed to the funding commitments specified herein;

NOW, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

1. To fully fund the PCEP, the parties to this Supplement commit to make the funding available to support the PCEP as set forth below. This funding is in addition to funding commitments previously made by these parties in the 2012 Nine-Party MOU.

    a. The SMCTA will contribute an additional $20 million;

    b. The VTA will contribute an additional $20 million;

    c. The SFCTA and/or the CCSF will contribute an additional $20 million;

    (For SMCTA, VTA, and SFCTA and/or CCSF, each agency's contribution is contingent upon the $20 million each from the other two JPB partners, with the exact manner and timing of the contributions to be worked out with the JPB.)

    d. The MTC will program $28.4 million from Regional Measures 1 and 2;

    e. The PCJPB will contribute $9 million from funding provided by formula to Caltrain through the State of California's Low Carbon Transit Operations Program; and

    f. The CHSRA will contribute an additional $113 million.

2. The Parties to this Supplement also support the PCJPB's efforts to obtain $647 million from FTA's Core Capacity Grant Program for the PCEP as a regional priority. The $647 million would help provide funding needed for the PCEP, as well as funding to support a larger contingency set-aside for the PCEP program.

3. The Parties to this Supplement understand PCJPB has requested $225 million from the California State Transportation Agency's Transit & Intercity Rail Capital Program (Cap & Trade TIRCP) to support the PCEP, as contemplated in the 2012 Nine-Party MOU. These funds will be prioritized for PCEP and will be used to backfill any shortfall in requested FTA Core Capacity funds. If available, funding not needed for PCEP will be used to replace the remaining Caltrain diesel vehicles with Electric Multiple Units (EMUs). The exact remaining number of vehicles to be replaced will be contingent on the final Cap & Trade TIRCP grant award.

4. The parties to this Supplement also agree that, with the additional funding sources, $125 million in FTA funds identified in the 2012 Early Investment Strategy funding plan will no longer be needed for the PCEP, and will instead be programmed by the MTC to the JPB to advance critical Caltrain state of good repair improvements through MTC's established regional Transit Capital Priorities process.

5. The total anticipated amount of funding to be secured for the PCEP will be $1.980 billion, which includes the funding sources outlined above in paragraphs 1, 2, and 3, along with the original funding sources in the 2012 Nine-Party MOU except the $125 million noted in paragraph 4 above. The revised funding plan for the PCEP reflecting the changes described herein is attached as Exhibit B.

6. The parties to this supplement agree to continue, through regular meetings, to provide opportunity for all nine parties to the 2012 Nine-Party MOU to discuss, review, and/or comment on relevant project matters and collectively provide advisory oversight to help advance the PCEP.

7. If overall program costs reflect a financial commitment that is below the funding plan of $1.980 billion, funding commitments from the parties to this Supplement will be reduced proportionally according to their respective additional shares as stated in this Supplement.

8. In the event overall program costs reflect a financial commitment that is above the funding plan of $1.980 billion, or if the FTA Core Capacity funds are awarded at less than $647 million, the parties to this Supplement will discuss with all parties to the 2012 Nine-Party MOU how to secure additional funding beyond what is presently identified, and/or discuss project scope adjustments to match to funding availability.

9. The parties to the 2012 Nine-Party MOU will also discuss and agree on program oversight roles for the funding partners prior to the award of the PCEP contracts.

IN WITNESS WHEREOF, this MOU has been executed by the PARTIES hereto as of the day and year indicated next to each signature, with the final signature date constituting the effective date.

Jim Hartnett, Executive Director Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority	Date
Nuria Fernandez, General Manager/CEO Santa Clara Valley Transportation Authority	Date
Edwin M. Lee, Mayor City and County of San Francisco	Date
Tilly Chang, Executive Director San Francisco County Transportation Authority	Date
Steve Heminger, Executive Director Metropolitan Transportation Commission	Date
Jeff Morales, Chief Executive Officer California High Speed Rail Authority	Date

APPROVED AS TO FORM BY:

Attorney for Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority	Date
Attorney for Santa Clara Valley Transportation Authority	Date
Attorney for City and County of San Francisco	Date
Attorney for San Francisco County Transportation Authority	Date
Attorney for Metropolitan Transportation Commission	Date
Attorney for California High Speed Rail Authority	Date

Exhibit A

MEMORANDUM OF UNDERSTANDING (MOU)

HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM

BY AND AMOUNG THE FOLLOWING PARTIES (PARTIES)

CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY OF SAN JOSE
CITY AND COUNTY OF SAN FRANCISCO
TRANSBAY JOINT POWERS AUTHORITY (TJPA)

Recitals

Whereas, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

Whereas, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

Whereas, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

Whereas, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

Whereas, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that improves service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

Whereas, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

Whereas, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

Whereas, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the Bay Area and with development of regional transportation strategies to address the needs of the San Francisco Bay Area; and

Whereas, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

Whereas, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area and the blended system on the Peninsula corridor in the California High-Speed Rail program are consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and

Whereas, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

Whereas, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HST corridors for eventual HST operation to achieve region wide systems integration of rail service in Northern California; and

Whereas, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

Whereas, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, **THEREFORE**, it is mutually understood and agreed to by the **PARTIES** as follows:

To jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has its northern terminus at the Transbay Transit Center in San Francisco as specified in law, and it's southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that are consistent with the AUTHORITY's phased implementation plan, are consistent with a blended system operation of the corridor and achieve objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight, public safety, operational efficiency, effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of $600 million of Proposition 1A funds and $106 million of Proposition 1A "connectivity" funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A "connectivity" funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall takes steps notify each other as needed in a timely manner.

FUNDING PLAN

Program Costs and Proposed Funding for Peninsula Corridor Projects: Electrification and Advance Signal System

Program Costs *(in $ millions, year of expenditure)*	
Advance Signal System / Positive Train Control (PTC)	$231
Electrification and Electric Multiple Units (EMUs)	$1,225
Total	**$1,456**

Program Funding *(in $ millions)*	
Source	**Amount**
JPB Contributions	$180
JPB Local - Currently Available	$11
Caltrain PTC	$4
Subtotal Local	***$195***
Prop 1A Connectivity	$106
Prop 1A High Speed Rail Authority	$600
Prop 1B Caltrain	$24
Subtotal State	***$730***
Federal RR Admin. for PTC	$17
Federal Transit Admin prior/current obligations	$43
Federal Transit Admin future obligations	$440
Subtotal Federal	***$500***
MTC Bridge Tolls	$11
BAAQMD Carl Moyer	$20
Subtotal Regional	***$31***
Total	**$1,456**

Funding Plan Notes:

1. Caltrain Joint Powers Board (JPB) Local Contribution is $60 million from San Mateo sales tax, $60 million from VTA sales tax, and $60 million from San Francisco ($23 million from sales tax, $37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the $60 million each from the other two JPB partners.
2. Prop 1A Connectivity is $42 million from Caltrain, $26 million from VTA, and $38 million from BART (2nd priority for BART after receipt of $150 million for railcars).
3. Prop 1B Caltrain is $20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), $4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is $16 million for electrification in prior years, $27 million for EMUs in FY12.
5. FTA Future Obligations is $315 million for electric multiple units (EMUs), $125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling $726 million in matching funds for $706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for $44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

IN WITNESS WHEREOF, this MOU has been executed by the PARTIES hereto as of the day and year indicated next to each signature, with the final signature date constituting the effective date.

Jeff Morales, Chief Executive Officer California High Speed Rail Authority	9/18/2012 Date
Steve Heminger, Executive Director Metropolitan Transportation Commission	9/18/2012 Date
Michael J. Scanlon, Executive Director Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority	9/21/2012 Date
Jose Luis Moscovich, Executive Director San Francisco County Transportation Authority	10/15/12 Date
Michael Burns, General Manager Santa Clara Valley Transportation Authority	11/27/12 Date
Debra Figone, City Manager City of San Jose	12/12/12 Date
Edwin M. Lee, Mayor City and County of San Francisco	1/15/13 Date
Maria Ayerdi-Kaplan, Executive Director Transbay Joint Powers Authority	1/25/13 Date

EXHIBIT B
FUNDING PLAN FOR PENINSULA CORRIDOR
ELECTRIFICATION AND ADVANCED SIGNAL SYSTEM PROJECTS
($ millions)

	9-Party MOU Funding Strategy	Changes in the 7-Party Supplemental MOU	Revised Costs & Funding Sources	CBOSS	PCEP
Projected Costs					
PCEP	1,225.0	755.0	1,980.0	-	1,980.0
CBOSS	231.0		231.0	231.0	-
Total	1,456.0	755.0	2,211.0	231.0	1,980.0
Funding Sources					
JPB Member Contributions	180.0	60.0	240.0	47.0	193.0
JPB Local	11.0	9.0	20.0	11.0	9.0
Caltrain PTC	4.0		4.0	4.0	
Subtotal Local	195.0	69.0	264.0	62.0	202.0
Prop 1A Connectivity	106.0		106.0	106.0	
Prop 1A HSRA	600.0		600.0		600.0
CHSRA Cap & Trade/Other		113.0	113.0		113.0
Cap & Trade TIRCP [1]		20.0	20.0		*20.0*
Prop 1B Caltrain	24.0		24.0	16.0	8.0
Subtotal State	730.0	133.0	863.0	122.0	741.0
FRA	17.0		17.0	17.0	
FTA/FHWA Prior/Current Obligations [2]	45.8		45.8	29.8	16.0
FTA Future Obligations	440.0	(125.0)	315.0		315.0
FTA Core Capacity [3]	-	647.0	647.0	-	*647.0*
Subtotal Federal	502.8	522.0	1,024.8	46.8	978.0
MTC Bridge Tolls	11.0	28.4	39.4		39.4
BAAQMD Carl Moyer	20.0		20.0		20.0
Subtotal Regional	31.0	28.4	59.4	-	59.4
Total	1,458.8	752.4	2,211.2	230.8	1,980.4

Notes

1. The parties to the Seven-Party Supplement to 2012 Memorandum of Understanding recognize that the JPB has requested State Cap & Trade TIRCP funds to help fund the PCEP. Of the $225m requested, $20m is identified to help close the funding gap in the $1.98 billion project cost estimate for PCEP.

2. The $2.8m represents a FHWA grant (Railwy/Hwy Hazard Elimination) for the CBOSS project that was secured after the 2012 MOU execution. This amount is not included in the 7-party MOU since the funding is for the CBOSS project.

3. $647 million in FTA Core Capacity funds would help close the funding gap for PCEP, as well as providing funding to support a larger contingency set-aside for PCEP.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

<u>ABSTRACT</u>

MTC Resolution No. 4243

This resolution approves the allocation of Regional Measure 2 funds for the Caltrain Electrification project, sponsored by Caltrain.

This resolution includes the following attachments:

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

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated June 8, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Caltrain Electrification Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4243

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

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

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

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

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

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

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

WHEREAS, Caltrain is the project sponsor and implementing agency for the Caltrain Electrification project; and

WHEREAS, Caltrain has submitted a request for the allocation of RM2 funds for the Caltrain Electrification project; and

WHEREAS, the Caltrain Electrification project is identified as capital project number 40 under RM2 and is eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c)(40); and

WHEREAS, Caltrain has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of Caltrain's IPR for this project as set forth in Attachment C; and be it further

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on June 22, 2016.

REGIONAL MEASURE 2 PROGRAM
Allocation of Funds

Project Title: Caltrain Electrification
Sponsor: Caltrain
Project Number: 40

Activities to be funded with Allocation #1:

Peninsula Corridor Electrification Project, including infrastructure (design/build) and rolling stock components (procurement).

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
16424301	22-Jun-16	$	20,000,000	PSE/CON	FY 2015-16	$	20,000,000

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Caltrain Electrification
Sponsor: Caltrain
Project Number: 40.0

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

1. a) Approval of the Initial Project Report (IPR) package by the Peninsula Corridor Joint Powers Board.

   b) Execution of a funding agreement between MTC and Caltrain for the RM2 Bridge Toll funds.

RM2 Project Number: 40

Caltrain Electrification

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Caltrain		Caltrain

Legislated Project Description

Provide funding for the electrification of Caltrain.

RM2 Legislated Funding (in $1,000)	Total Estimated Project Cost (in $1,000)
$20,000	$1,980,252

Project Purpose and Description

Electrify Caltrain corridor and purchase Electric Multiple Units (EMUs).

Funding Description

Commited Funds: RM2 and RM1 bridge toll funds, Peninsula Corridor Joint Powers Board member funds, State Prop 1A, Federal Transit Administration (FTA) formula funds, California High Speed Rail Authority, Carl Moyer grant.
Uncommitted Funds: FTA Core Capacity funds, Transit and Intercity Rail Capital Program
Operating Capacity: Peninsula Corridor Joint Powers Board member contributions and operating revenues.

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in $1,000)
1	Environmental Document/Preliminary Engineering	2001	9/2016	$28,803
2	Designs, Plans, Specs, & Estimates	8/2016	7/2020	$274,642
3	Right-of-Way Acquisition	5/2015	11/2017	$28,385
4	Construction	2/2017	7/2021	$1,648,422
			Total:	**$1,980,252**

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Caltrain Electrification	**Project No.**	40
Lead Sponsor	Caltrain	**Last Updated**	6/22/2016

Fund Source	**Phase**	**Prior**	**2014-15**	**2015-16**	**2016-17**				**Future**	**Total**
Committed										
Prop 1B	Env/PE	8,000								8,000
JPB Members	Env/PE	58,640								58,640
FTA Formula	Env/PE	15,680	5,230							20,910
RM2	Construction				20,000					20,000
RM1	Construction				19,400					19,400
Prop 1A	Construction				87,230				512,770	600,000
Carl Moyer	Construction				4,000				16,000	20,000
JPB Members	Construction				52,170				91,362	143,532
FTA Formula	Construction				11,650				298,120	309,770
HSR/Non Prop 1A	Construction				30,230				82,770	113,000
Total:		82,320	5,230	-	224,680	-	-	-	1,001,022	1,313,252
Uncommitted										
FTA Core Capacity	Construction				172,000				475,000	647,000
TIRCP	Construction								20,000	20,000
Total:		0	0	0	172,000	0	0	0	495,000	$ 667,000
Total Project Committed and Uncommited										
		Prior	**2014-15**	**2015-16**	**2016-17**				**Future**	**Total**
Total:		82,320	5,230	0	396,680	0	0	0	1,496,022	$1,980,252

REGIONAL MEASURE 2 PROGRAM
Project Cash Flow Plan

Project Title: Caltrain Electrification
Sponsor: Caltrain
RM2 Project Number: 40

RM2 Project No. 40	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FUTURE	TOTAL
RM2 Funds Total	***-***	***-***	***-***	***20,000,000***	***-***	***20,000,000***
PA/ED	**82,320,000**	**5,230,000**		**0**	**0**	**87,550,000**
Prop 1B	8,000,000	5,230,000				13,230,000
JPB Members	58,640,000					58,640,000
FTA Formula	15,680,000					15,680,000
Final Design (PS&E)	**0**	**0**	**0**	**0**	**0**	**0**
						0
Right of Way	**0**	**0**	**0**	**0**	**0**	**0**
						0
Construction	**0**	**0**	**0**	**396,680,000**	**1,496,022,000**	**1,892,702,000**
RM2				20,000,000		20,000,000
RM1				19,400,000		19,400,000
Prop 1A				87,230,000	512,770,000	600,000,000
FTA Core Capacity				172,000,000	475,000,000	647,000,000
Carl Moyer				4,000,000	16,000,000	20,000,000
JPB Members				52,170,000	91,362,000	143,532,000
FTA Formula				11,650,000	298,120,000	309,770,000
HSR/Non Prop 1A				30,230,000	82,770,000	113,000,000
TIRCP					20,000,000	20,000,000
TOTAL FUNDING						
Environmental	82,320,000	5,230,000	0	0	0	**87,550,000**
Final Design (PS&E)	0	0	0	0	0	**0**
Right of Way	0	0	0	0	0	**0**
Construction	0	0	0	396,680,000	1,496,022,000	**1,892,702,000**
PROJECT TOTAL	82,320,000	5,230,000		396,680,000	1,496,022,000	1,980,252,000

Roland Lebrun
ccss@msn.com
June 6th 2016

MTC June 8th Programming and Allocations Committee
Agenda Item 3a
Peninsula Corridor Electrification Project (PCEP) MOU and Funding Plan

Dear Honorable Chair Wiener and Members of the Programming and Allocations Committee

Further to my letter of May 31 (appended below) I concur with MTC staff's concerns with the uncertainty of FTA Core Capacity and Cap and Trade funds but I also believe that it would be irresponsible to assume that the proposed allocation of $87,230,000 in Prop1A bonds in FY16-17 (MTC resolution No. 4243 attachment D) is likely to survive the inevitable legal challenge (item 2.2 on page 3 of the May 31st letter).

MTC Resolution No. 4243 Attachment D

REGIONAL MEASURE 2 PROGRAM
Project Cash Flow Plan

Project Title: Caltrain Electrification
Sponsor: Caltrain
RM2 Project Number: 40

RM2 Project No. 40	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FUTURE	TOTAL
RM2 Funds Total	-	-	-	*20,000,000*	-	*20,000,000*
PA/ED	**82,320,000**	**5,230,000**		**0**	**0**	**87,550,000**
Prop 1B	8,000,000	5,230,000				13,230,000
JPB Members	58,640,000					58,640,000
FTA Formula	15,680,000					15,680,000
Final Design (PS&E)	**0**	**0**	**0**	**0**	**0**	**0**
						0
Right of Way	**0**	**0**	**0**	**0**	**0**	**0**
						0
Construction	**0**	**0**	**0**	**396,680,000**	**1,496,022,000**	**1,892,702,000**
RM2				20,000,000		20,000,000
RM1				19,400,000		19,400,000
Prop 1A				87,230,000	512,770,000	600,000,000
FTA Core Capacity				172,000,000	475,000,000	647,000,000
Carl Moyer				4,000,000	16,000,000	20,000,000
JPB Members				52,170,000	91,362,000	143,532,000
FTA Formula				11,650,000	298,120,000	309,770,000
HSR/Non Prop 1A				30,230,000	82,770,000	113,000,000
TIRCP					20,000,000	20,000,000
TOTAL FUNDING						
Environmental	82,320,000	5,230,000	0	0	0	**87,550,000**
Final Design (PS&E)	0	0	0	0	0	**0**
Right of Way	0	0	0	0	0	**0**
Construction	0	0	0	396,680,000	1,496,022,000	**1,892,702,000**
PROJECT TOTAL	82,320,000	5,230,000		396,680,000	1,496,022,000	1,980,252,000

Issues highlighted in the May 31st letter to the VTA Governance & Audit Committee:

- The PCEP terminates at 4th & King instead of Transbay (Streets & Highways Codes Section 2704.04 (b) (2)).
- 79 MPH speed limit makes it impossible to achieve a travel time of 30 minutes or less between Diridon and Transbay (Streets & Highways Codes Section 2704.09 (b) (3)).
- The PCEP does not support 12 trains/hour (Streets & Highways Codes Section 2704.09 (c))

http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095

http://www.thehamiltonreport.com/downloads/TOS-RULING-KENNY-3-4-2016.PDF pp 14-15

Last but not least, **the staff memo does not give any consideration or recommendation with regards to the lack of justification for Caltrain's exorbitant electrifications costs or what if any capacity this $2.2B project would add to the existing system**.

- $22.5M electrifications costs/mile (5-10 times higher than Boston to New Haven)
- $8.5M cost/vehicle (2-3 times higher than similar vehicles in Europe)

Recommendation

MTC should seek guidance from an independent entity with a proven track record of delivering cost-effective commuter railway capacity enhancements.

Sincerely,

Roland Lebrun

PS. The first paragraph on page 3 is incorrect. The correct amount for the FTA funds committed by MTC for the EMUs in the original Nine-Party MOU funding plan is $440M, not $315M.

CC:

VTA Board of Directors
SFCTA Board of Directors
Caltrain Board of Directors
TJPA Board of Directors
High Speed Rail Authority Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BPAC
TJPA CAC

Roland Lebrun
ccss@msn.com

VTA June 2nd Governance and Audit Committee Meeting
Agenda item 5 Caltrain PCEP 7-party MOU

May 31st 2016

Dear Honorable Chair Chavez and members of the VTA Board of Directors,

The intent of this letter is to alert the VTA & SFCTA Boards and the Metropolitan Transportation Commission to potential budget and funding issues with the Peninsula Corridor Electrification Program (PCPEP) as well as significant conflicts with major capital projects including BART and High Speed Rail.

1 Budget Issues

The PCEP consists of three components:

Budget was revised in 2016

- New Budget of $2.221 billion
  - Results of 2014 cost estimate study
  - Bids received for both Electrification and Vehicles contracts

Early Investment Program Costs *(in $ millions)*	2012 MOU	2016 MOU
CBOSS/Positive Train Control	$231	$231
Electrification	$785	$1,253
Vehicles - Electric Multiple Units	$440	$727
TOTAL	**$1,456**	**$2,211**

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY 4

1.1 Communications-Based Overlay Signaling System (CBOSS) $231M.

Caltrain's latest Quarterly Capital Project Report shows that this system is currently:

- **$14.3M over budget** (as of March 31 2016)
- **Over 3 years behind schedule** (FRA safety certification rescheduled from September 2015 to December 2018)

http://www.caltrain.com/Assets/_Finance/Quarterly+Capital+Program+Status+Report/JPB/FY16+Q3+JPB+Quarterly+Report.pdf pages 10-11

1.2 Electrification of 51 route miles $1,253M (**$24.5M/route mile**)

It is unclear why electrifying Caltrain between San Jose and San Francisco should cost 5-10 times as much as electrification between Boston and New Haven:

*"Cost to design and install high speed rail electrification system from Boston, MA to New Haven, CT (primarily two track mainline railroad) was approximately **$2 million per mile** (contract cost) but nearly $4 million per mile (according to the federal auditor's review)"* http://www.reconnectingamerica.org/assets/Uploads/bestpractice101.pdf (page 4: average costs).

1.3 Procurement of 96 vehicles – Electric Multiple Units (EMUs) $821.1M (**$8.5M/vehicle**)

There is a $94.1M discrepancy between the May 25 presentation to the SFCTA CAC and the FY17 Capital Budget which will be presented to the Caltrain Board on June 2nd.

- The cost of electrification dropped by $93.5M ($1,253M - $1,159.5M)
- **The cost of the 96 EMUs increased by $94.1M ($821.1M** - $727M)

ii. CALTRAIN MODERNIZATION

18	Electrification	12 - 13	Raja Viswanathan	1,159,500,000	99,142,587	139,512,533
19	EMU Procurement	12 - 15	Raja Viswanathan	821,100,000	44,828,000	67,684,548
						207,197,081

- **The average cost of Caltrain EMU railcars is nearly triple that of recent contract awards ($3.0M/railcar vs. $8.5M for Caltrain).**

Client	Manufacturer/Model	Year	Contract ($M)	#units	Unit cost	
SNCF Lux	Stadler KISS	2010	$84	24	3.49	http://www.railway-t
Deutsche Bahn	Bombardier Twindexx	2011	$483	137	3.53	http://www.railway-t
Deutsche Bahn	Bombardier Twindexx	2012	$210	64	3.28	http://www.railway-t
STIF & SNCF	Bombardier Omneo	2015	$442	168	2.63	http://www.railway-technol
AeroExpress	Stadler KISS	2016	$205	62	3.31	http://www.railway-technol
SNCF	Bombardier Omneo	2016	$38	16	2.38	http://www.railway-technology.co
Caltrain	**???**	**2016**	**$821**	**96**	**8.55**	

2 Funding Issues

Supplemental MOU Funding Plan

Program Funding by Source *(in $ millions)*	2012 MOU	2016 MOU
PCJPB Member Agency Contributions	$180	$240.0
JPB Local (San Mateo County Transportation Authority)	$11.0	$20.0
Caltrain PTC	$4.0	$4.0
Subtotal Local	***$195.0***	***$264.0***
Prop 1A Connectivity	$106.0	$106.0
Prop 1A High Speed Rail Authority	$600.0	$600.0
CHSRA Cap & Trade/Other		$113.0
Cap & Trade TIRCP		$20.0
Prop 1B Caltrain	$24.0	$24.0
Subtotal State	***$730.0***	***$863.0***
Federal Rail Administration (FRA)	$17.0	$17.0
FTA/FHWA prior/current obligations	$45.8	$45.8
FTA future obligations	$440.0	$315.0
FTA Core Capacity		$647.0
Subtotal Federal	***$502.8***	***$1,024.8***
MTC Bridge Tolls	$11.0	$39.4
BAAQMD Carl Moyer*	$20.0	$20.0
Subtotal Regional	***$31.0***	***$59.4***
TOTAL	$1,458.8	$2,211.2

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY 5

2.1 PCJPB Member Agency Contributions $240M

These contributions can be eliminated by bringing electrification and EMU procurement in line with more realistic cost estimates (<u>total savings in excess of $1B</u>)

2.2 Prop 1A High Speed Rail Authority $600M

The PCEP as envisaged by Caltrain does not qualify for Prop 1A Bonds

- The PCEP terminates at 4th & King instead of Transbay (Streets & Highways Codes Section 2704.04 (b) (2)).
- 79 MPH speed limit makes it impossible to achieve a travel time of 30 minutes or less between Diridon and Transbay (Streets & Highways Codes Section 2704.09 (b) (3)).
- The PCEP does not support 12 trains/hour (Streets & Highways Codes Section 2704.09 (c)) (http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095).

2.3 CHSRA Cap & Trade/Other $113M

Risk: Cap & Trade revenues are "uncertain" at best and could be declared illegal by the Courts.

2.4 FTA Future obligations $440M

This is currently the only <u>guaranteed</u> source of funding for the EMUs. SamTrans plans to "borrow" $125M of this funding on the assumption that they can "make good" if/when they succeed in securing a $647M FTA Core Capacity grant in the fall.

Q1: **What is the backup plan if the grant does not come through?**

Q2: **Why is Caltrain "borrowing" $125M for SOGR when there is less than $25M SOGR in the FY17 Capital Budget?**

	i. SOGR					
	Right of Way / Signal & Communications					
1	Grade Crossing SOGR - Design - FY17	13	Robert Tam	380,000	0	76,000
2	Grade Crossing SOGR - Phase II - FY16	13, 16	Robert Tam	2,499,000	360,000	669,466
3	Los Gatos Creek Bridge Replacement	14, 15, 16	Parand Maleki	33,847,800	23,302,000	7,295,800
4	Marin St. Bridge Rehabilitation and Napoleon St. Bridge Replacement	13 - 16	Bin Zhang	3,000,000	1,364,000	1,000,000
5	Track SOGR - FY17	16	Pedro Gutierrez	9,663,000	0	3,000,000
6	PA Upgrades	13 - 16	Robert Tam	1,073,000	0	488,000
7	Railroad Communication System SOGR - FY17	13	Uhila Makoni	1,075,000	0	442,000
8	Signal Rehab - FY17	16	Hubert Chan	1,210,000	0	900,000
						13,871,266
	Rolling Stock					
9	F-40 Mid Life Overhaul	16	David Bennett	6,300,000	4,000,000	2,300,000
10	Bombardier Technical Spec. Mid Life Overhaul	11	David Bennett	183,642	0	183,642
11	Gallery Spec Mid Life Overhaul	12	David Bennett	183,642	0	183,642
12	F-40 SEP-HEP Replacement - FY17	16	David Bennett	2,745,000	223,865	2,130,000
13	F-40 Locomotive SOGR project - FY17	16	David Bennett	1,254,199	0	1,254,199
14	Main Engine Rebuild (F40 Inframe Overhaul)	16	David Bennett	1,350,000	0	945,592
						6,997,075
	Station & Intermodal Access					
15	Station Enhancements and Renovations	13 - 19	Rob Scorpino	780,000	0	600,000
16	Sunnyvale Station Platform Rehabilitation	16	Rob Scorpino	1,300,000	650,000	550,000
17	Systemwide SOGR Stations - FY17	13 - 19	Rob Scorpino	950,000	0	300,000
						1,450,000

3 Conflicts with major Capital Projects

It is unclear how Caltrain proposes to operate an electrified system during construction of the following projects:

- Caltrain Downtown Extension (DTX) to Transbay
- Reconstruction of Diridon station throats and platforms, including BART interface
- South San Francisco station expansion (4 tracks)
- Bayshore station relocation (6 tracks)
- Hillsdale station expansion (4 tracks)
- High Speed Rail track realignments (smoother curves, 80 MPH turnouts)
- High Speed Rail capacity improvements (passing tracks)

Recommendation

Delay Caltrain electrification until all capital projects affecting the right of way have been completed

Sincerely,

Roland Lebrun

CC
VTA Board of Directors
SFCTA Board of Directors
MTC Commissioners
Caltrain Board of Directors
TJPA Board of Directors
High Speed Rail Authority Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BPAC
TJPA CAC

Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Agenda Item 3a**

MTC Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243

Subject: Peninsula Corridor Electrification Project Memorandum of Understanding and Funding Plan.

Background: This item proposes to update the funding plan for the Peninsula Corridor Electrification Project (PCEP), with certain conditions, by:

1) Authorizing the Executive Director to execute a Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor;
2) Programming and allocating $8.4 million of RM1 West Bay Rail Reserve funds to PCEP;
3) Allocating $11 million of RM1 West Bay Rail Reserve funds and $20 million of RM2 funds, which were previously programmed to PCEP; and
4) Revising the FY2015-16 Transit Capital Priorities program to program $22.6 million of FTA formula funds to Caltrain's Railcar Replacement project, and $12.6 million to Caltrain fixed guideway rehabilitation projects.

Background

In 2012 the Commission adopted MTC Resolution No. 4056, which approved a nine-party Memorandum of Understanding (Nine-Party MOU) among MTC, the California High Speed Rail Authority (CHSRA), the Peninsula Corridor Joint Powers Board (PCJPB), the San Francisco County Transportation Authority, the San Mateo County Transportation Authority, VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority, for a High Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor. The Nine-Party MOU established a funding plan for two related projects required to electrify Caltrain service and lay the groundwork for High Speed Rail on the Peninsula: The Peninsula Corridor Electrification Project (PCEP), including the procurement of electric railcars known as electric multiple units (EMUs), with a projected cost of $1.2 billion, and Positive Train Control, also known as "CBOSS," with a projected cost of $231 million, for a total of $1.4 billion. The Nine-Party MOU funding strategy is included as Exhibit B to Attachment A to MTC Resolution No. 4241.

Proposed MOU Updates

After the adoption of the Nine-Party MOU, the PCJPB requested to remove from the funding plan $125 million in FTA funds committed by MTC, and redirect the FTA funds to infrastructure rehabilitation projects, which the funds would otherwise be used for under MTC's Transit Capital Priorities programming policy. The Nine-Party MOU allows for revising the funding plan if substitute funding sources can be identified.

In addition, based on revised cost estimates and bids received for the electrification and EMU contracts, PCJPB has revised the projected cost for PCEP to nearly $2.0 billion, including a 20% contingency required by FTA, an increase of $755 million. The cost estimate for Positive Train Control in the Nine-Party MOU is not being revised at this time, although it is our understanding that costs may exceed the $231 million estimate for this ongoing work.

Staff from MTC, PCJPB and the other parties to the Nine-Party MOU have been meeting for many months to develop options for limiting the costs increases for PCEP and revisions to the funding plan to cover the remaining increases, as well as to replace the $125 million of FTA funds. The result of this process is a Seven-Party Supplement to the Nine-Party MOU, which commits or anticipates an additional $877 million for PCEP:

- $647 million in FTA Core Capacity discretionary funds, for which PCJPB has applied;
- $113 million additional funding from CHSRA;
- $69 million in additional contributions from PCJPA member agencies;
- $20 million in state Transit & Intercity Capital Rail (Cap and Trade) funds, part of a $225 million application submitted by PCJPB;
- $20 million in RM2 bridge tolls from MTC, which were previously programmed by the Commission; and
- $8.4 million in RM1 bridge tolls from MTC, which would be programmed as part of this item.

The overall project funding plan is shown in Attachment A.

The Seven-Party Supplement has been approved by the PCJPB board, and is scheduled for approval by the boards of the other parties (all of the parties to the Nine-Party MOU except City of San Jose and TJPA) before the end of June, except for CHSRA, which is scheduled to take up the agreement in August. The PCJPB hopes to award the two PCEP contracts (line work and electric railcars) in July, with at least a limited notice to proceed with design work for both contractors. The Seven-Party Supplement is included as Attachment A to MTC Resolution No. 4241, with the revised funding plan summarized in Exhibit B.

Funding Requests

PCJPB staff has developed cash flow projections for completing PCEP, and, in order to meet projected cash flow needs, has requested that MTC take the actions listed below, with which MTC staff concurs:

- Program $22.6 million in FTA funds for the EMUs, part of a $315 million commitment by MTC in the original Nine-Party MOU funding plan. The TCP program had reserved funds in anticipation of this need in FY2016, so can accommodate this request without reducing funds for other projects.
- Program $12.6 million for Caltrain infrastructure rehabilitation projects, part of the $125 million in FTA funds removed from the PCEP funding plan by the Seven-Party Supplement;
- Allocate the $11 million in RM1 bridge toll funds that were part of MTC's commitment in the original Nine-Party MOU funding plan;
- Allocate the additional $8.4 million in RM1 funds and $20 million in RM2 funds that are proposed as additional MTC contributions to PCEP in the Seven-Party Supplement.

The allocation of all of the bridge toll funds is proposed to be conditioned on approval of the Initial Project Report (IPR) by the Caltrain Board, and execution of a funding agreement between MTC and PCJPB.

Issues:

1. Uncertainty of total project cost. PCJPB staff is currently evaluating bids for the electrification work and EMUs, and will negotiate contract amounts with the selected bidders before the contracts are awarded this summer. PCJPB staff anticipates that the total cost of the contracts and related soft costs will not exceed the $2 billion projection, which includes a 20% contingency.

2. Uncertainty of FTA Core Capacity funds. The PCJPB has applied for $647 million from FTA's Core Capacity program (an element of the Capital Investment Grants or "New Starts" program). The PCEP project received an allocation of $73 million in Core Capacity funds in FY2015-16, and another $100 million is included in the FY2016-17 House appropriations bill that is currently working through Congress. However, the total amount of Core Capacity funds available to the project will not be known until FTA awards a Full Funding Grant Agreement, which could be in the closing days of the Obama Administration in late 2016.

3. Uncertainty of Cap and Trade funds. The PCJPB has applied for $225 million from the Transit Capital and Intercity Rail Program (TIRCP), including $100 million for PCEP and $125 million for additional EMUs beyond the 98 included in the PCEP project budget. The revised PCEP funding plan established by the Seven-Party Supplement counts on only $20 million from TIRCP, assuming the full $647 million in Core Capacity funds is awarded by FTA. If FTA awards less than $647 million, additional TIRCP or other funds could make up

the difference, but the amount of TIRCP funds will not be known until CalSTA makes project selections in August 2016.

4. Condition on future programming of FTA funds for infrastructure rehabilitation projects. PCJPB has requested that MTC program $12.6 million of FTA formula funds for infrastructure rehabilitation projects in a revision to the FY2015-16 Transit Capital Priorities (TCP) program, which was adopted by the Commission in January 2016, and another $12.6 million in the FY2016-17 TCP program, which is scheduled for Commission adoption in January 2017. These requests are from the $125 million of FTA formula funds that were committed to PCEP in the Nine-Party MOU, and would be removed from the funding plan by the Seven-Party Supplement. The requests to program the funds for rehabilitation projects are consistent with the Commission's TCP programming policy. However, given the uncertainty of the total PCEP costs, as well as the level of funding from FTA Core Capacity and TIRCP, staff is concerned that some portion of the $125 million may ultimately be required to complete the funding for PCEP.

   Therefore staff recommends programming the $12.6 million requested in the FY2015-16 TCP program as part of this item, but not to program the FY2016-17 funds at this time, pending an assessment of whether sufficient FTA Core Capacity, TIRCP or other funds have been awarded to substantially complete the PCEP funding plan. By the time the FY2016-17 TCP program is presented to the Commission for approval next winter, project costs and funding levels should be known with greater certainty. The 2015-16 funds will be added to the Transportation Improvement Program (TIP) in a subsequent action, likely in July.

5. Caltrain Right-of-Way Repayment. A 2007 agreement between MTC, SamTrans, VTA and SFMTA to reimburse SamTrans for funds it advanced to acquire the Caltrain right-of-way (ROW) included $43 million from MTC (MTC Resolution No. 3147). MTC previously programmed $23.7 million in STP/CMAQ and state "spillover" funds against this commitment, leaving a remaining obligation of $19.3 million. The proposed resolution authorizing the Executive Director to execute the Seven-Party Supplement specifies that the $28.4 million in RM1 and RM2 bridge toll funds committed to PCEP by the Seven-Party Supplement satisfies MTC's remaining ROW repayment obligation.

Recommendation: Refer Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243 to the Commission for approval.

Attachments: Attachment A – Summary Funding Plan

MTC Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243.

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Attachment A - SUMMARY FUNDING PLAN FOR PENINSULA CORRIDOR ELECTRIFICATION

($ millions)

	9-Party MOU Funding Strategy	Changes in the 7-Party Supplemental MOU	Revised Funding Strategy
Projected Costs			
PCEP	**1,225**	**755**	**1,980**
CBOSS	231		231
Total	**1,456**	**755**	**2,211**
Funding Sources			
JPB Partner Contributions	180	60	240
San Mateo	*60*	*20*	80
VTA	*60*	*20*	80
San Francisco	*60*	*20*	80
JPB Local (Caltrain)	11	9	20
Caltrain PTC	4		4
Subtotal Local	**195**	**69**	**264**
Prop 1A Connectivity	106		106
Prop 1A HSRA	600		600
HSRA Cap and Trade/Other		113	113
Cap & Trade TIRCP		20	20
Prop 1B Caltrain	24		24
Subtotal State	**730**	**133**	**863**
FRA	17		17
FTA Prior Obligations	46		46
FTA Current/Future Formula Funds	440	(125)	315
FTA Core Capacity	-	647	647
Subtotal Federal	**503**	**522**	**1,025**
MTC Bridge Tolls	11	28	39
BAAQMD Carl Moyer	20		20
Subtotal Regional	**31**	**28**	**59**
Total	**1,459**	**752**	**2,211**

Date:	June 24, 2009
W.I.:	1514
Referred by:	PAC
Revised:	01/23/13-C
	07/24/13-C
	06/22/16-C

<u>ABSTRACT</u>

Resolution No. 3915

This resolution allocates Regional Measure 1 (RM1) Rail Extension Reserves (West) to eligible projects.

This resolution includes the following attachments:

Attachment A – Allocation of Bridge Toll Revenues

This resolution was revised on January 23, 2013 to allocate $47.8 million to TJPA in order to certify their upcoming Structural Steel Superstructure construction contract, as well as ancillary logistics contracts.

This resolution was revised on July 24, 2013 to revise allocation conditions for the $47.8 million in RM1 funds previously allocated to the Transbay Joint Powers Authority, to reflect updates in the project budget and structural steel bids as follows: a) Remove the condition stating that "Once the land sales revenues are available in Spring 2013, MTC will rescind the remaining RM1 funds from this allocation so that they may be used for future elements of this project"; and, b) Add a condition stating that "Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and TJPA for the RM1 Bridge Toll funds."

This resolution was revised on June 22, 2016 to allocate $19,430,000 to Caltrain for the Caltrain Electrification project.

Further discussion of this allocation is contained in the Programming and Allocations Summary Sheets dated June 10, 2009, January 9, 2013, and June 8, 2016, and in the memorandum to the Commission dated July 17, 2013.

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Date: June 24, 2009
W.I.: 1514
Referred by: PAC

RE: Allocation of Regional Measure 1 (RM1) Rail Extension Reserves (West)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3915

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

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

(1) Pursuant to Streets and Highways Code §30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems and to the California Department of Transportation (Caltrans) 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

(2) Streets and Highways Code §30914(a)(4), provides that 90 percent of the revenues derived from the toll increase for Class 1 vehicles on the San Francisco-Oakland Bay Bridge, authorized by Sections 30916 and 30917, shall be used exclusively for rail transit capital improvements ("90% Rail Extension Reserves") consistent with Section 30919(b); and

(3) Streets and Highways Code §30919(b) provides that the revenues expended pursuant to 30914(a)(4) shall be expended on rail extension and improvement projects designed to reduce vehicular traffic congestion on the San Francisco-Oakland bay Bridge. Seventy percent of the revenues shall be expended on rail extensions and improvement projects in the Counties of Alameda and Contra Costa, including, but not limited to, extending the regional rail system in the
Concord-Antioch, Fremont-San Jose, and the Bayfair-Livermore rail transit corridors (“90% Rail Extension Reserves East”). The remaining 30 percent shall be expended on rail extensions and improvement projects in the City and County of San Francisco and the Counties of San Mateo and Santa Clara (“90% Rail Extension Reserves West”).

WHEREAS, eligible claimants have submitted an application to MTC for an allocation of certain bridge toll revenues for the projects and purposes set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, claimants have certified that the 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 claimants' projects and purposes 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 Regional Measure 1 (RM1) 90% Rail Extension Reserves West Bridge Toll Revenues to claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution; and be it further

RESOLVED, that should the allocation of RM1 Rail Extension Reserve Bridge Toll Revenues 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.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty

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.: 1514
Referred by: PAC
Revised: 01/23/13-C
07/24/13-C
06/22/16-C

ALLOCATION OF REGIONAL MEASURE 1 (RM1) 90% RAIL EXTENSION RESERVES WEST REVENUES

Allocation Authorization: S&H § 30919(b)

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	Regional Measure 1 (RM1) 90% Rail Extension Reserves West	2008-09	TJPA	Transbay Terminal/ Downtown Caltrain Extension – PMPC Services (Phase: PS&E)	$5,200,000	06/24/2009	1. Allocation and disbursement is contingent upon the TJPA board approving the Initial Project Report and the corresponding resolution of project compliance. 2. In the resolution of project compliance TJPA shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; and (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
2	Regional Measure 1 (RM1) 90% Rail Extension Reserves West	2012-13	TJPA	Transbay Terminal/ Downtown Caltrain Extension – certification of Structural Steel Superstructure construction contract and ancillary logistics contracts. (Phase: CON)	47,800,000	01/23/2013	Scope of Work: This allocation will be used towards a portion of the upcoming Structural Steel Superstructure contracts, as well as ancillary logistics contracts (i.e: temporary power, site maintenance, traffic control and personnel/material hoists). TJPA plans to use these bridge toll funds to issue some of the first NTPs over the course of the first year of the package, which will cover preconstruction work, the production of shop drawings, and initial material procurement. The allocation of funds is conditioned on the following: a) Approval of the Initial Project Report (IPR) package by the TJPA board. b) Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and TJPA for the RM1 Bridge Toll funds. Such agreement shall include the following provisions: TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any RM1 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.

Alloc. #	Fund Reserve	Fiscal Year	Claimant	Project Description	Allocation Amount	Date of MTC Approval	Allocation Conditions
3	Regional Measure 1 (RM1) 90% Rail Extension Reserves West	2015-16	Caltrain	Caltrain Electrification	$19,430,000	06/22/2016	Scope of Work: This allocation will be used for construction on the Peninsula Corridor Electrification Project. The allocation of these funds is conditioned on the following: a) Approval of the Initial Project Report (IPR) package by the Peninsula Corridor Joint Powers Board. b) Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and Caltrain for the RM1 Bridge Toll funds. Such agreement shall include the following provisions: Caltrain agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any RM1 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.
TOTAL					$72,430,000		

Date:	March 26, 2014
W.I.:	1511
Referred by:	PAC
Revised:	11/19/14-C
	06/22/16-C

ABSTRACT

Resolution No. 4137, Revised

This resolution establishes the program of projects for Regional Measure 1 90% Rail Reserve funds and for Two Percent Capital Program funds.

The following attachment is provided with this resolution:

Attachment A. Program of Projects

This resolution was revised on November 19, 2014 to program an additional $7,772,274 in Regional Measure 1 90% Rail Reserve East funds to the eBART project.

This resolution was revised on June 22, 2016 to program an additional $8,430,000 in Regional Measure 1 90% Rail Reserve West funds to the Caltrain Electrification project.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheets dated March 5, 2014, November 12, 2014, and June 8, 2016.

Date: March 26, 2014
W.I.: 1511
Referred by: PAC

RE: Programming of Regional Measure 1 90% Rail Reserve funds and Two Percent Capital Program funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4137

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

(1) Pursuant to Streets and Highways Code §30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems and to the California Department of Transportation (Caltrans) 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

(2) Streets and Highways Code §30914(a)(4), provides that 90 percent of the revenues derived from the toll increase for Class 1 vehicles on the San Francisco-Oakland Bay Bridge, authorized by Sections 30916 and 30917, shall be used exclusively for rail transit capital improvements ("90% Rail Reserve") consistent with Section 30919(b); and

WHEREAS, pursuant to Streets and Highways Code Section 30913 (b), MTC has allocated two-thirds of the 2 percent of the 1988 Regional Measure 1 toll increase ("Two Percent Bridge Toll Revenues") to projects which are designed to reduce vehicular traffic congestion on these bridges; and,

WHEREAS, MTC adopted Resolution 3434, Revised, which established the Regional Transit Expansion Plan designating projects as regional priorities; and

WHEREAS, MTC adopted Resolution 3948 and BATA adopted Resolution 93 and executed a Funding Agreement relieving BATA of responsibility for making AB 664 Net Bridge Toll Revenues Reserve Transfers, Two Percent Transit Reserves Transfers, and 90% Rail Reserves Transfers for 50 years; and

WHEREAS, MTC adopted Resolution 4015 adopting programming and allocation policies for AB664 Net Bridge Toll Revenues, RM1 90% Rail Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs; now therefore be it

RESOLVED, that MTC approves the programs of projects for the 90% Rail Reserve funds and the Two Percent Capital funds in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth

Amy Rein Worth, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on March 26, 2014.

Date: March 26, 2014
W.I.: 1511
Referred by: PAC
Revised: 11/19/14-C
06/22/16-C

Attachment A
Resolution No. 4137
Page 1 of 1

PROGRAM OF PROJECTS

Regional Measure 1 90% Rail Reserve Funds
Project Commitments

Project	**Rail Reserve East**	**Rail Reserve West**	**Total**
Transbay Terminal		$ 53,000,000	$ 53,000,000
BART Oakland Airport Connector	$ 31,000,000		$ 31,000,000
BART Warm Springs Extension	$ 113,000,000		$ 113,000,000
eBART	$ 63,772,274		$ 63,772,274
Tri Valley Access Improvements to BART	$ 16,000,000		$ 16,000,000
Caltrain Electrification		~~$ 11,000,000~~ $ 19,430,000	~~$ 11,000,000~~ $ 19,430,000
Total	*$ 223,772,274*	*~~$ 64,000,000~~* *$ 72,430,000*	*~~$ 287,772,274~~* *$ 296,202,274*

Two Percent Capital Funds
Project Commitments

Project	**Amount**
SMART - IOS and SLPP backfill	$ 7,677,000
SMART - Airport segment	$ 7,300,000
Total	$ 14,977,000

Date: January 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 04/27/16-C
05/25/16-C
06/22/16-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.

This resolution was revised on June 22, 2016 to program funds that had previously been reserved for Caltrain Electrification to Caltrain's Railcar Replacement and infrastructure rehab projects.

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, May 11, 2016 and June 8, 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

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.

Date: 1/27/2016
W.I.: 1512
Referred by: PAC
Revised: 04/27/16-C
05/25/16-C
06/22/16-C

Attachment A
Resolution No. 4212, Revised

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Actual Apportionments	**211,278,509**	**196,480,438**	**12,032,931**
		Previous Year Carryover	**2,662,039**	**24,863,868**	**394,073**
		Funds Available for Programming	**213,940,548**	**221,344,306**	**12,427,004**
Lifeline Set-Aside (JARC Projects)					
Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093		
ADA Operating Set-Aside					
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		
Reserved for Future Programming					
~~SM-03006B~~	~~Caltrain~~	~~Positive Train Control/Electrification~~		~~12,606,500~~	
SF-010028	Caltrain	Railcar Replacement (Electrification)		17,174,630	
		Total Program Set-asides and Commitments	**20,165,610**	**20,077,008**	**0**
		Funds Available for Capital Programming	**193,774,938**	**201,267,298**	**12,427,004**
Capital Projects					
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	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Struct.		11,406,500	
SM-050041	Caltrain	Signal/Communication Rehab. & Upgrades		1,200,000	
SF-010028	Caltrain	Railcar Replacement		22,620,000	
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		

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
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		
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	
		Total Capital Projects	**190,051,587**	**201,267,298**	**11,847,770**
		Total Programmed	**210,217,197**	**221,344,306**	**11,847,770**
		Fund Balance	**3,723,351**	**0**	**579,234**

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 were exempted from a deferral of their FG Cap because Caltrain's FG Caps were still committed to the Electrification project at the time the preliminary program was adopted. The preliminary program was revised in June 2016 to program the full $12.6 million FG cap to rehab projects. Caltrain's FY17 FG cap will be adjusted to reflect missing the FG spending target.
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 Commiment in the FY17 program.

Date: June 22, 2016
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4241

This resolution updates the funding plan for the Peninsula Corridor Electrification Project by authorizing the Executive Director to execute a Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor (MTC Resolution No. 4056).

This Resolution includes the following attachment:

Attachment A – Seven Party Supplement to 2012 Memorandum of Understanding

Further discussion of the Seven-Party Supplement and the Peninsula Corridor Electrification Project is contained in the Programming and Allocations Committee summary sheet dated June 8, 2016.

Date: June 22, 2016
W.I.: 1512
Referred by: PAC

Re: Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4241

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, during the spring of 2012, MTC, the California High Speed Rail Authority (CHSRA), the Peninsula Corridor Joint Powers Board (PCJPB), the San Francisco County Transportation Authority (SFCTA), the Santa Clara Valley Transportation Authority (VTA), the City of San Jose, the City and County of San Francisco (CCSF), the San Mateo County Transportation Authority (SMCTA), and the Transbay Joint Powers Authority entered into a Memorandum of Understanding that adopted an early investment strategy pertaining to the Blended System in the San Francisco to San Jose Segment of the Peninsula Rail Corridor (the "2012 Nine-Party MOU"), a copy of which is attached hereto as Exhibit A of Attachment A, and incorporated herein by this reference; and

WHEREAS, the 2012 Nine-Party MOU identifies two principal inter-related projects as essential to the early investment strategy: (1) the Peninsula Corridor Electrification Project, including associated rolling stock acquisition (PCEP), and (2) construction of an advanced signal system, commonly known as the PCJPB's "CBOSS" project, which will incorporate federally mandated Positive Train Control (collectively, the "Early Investment Projects"); and

WHEREAS, $125 million in Federal Transit Administration (FTA) funds identified in the 2012 Early Investment Strategy funding plan included in the 2012 Nine-Party MOU is needed by the PCJPB to advance critical state of good repair improvements necessary to maintain existing Caltrain operations, and the PCJPB has requested to remove these funds from the early investment funding strategy, which would create a $125 million funding gap; and

WHEREAS, a note to the 2012 early investment strategy funding plan included in the 2012 Nine-Party MOU indicated that other potential future funding sources could be substituted if secured; and

WHEREAS, the PCJPB conducted a cost estimate study for the PCEP in 2014 to update the 2008 cost estimate on which the 2012 Nine-Party MOU funding strategy for the PCEP was based, and the PCJPB has since included additional program contingency to the PCEP, such that the total anticipated budget for the PCEP is up to $1.98 billion, which includes costs covering the contracts, program management, and contingency costs; and

WHEREAS, representatives of MTC, PCJPB, SMCTA, VTA, CCSF, SFCTA and CHSRA have met and discussed with all parties to the 2012 Nine-Party MOU additional funding needed for the PCEP to support contract awards, and have agreed to a Seven-Party Supplement to the 2012 Nine-Party MOU (Seven-Party Supplement), which is attached hereto as Attachment A, and incorporated herein by this reference; and

WHEREAS, the Seven-Party Supplement updates the 2012 early investment strategy funding plan by making additional funding commitments to replace $125 million in FTA funds that PCJPB requested to remove from the early investment funding strategy and to provide sufficient funds to complete PCEP at the anticipated cost of up to $1.98 billion, which is attached hereto as Exhibit B to Attachment A, and incorporated herein by this reference;

WHEREAS, the funding specified in the Seven-Party Supplement from the Federal Transit Administration Core Capacity Program and from the state Transit Capital and Intercity Rail Program has not been awarded, and shortfalls in these funding sources may require that a portion of the $125 million in FTA funds that PCJPB requested to remove from the early investment funding strategy be used to complete the PCEP funding plan; and

WHEREAS, a 2007 agreement between MTC, SamTrans, VTA and SFMTA to reimburse SamTrans for funds it advanced to acquire the Caltrain right-of-way (ROW) included $43 million from MTC, of which MTC previously programmed $23.7 million against this commitment, leaving a remaining obligation of $19.3 million; now therefore be it

RESOLVED, that MTC approves the Seven-Party Supplement to the 2012 Nine-Party MOU as set forth in Attachment A and incorporated herein; and be it further

RESOLVED, that all Parties have agreed to and approve the funding plan set forth in Exhibit B to Attachment A and incorporated herein; and be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that MTC agrees to provide the funds as shown in Exhibit B to Attachment A subject to the PCJPB, SMCTA, VTA, CCSF, SFCTA and CHSRA also agreeing to provide the funds as shown in Exhibit B to Attachment A, and subject to Congressional authorization and appropriation, availability of funds, and other critical regional transit capital needs; and, be it further

RESOLVED, that MTC may substitute other MTC-controlled funds in place of the funds shown in Exhibit B to Attachment A; and be it further

RESOLVED, that MTC agrees to take timely follow-up approval actions as may be necessary to allocate and program specific funding identified in Exhibit B to Attachment A; and be it further

RESOLVED, that programming by MTC of FTA funds that are part of the $125 million in FTA funds that PCJPB requested to remove from the early investment funding strategy for PCJPB fixed guideway infrastructure rehabilitation projects in the regional Transit Capital Priorities Program for FY2016-17 shall be conditioned on an assessment that sufficient funds from the Federal Transit Administration Core Capacity Program, the state Transit Capital and Intercity Rail Program, or other sources have been committed to PCEP to substantially complete the PCEP funding plan; and be it further

RESOLVED, that the additional funding for PCEP provided by MTC from Regional Measure 1 and Regional Measure 2 bridge tolls in the Seven-Party Supplement shall satisfy any remaining obligation to repay SamTrans for acquisition of the Caltrain right-of-way.

METROPOLITAN TRANSPORTATION COMMISSION

_____

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 June 22, 2016.

Date: June 22, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4241

SEVEN PARTY SUPPLEMENT TO 2012 MEMORANDUM OF UNDERSTANDING (MOU)

FINANCIAL COMMITMENTS TO ADDRESS FUNDING GAP FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY AND COUNTY OF SAN FRANCISCO (CCSF)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
CALIFORNIA HIGH SPEED RAIL AUTHORITY (CHSRA)

RECITALS

WHEREAS, during the spring of 2012, the California High Speed Rail Authority (CHSRA) and the Peninsula Corridor Joint Powers Board (PCJPB), together with the Metropolitan Transportation Commission (MTC), the San Francisco County Transportation Authority (SFCTA), the Santa Clara Valley Transportation Authority (VTA), the City of San Jose, the City and County of San Francisco (CCSF), the San Mateo County Transportation Authority (SMCTA), and the Transbay Joint Powers Authority entered into a Memorandum of Understanding that adopted an early investment strategy pertaining to the Blended System in the San Francisco to San Jose Segment of the Peninsula Rail Corridor (the "2012 Nine-Party MOU"), a copy of which is attached hereto as Exhibit A and incorporated herein by this reference;

WHEREAS, the 2012 Nine-Party MOU identifies two principal inter-related projects as essential to the early investment strategy: (1) the Peninsula Corridor Electrification Project, including associated rolling stock acquisition (the PCEP), and (2) construction of an advanced signal system, commonly known as the PCJPB's "CBOSS" project, which will incorporate federally mandated Positive Train Control (collectively, the "Early Investment Projects");

WHEREAS, the Parties to the 2012 Nine-Party MOU agreed to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Early Investment Projects and to coordinate efforts to obtain funding using a mutually agreed-upon strategy, and in the event that funding for the program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the Parties agreed to take steps to notify each other as needed in a timely manner;

WHEREAS, $125 million in FTA funds identified in the 2012 Early Investment Strategy funding plan included in the 2012 Nine-Party MOU is needed by the PCJPB to advance critical state of good repair improvements necessary to maintain existing Caltrain operations, and the PCJPB has requested to remove these funds from the early investment funding strategy, which would create a $125 million funding gap; and

WHEREAS, a note to the 2012 early investment strategy funding plan included in the 2012 Nine-Party MOU indicated that other potential future funding sources could be substituted if secured;

WHEREAS, the PCJPB conducted a cost estimate study for the PCEP in 2014 to update the 2008 cost estimate on which the 2012 Nine-Party MOU funding strategy for the PCEP was based, and the PCJPB has since included additional program contingency to the PCEP, such that the total anticipated budget for the PCEP is up to $1.980 billion, which includes costs covering the contracts, program management, and contingency costs;

WHEREAS, the Parties to this Seven-Party Supplement (Supplement) have met and discussed with all parties to the 2012 Nine-Party MOU additional funding needed for the PCEP to support contract award and have agreed to the funding commitments specified herein;

NOW, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

1. To fully fund the PCEP, the parties to this Supplement commit to make the funding available to support the PCEP as set forth below. This funding is in addition to funding commitments previously made by these parties in the 2012 Nine-Party MOU.

    a. The SMCTA will contribute an additional $20 million;

    b. The VTA will contribute an additional $20 million;

    c. The SFCTA and/or the CCSF will contribute an additional $20 million;

    (For SMCTA, VTA, and SFCTA and/or CCSF, each agency's contribution is contingent upon the $20 million each from the other two JPB partners, with the exact manner and timing of the contributions to be worked out with the JPB.)

    d. The MTC will program $28.4 million from Regional Measures 1 and 2;

    e. The PCJPB will contribute $9 million from funding provided by formula to Caltrain through the State of California's Low Carbon Transit Operations Program; and

    f. The CHSRA will contribute an additional $113 million.

2. The Parties to this Supplement also support the PCJPB's efforts to obtain $647 million from FTA's Core Capacity Grant Program for the PCEP as a regional priority. The $647 million would help provide funding needed for the PCEP, as well as funding to support a larger contingency set-aside for the PCEP program.

3. The Parties to this Supplement understand PCJPB has requested $225 million from the California State Transportation Agency's Transit & Intercity Rail Capital Program (Cap & Trade TIRCP) to support the PCEP, as contemplated in the 2012 Nine-Party MOU. These funds will be prioritized for PCEP and will be used to backfill any shortfall in requested FTA Core Capacity funds. If available, funding not needed for PCEP will be used to replace the remaining Caltrain diesel vehicles with Electric Multiple Units (EMUs). The exact remaining number of vehicles to be replaced will be contingent on the final Cap & Trade TIRCP grant award.

4. The parties to this Supplement also agree that, with the additional funding sources, $125 million in FTA funds identified in the 2012 Early Investment Strategy funding plan will no longer be needed for the PCEP, and will instead be programmed by the MTC to the JPB to advance critical Caltrain state of good repair improvements through MTC's established regional Transit Capital Priorities process.

5. The total anticipated amount of funding to be secured for the PCEP will be $1.980 billion, which includes the funding sources outlined above in paragraphs 1, 2, and 3, along with the original funding sources in the 2012 Nine-Party MOU except the $125 million noted in paragraph 4 above. The revised funding plan for the PCEP reflecting the changes described herein is attached as Exhibit B.

6. The parties to this supplement agree to continue, through regular meetings, to provide opportunity for all nine parties to the 2012 Nine-Party MOU to discuss, review, and/or comment on relevant project matters and collectively provide advisory oversight to help advance the PCEP.

7. If overall program costs reflect a financial commitment that is below the funding plan of $1.980 billion, funding commitments from the parties to this Supplement will be reduced proportionally according to their respective additional shares as stated in this Supplement.

8. In the event overall program costs reflect a financial commitment that is above the funding plan of $1.980 billion, or if the FTA Core Capacity funds are awarded at less than $647 million, the parties to this Supplement will discuss with all parties to the 2012 Nine-Party MOU how to secure additional funding beyond what is presently identified, and/or discuss project scope adjustments to match to funding availability.

9. The parties to the 2012 Nine-Party MOU will also discuss and agree on program oversight roles for the funding partners prior to the award of the PCEP contracts.

IN WITNESS WHEREOF, this MOU has been executed by the PARTIES hereto as of the day and year indicated next to each signature, with the final signature date constituting the effective date.

Jim Hartnett, Executive Director Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority	Date
Nuria Fernandez, General Manager/CEO Santa Clara Valley Transportation Authority	Date
Edwin M. Lee, Mayor City and County of San Francisco	Date
Tilly Chang, Executive Director San Francisco County Transportation Authority	Date
Steve Heminger, Executive Director Metropolitan Transportation Commission	Date
Jeff Morales, Chief Executive Officer California High Speed Rail Authority	Date

APPROVED AS TO FORM BY:

Attorney for Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority	Date
Attorney for Santa Clara Valley Transportation Authority	Date
Attorney for City and County of San Francisco	Date
Attorney for San Francisco County Transportation Authority	Date
Attorney for Metropolitan Transportation Commission	Date
Attorney for California High Speed Rail Authority	Date

Exhibit A

MEMORANDUM OF UNDERSTANDING (MOU)

HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM

BY AND AMOUNG THE FOLLOWING PARTIES (PARTIES)

CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY OF SAN JOSE
CITY AND COUNTY OF SAN FRANCISCO
TRANSBAY JOINT POWERS AUTHORITY (TJPA)

Recitals

Whereas, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

Whereas, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

Whereas, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

Whereas, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

Whereas, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that improves service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

Whereas, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

Whereas, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

Whereas, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the Bay Area and with development of regional transportation strategies to address the needs of the San Francisco Bay Area; and

Whereas, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

Whereas, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area and the blended system on the Peninsula corridor in the California High-Speed Rail program are consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and

Whereas, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

Whereas, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HST corridors for eventual HST operation to achieve region wide systems integration of rail service in Northern California; and

Whereas, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

Whereas, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, **THEREFORE**, it is mutually understood and agreed to by the **PARTIES** as follows:

To jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has its northern terminus at the Transbay Transit Center in San Francisco as specified in law, and it's southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that are consistent with the AUTHORITY's phased implementation plan, are consistent with a blended system operation of the corridor and achieve objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight, public safety, operational efficiency, effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of $600 million of Proposition 1A funds and $106 million of Proposition 1A "connectivity" funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A "connectivity" funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall takes steps notify each other as needed in a timely manner.

FUNDING PLAN

Program Costs and Proposed Funding for Peninsula Corridor Projects: Electrification and Advance Signal System

Program Costs *(in $ millions, year of expenditure)*	
Advance Signal System / Positive Train Control (PTC)	$231
Electrification and Electric Multiple Units (EMUs)	$1,225
Total	**$1,456**

Program Funding *(in $ millions)*	
Source	**Amount**
JPB Contributions	$180
JPB Local - Currently Available	$11
Caltrain PTC	$4
Subtotal Local	***$195***
Prop 1A Connectivity	$106
Prop 1A High Speed Rail Authority	$600
Prop 1B Caltrain	$24
Subtotal State	***$730***
Federal RR Admin. for PTC	$17
Federal Transit Admin prior/current obligations	$43
Federal Transit Admin future obligations	$440
Subtotal Federal	***$500***
MTC Bridge Tolls	$11
BAAQMD Carl Moyer	$20
Subtotal Regional	***$31***
Total	**$1,456**

Funding Plan Notes:

1. Caltrain Joint Powers Board (JPB) Local Contribution is $60 million from San Mateo sales tax, $60 million from VTA sales tax, and $60 million from San Francisco ($23 million from sales tax, $37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the $60 million each from the other two JPB partners.
2. Prop 1A Connectivity is $42 million from Caltrain, $26 million from VTA, and $38 million from BART (2nd priority for BART after receipt of $150 million for railcars).
3. Prop 1B Caltrain is $20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), $4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is $16 million for electrification in prior years, $27 million for EMUs in FY12.
5. FTA Future Obligations is $315 million for electric multiple units (EMUs), $125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling $726 million in matching funds for $706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for $44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

IN WITNESS WHEREOF, this MOU has been executed by the PARTIES hereto as of the day and year indicated next to each signature, with the final signature date constituting the effective date.

Jeff Morales, Chief Executive Officer California High Speed Rail Authority	9/18/2012 Date
Steve Heminger, Executive Director Metropolitan Transportation Commission	9/18/2012 Date
Michael J. Scanlon, Executive Director Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority	9/21/2012 Date
Jose Luis Moscovich, Executive Director San Francisco County Transportation Authority	10/15/12 Date
Michael Burns, General Manager Santa Clara Valley Transportation Authority	11/27/12 Date
Debra Figone, City Manager City of San Jose	12/12/12 Date
Edwin M. Lee, Mayor City and County of San Francisco	1/15/13 Date
Maria Ayerdi-Kaplan, Executive Director Transbay Joint Powers Authority	1/25/13 Date

EXHIBIT B
FUNDING PLAN FOR PENINSULA CORRIDOR
ELECTRIFICATION AND ADVANCED SIGNAL SYSTEM PROJECTS
($ millions)

	9-Party MOU Funding Strategy	Changes in the 7-Party Supplemental MOU	Revised Costs & Funding Sources	CBOSS	PCEP
Projected Costs					
PCEP	1,225.0	755.0	1,980.0	-	1,980.0
CBOSS	231.0		231.0	231.0	-
Total	1,456.0	755.0	2,211.0	231.0	1,980.0
Funding Sources					
JPB Member Contributions	180.0	60.0	240.0	47.0	193.0
JPB Local	11.0	9.0	20.0	11.0	9.0
Caltrain PTC	4.0		4.0	4.0	
Subtotal Local	195.0	69.0	264.0	62.0	202.0
Prop 1A Connectivity	106.0		106.0	106.0	
Prop 1A HSRA	600.0		600.0		600.0
CHSRA Cap & Trade/Other		113.0	113.0		113.0
Cap & Trade TIRCP [1]		20.0	20.0		*20.0*
Prop 1B Caltrain	24.0		24.0	16.0	8.0
Subtotal State	730.0	133.0	863.0	122.0	741.0
FRA	17.0		17.0	17.0	
FTA/FHWA Prior/Current Obligations [2]	45.8		45.8	29.8	16.0
FTA Future Obligations	440.0	(125.0)	315.0		315.0
FTA Core Capacity [3]	-	647.0	647.0	-	*647.0*
Subtotal Federal	502.8	522.0	1,024.8	46.8	978.0
MTC Bridge Tolls	11.0	28.4	39.4		39.4
BAAQMD Carl Moyer	20.0		20.0		20.0
Subtotal Regional	31.0	28.4	59.4	-	59.4
Total	1,458.8	752.4	2,211.2	230.8	1,980.4

Notes

1. The parties to the Seven-Party Supplement to 2012 Memorandum of Understanding recognize that the JPB has requested State Cap & Trade TIRCP funds to help fund the PCEP. Of the $225m requested, $20m is identified to help close the funding gap in the $1.98 billion project cost estimate for PCEP.

2. The $2.8m represents a FHWA grant (Railwy/Hwy Hazard Elimination) for the CBOSS project that was secured after the 2012 MOU execution. This amount is not included in the 7-party MOU since the funding is for the CBOSS project.

3. $647 million in FTA Core Capacity funds would help close the funding gap for PCEP, as well as providing funding to support a larger contingency set-aside for PCEP.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

<u>ABSTRACT</u>

MTC Resolution No. 4243

This resolution approves the allocation of Regional Measure 2 funds for the Caltrain Electrification project, sponsored by Caltrain.

This resolution includes the following attachments:

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

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated June 8, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Caltrain Electrification Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4243

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

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

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

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

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

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

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

WHEREAS, Caltrain is the project sponsor and implementing agency for the Caltrain Electrification project; and

WHEREAS, Caltrain has submitted a request for the allocation of RM2 funds for the Caltrain Electrification project; and

WHEREAS, the Caltrain Electrification project is identified as capital project number 40 under RM2 and is eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c)(40); and

WHEREAS, Caltrain has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of Caltrain's IPR for this project as set forth in Attachment C; and be it further

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on June 22, 2016.

REGIONAL MEASURE 2 PROGRAM
Allocation of Funds

Project Title: Caltrain Electrification
Sponsor: Caltrain
Project Number: 40

Activities to be funded with Allocation #1:

Peninsula Corridor Electrification Project, including infrastructure (design/build) and rolling stock components (procurement).

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
16424301	22-Jun-16	$	20,000,000	PSE/CON	FY 2015-16	$	20,000,000

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Caltrain Electrification
Sponsor: Caltrain
Project Number: 40.0

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

1. a) Approval of the Initial Project Report (IPR) package by the Peninsula Corridor Joint Powers Board.

   b) Execution of a funding agreement between MTC and Caltrain for the RM2 Bridge Toll funds.

RM2 Project Number: 40

Caltrain Electrification

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Caltrain		Caltrain

Legislated Project Description

Provide funding for the electrification of Caltrain.

RM2 Legislated Funding (in $1,000)	Total Estimated Project Cost (in $1,000)
$20,000	$1,980,252

Project Purpose and Description

Electrify Caltrain corridor and purchase Electric Multiple Units (EMUs).

Funding Description

Commited Funds: RM2 and RM1 bridge toll funds, Peninsula Corridor Joint Powers Board member funds, State Prop 1A, Federal Transit Administration (FTA) formula funds, California High Speed Rail Authority, Carl Moyer grant.
Uncommitted Funds: FTA Core Capacity funds, Transit and Intercity Rail Capital Program
Operating Capacity: Peninsula Corridor Joint Powers Board member contributions and operating revenues.

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in $1,000)
1	Environmental Document/Preliminary Engineering	2001	9/2016	$28,803
2	Designs, Plans, Specs, & Estimates	8/2016	7/2020	$274,642
3	Right-of-Way Acquisition	5/2015	11/2017	$28,385
4	Construction	2/2017	7/2021	$1,648,422
			Total:	**$1,980,252**

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Caltrain Electrification	**Project No.**	40
Lead Sponsor	Caltrain	**Last Updated**	6/22/2016

Fund Source	**Phase**	**Prior**	**2014-15**	**2015-16**	**2016-17**				**Future**	**Total**
Committed										
Prop 1B	Env/PE	8,000								8,000
JPB Members	Env/PE	58,640								58,640
FTA Formula	Env/PE	15,680	5,230							20,910
RM2	Construction				20,000					20,000
RM1	Construction				19,400					19,400
Prop 1A	Construction				87,230				512,770	600,000
Carl Moyer	Construction				4,000				16,000	20,000
JPB Members	Construction				52,170				91,362	143,532
FTA Formula	Construction				11,650				298,120	309,770
HSR/Non Prop 1A	Construction				30,230				82,770	113,000
Total:		82,320	5,230	-	224,680	-	-	-	1,001,022	1,313,252
Uncommitted										
FTA Core Capacity	Construction				172,000				475,000	647,000
TIRCP	Construction								20,000	20,000
Total:		0	0	0	172,000	0	0	0	495,000	$ 667,000
Total Project Committed and Uncommited										
		Prior	**2014-15**	**2015-16**	**2016-17**				**Future**	**Total**
Total:		82,320	5,230	0	396,680	0	0	0	1,496,022	$1,980,252

REGIONAL MEASURE 2 PROGRAM
Project Cash Flow Plan

Project Title: Caltrain Electrification
Sponsor: Caltrain
RM2 Project Number: 40

RM2 Project No. 40	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FUTURE	TOTAL
RM2 Funds Total	***-***	***-***	***-***	***20,000,000***	***-***	***20,000,000***
PA/ED	**82,320,000**	**5,230,000**		**0**	**0**	**87,550,000**
Prop 1B	8,000,000	5,230,000				13,230,000
JPB Members	58,640,000					58,640,000
FTA Formula	15,680,000					15,680,000
Final Design (PS&E)	**0**	**0**	**0**	**0**	**0**	**0**
						0
Right of Way	**0**	**0**	**0**	**0**	**0**	**0**
						0
Construction	**0**	**0**	**0**	**396,680,000**	**1,496,022,000**	**1,892,702,000**
RM2				20,000,000		20,000,000
RM1				19,400,000		19,400,000
Prop 1A				87,230,000	512,770,000	600,000,000
FTA Core Capacity				172,000,000	475,000,000	647,000,000
Carl Moyer				4,000,000	16,000,000	20,000,000
JPB Members				52,170,000	91,362,000	143,532,000
FTA Formula				11,650,000	298,120,000	309,770,000
HSR/Non Prop 1A				30,230,000	82,770,000	113,000,000
TIRCP					20,000,000	20,000,000
TOTAL FUNDING						
Environmental	82,320,000	5,230,000	0	0	0	**87,550,000**
Final Design (PS&E)	0	0	0	0	0	**0**
Right of Way	0	0	0	0	0	**0**
Construction	0	0	0	396,680,000	1,496,022,000	**1,892,702,000**
PROJECT TOTAL	82,320,000	5,230,000		396,680,000	1,496,022,000	1,980,252,000

Roland Lebrun
ccss@msn.com
June 6th 2016

MTC June 8th Programming and Allocations Committee
Agenda Item 3a
Peninsula Corridor Electrification Project (PCEP) MOU and Funding Plan

Dear Honorable Chair Wiener and Members of the Programming and Allocations Committee

Further to my letter of May 31 (appended below) I concur with MTC staff's concerns with the uncertainty of FTA Core Capacity and Cap and Trade funds but I also believe that it would be irresponsible to assume that the proposed allocation of $87,230,000 in Prop1A bonds in FY16-17 (MTC resolution No. 4243 attachment D) is likely to survive the inevitable legal challenge (item 2.2 on page 3 of the May 31st letter).

MTC Resolution No. 4243 Attachment D

REGIONAL MEASURE 2 PROGRAM
Project Cash Flow Plan

Project Title: Caltrain Electrification
Sponsor: Caltrain
RM2 Project Number: 40

RM2 Project No. 40	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FUTURE	TOTAL
RM2 Funds Total	-	-	-	*20,000,000*	-	*20,000,000*
PA/ED	**82,320,000**	**5,230,000**		**0**	**0**	**87,550,000**
Prop 1B	8,000,000	5,230,000				13,230,000
JPB Members	58,640,000					58,640,000
FTA Formula	15,680,000					15,680,000
Final Design (PS&E)	**0**	**0**	**0**	**0**	**0**	**0**
						0
Right of Way	**0**	**0**	**0**	**0**	**0**	**0**
						0
Construction	**0**	**0**	**0**	**396,680,000**	**1,496,022,000**	**1,892,702,000**
RM2				20,000,000		20,000,000
RM1				19,400,000		19,400,000
Prop 1A				87,230,000	512,770,000	600,000,000
FTA Core Capacity				172,000,000	475,000,000	647,000,000
Carl Moyer				4,000,000	16,000,000	20,000,000
JPB Members				52,170,000	91,362,000	143,532,000
FTA Formula				11,650,000	298,120,000	309,770,000
HSR/Non Prop 1A				30,230,000	82,770,000	113,000,000
TIRCP					20,000,000	20,000,000
TOTAL FUNDING						
Environmental	82,320,000	5,230,000	0	0	0	**87,550,000**
Final Design (PS&E)	0	0	0	0	0	**0**
Right of Way	0	0	0	0	0	**0**
Construction	0	0	0	396,680,000	1,496,022,000	**1,892,702,000**
PROJECT TOTAL	82,320,000	5,230,000		396,680,000	1,496,022,000	1,980,252,000

Issues highlighted in the May 31st letter to the VTA Governance & Audit Committee:

- The PCEP terminates at 4th & King instead of Transbay (Streets & Highways Codes Section 2704.04 (b) (2)).
- 79 MPH speed limit makes it impossible to achieve a travel time of 30 minutes or less between Diridon and Transbay (Streets & Highways Codes Section 2704.09 (b) (3)).
- The PCEP does not support 12 trains/hour (Streets & Highways Codes Section 2704.09 (c))

http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095

http://www.thehamiltonreport.com/downloads/TOS-RULING-KENNY-3-4-2016.PDF pp 14-15

Last but not least, **the staff memo does not give any consideration or recommendation with regards to the lack of justification for Caltrain's exorbitant electrifications costs or what if any capacity this $2.2B project would add to the existing system**.

- $22.5M electrifications costs/mile (5-10 times higher than Boston to New Haven)
- $8.5M cost/vehicle (2-3 times higher than similar vehicles in Europe)

Recommendation

MTC should seek guidance from an independent entity with a proven track record of delivering cost-effective commuter railway capacity enhancements.

Sincerely,

Roland Lebrun

PS. The first paragraph on page 3 is incorrect. The correct amount for the FTA funds committed by MTC for the EMUs in the original Nine-Party MOU funding plan is $440M, not $315M.

CC:

VTA Board of Directors
SFCTA Board of Directors
Caltrain Board of Directors
TJPA Board of Directors
High Speed Rail Authority Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BPAC
TJPA CAC

Roland Lebrun
ccss@msn.com

VTA June 2nd Governance and Audit Committee Meeting
Agenda item 5 Caltrain PCEP 7-party MOU

May 31st 2016

Dear Honorable Chair Chavez and members of the VTA Board of Directors,

The intent of this letter is to alert the VTA & SFCTA Boards and the Metropolitan Transportation Commission to potential budget and funding issues with the Peninsula Corridor Electrification Program (PCPEP) as well as significant conflicts with major capital projects including BART and High Speed Rail.

1 Budget Issues

The PCEP consists of three components:

Budget was revised in 2016

- New Budget of $2.221 billion
  - Results of 2014 cost estimate study
  - Bids received for both Electrification and Vehicles contracts

Early Investment Program Costs *(in $ millions)*	2012 MOU	2016 MOU
CBOSS/Positive Train Control	$231	$231
Electrification	$785	$1,253
Vehicles - Electric Multiple Units	$440	$727
TOTAL	**$1,456**	**$2,211**

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY 4

1.1 Communications-Based Overlay Signaling System (CBOSS) $231M.

Caltrain's latest Quarterly Capital Project Report shows that this system is currently:

- **$14.3M over budget** (as of March 31 2016)
- **Over 3 years behind schedule** (FRA safety certification rescheduled from September 2015 to December 2018)

http://www.caltrain.com/Assets/_Finance/Quarterly+Capital+Program+Status+Report/JPB/FY16+Q3+JPB+Quarterly+Report.pdf pages 10-11

1.2 Electrification of 51 route miles $1,253M (**$24.5M/route mile**)

It is unclear why electrifying Caltrain between San Jose and San Francisco should cost 5-10 times as much as electrification between Boston and New Haven:

*"Cost to design and install high speed rail electrification system from Boston, MA to New Haven, CT (primarily two track mainline railroad) was approximately **$2 million per mile** (contract cost) but nearly $4 million per mile (according to the federal auditor's review)"* http://www.reconnectingamerica.org/assets/Uploads/bestpractice101.pdf (page 4: average costs).

1.3 Procurement of 96 vehicles – Electric Multiple Units (EMUs) $821.1M (**$8.5M/vehicle**)

There is a $94.1M discrepancy between the May 25 presentation to the SFCTA CAC and the FY17 Capital Budget which will be presented to the Caltrain Board on June 2nd.

- The cost of electrification dropped by $93.5M ($1,253M - $1,159.5M)
- **The cost of the 96 EMUs increased by $94.1M ($821.1M** - $727M)

ii. CALTRAIN MODERNIZATION

18	Electrification	12 - 13	Raja Viswanathan	1,159,500,000	99,142,587	139,512,533
19	EMU Procurement	12 - 15	Raja Viswanathan	821,100,000	44,828,000	67,684,548
						207,197,081

- **The average cost of Caltrain EMU railcars is nearly triple that of recent contract awards ($3.0M/railcar vs. $8.5M for Caltrain).**

Client	Manufacturer/Model	Year	Contract ($M)	#units	Unit cost	
SNCF Lux	Stadler KISS	2010	$84	24	3.49	http://www.railway-t
Deutsche Bahn	Bombardier Twindexx	2011	$483	137	3.53	http://www.railway-t
Deutsche Bahn	Bombardier Twindexx	2012	$210	64	3.28	http://www.railway-t
STIF & SNCF	Bombardier Omneo	2015	$442	168	2.63	http://www.railway-technol
AeroExpress	Stadler KISS	2016	$205	62	3.31	http://www.railway-technol
SNCF	Bombardier Omneo	2016	$38	16	2.38	http://www.railway-technology.co
Caltrain	**???**	**2016**	**$821**	**96**	**8.55**	

2 Funding Issues

Supplemental MOU Funding Plan

Program Funding by Source *(in $ millions)*	2012 MOU	2016 MOU
PCJPB Member Agency Contributions	$180	$240.0
JPB Local (San Mateo County Transportation Authority)	$11.0	$20.0
Caltrain PTC	$4.0	$4.0
Subtotal Local	***$195.0***	***$264.0***
Prop 1A Connectivity	$106.0	$106.0
Prop 1A High Speed Rail Authority	$600.0	$600.0
CHSRA Cap & Trade/Other		$113.0
Cap & Trade TIRCP		$20.0
Prop 1B Caltrain	$24.0	$24.0
Subtotal State	***$730.0***	***$863.0***
Federal Rail Administration (FRA)	$17.0	$17.0
FTA/FHWA prior/current obligations	$45.8	$45.8
FTA future obligations	$440.0	$315.0
FTA Core Capacity		$647.0
Subtotal Federal	***$502.8***	***$1,024.8***
MTC Bridge Tolls	$11.0	$39.4
BAAQMD Carl Moyer*	$20.0	$20.0
Subtotal Regional	***$31.0***	***$59.4***
TOTAL	$1,458.8	$2,211.2

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY 5

2.1 PCJPB Member Agency Contributions $240M

These contributions can be eliminated by bringing electrification and EMU procurement in line with more realistic cost estimates (<u>total savings in excess of $1B</u>)

2.2 Prop 1A High Speed Rail Authority $600M

The PCEP as envisaged by Caltrain does not qualify for Prop 1A Bonds

- The PCEP terminates at 4th & King instead of Transbay (Streets & Highways Codes Section 2704.04 (b) (2)).
- 79 MPH speed limit makes it impossible to achieve a travel time of 30 minutes or less between Diridon and Transbay (Streets & Highways Codes Section 2704.09 (b) (3)).
- The PCEP does not support 12 trains/hour (Streets & Highways Codes Section 2704.09 (c)) (http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095).

2.3 CHSRA Cap & Trade/Other $113M

Risk: Cap & Trade revenues are "uncertain" at best and could be declared illegal by the Courts.

2.4 FTA Future obligations $440M

This is currently the only <u>guaranteed</u> source of funding for the EMUs. SamTrans plans to "borrow" $125M of this funding on the assumption that they can "make good" if/when they succeed in securing a $647M FTA Core Capacity grant in the fall.

Q1: **What is the backup plan if the grant does not come through?**

Q2: **Why is Caltrain "borrowing" $125M for SOGR when there is less than $25M SOGR in the FY17 Capital Budget?**

	i. SOGR					
	Right of Way / Signal & Communications					
1	Grade Crossing SOGR - Design - FY17	13	Robert Tam	380,000	0	76,000
2	Grade Crossing SOGR - Phase II - FY16	13, 16	Robert Tam	2,499,000	360,000	669,466
3	Los Gatos Creek Bridge Replacement	14, 15, 16	Parand Maleki	33,847,800	23,302,000	7,295,800
4	Marin St. Bridge Rehabilitation and Napoleon St. Bridge Replacement	13 - 16	Bin Zhang	3,000,000	1,364,000	1,000,000
5	Track SOGR - FY17	16	Pedro Gutierrez	9,663,000	0	3,000,000
6	PA Upgrades	13 - 16	Robert Tam	1,073,000	0	488,000
7	Railroad Communication System SOGR - FY17	13	Uhila Makoni	1,075,000	0	442,000
8	Signal Rehab - FY17	16	Hubert Chan	1,210,000	0	900,000
						13,871,266
	Rolling Stock					
9	F-40 Mid Life Overhaul	16	David Bennett	6,300,000	4,000,000	2,300,000
10	Bombardier Technical Spec. Mid Life Overhaul	11	David Bennett	183,642	0	183,642
11	Gallery Spec Mid Life Overhaul	12	David Bennett	183,642	0	183,642
12	F-40 SEP-HEP Replacement - FY17	16	David Bennett	2,745,000	223,865	2,130,000
13	F-40 Locomotive SOGR project - FY17	16	David Bennett	1,254,199	0	1,254,199
14	Main Engine Rebuild (F40 Inframe Overhaul)	16	David Bennett	1,350,000	0	945,592
						6,997,075
	Station & Intermodal Access					
15	Station Enhancements and Renovations	13 - 19	Rob Scorpino	780,000	0	600,000
16	Sunnyvale Station Platform Rehabilitation	16	Rob Scorpino	1,300,000	650,000	550,000
17	Systemwide SOGR Stations - FY17	13 - 19	Rob Scorpino	950,000	0	300,000
						1,450,000

3 Conflicts with major Capital Projects

It is unclear how Caltrain proposes to operate an electrified system during construction of the following projects:

- Caltrain Downtown Extension (DTX) to Transbay
- Reconstruction of Diridon station throats and platforms, including BART interface
- South San Francisco station expansion (4 tracks)
- Bayshore station relocation (6 tracks)
- Hillsdale station expansion (4 tracks)
- High Speed Rail track realignments (smoother curves, 80 MPH turnouts)
- High Speed Rail capacity improvements (passing tracks)

Recommendation

Delay Caltrain electrification until all capital projects affecting the right of way have been completed

Sincerely,

Roland Lebrun

CC
VTA Board of Directors
SFCTA Board of Directors
MTC Commissioners
Caltrain Board of Directors
TJPA Board of Directors
High Speed Rail Authority Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BPAC
TJPA CAC

Metropolitan Transportation Commission

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

Legislation Details (With Text)

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Type:	Resolution			**Status:**	Regional
File created:	5/8/2016			**In control:**	Programming and Allocations Committee
On agenda:	6/8/2016			**Final action:**	
Title:	MTC Resolution Nos. 4229, 4230, and 4231. Allocation of $57.3 million in FY2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to support transit operations and capital projects in the region.				
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Attachments:	8b_PAC-3b_TDA_STA_RM2_Allocations_Resos_4229+4230+4231 3b_TDA_STA_RM2_Allocations_Resos_4229+4230+4231_.pdf				

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Programming and Allocations Committee		

Subject:
MTC Resolution Nos. 4229, 4230, and 4231.

Allocation of $57.3 million in FY2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to support transit operations and capital projects in the region.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Commission Agenda Item 8b**

MTC Resolution Nos. 4229, 4230, and 4231

Subject: Allocation of $57.3 million in FY2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to support transit operations and capital projects in the region.

Background: This month's proposed actions begin the annual allocation process of these funds for FY2016-17. Entities requesting TDA, STA, and RM2 allocations this month that exceed the $1 million delegated authority limit are identified in the table below. Allocation requests that are less than $1 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220 for TDA and STA) and the RM2 Operating Program (MTC Resolution 4228).

Transit Operator/ Claimant	TDA Resolution No. 4230	STA Resolution No. 4231	RM2 Op. Resolution No. 4229	Total
County Connection (CCCTA)	$18,584,451	$1,456,880	$ -	**$20,041,331**
Santa Rosa	$5,555,547	$ -	$ -	**$5,555,547**
WETA	$ -	$ -	$18,300,000	**$18,300,000**
MTC	$ -	$13,400,000	$ -	**$13,400,000**
Total	**$24,139,998**	**$14,856,880**	**$18,300,000**	**$57,296,878**

Information regarding the operating budgets and service plans of the above operators is provided in Attachment A. The STA allocation for MTC is to support Clipper® annual operating and capital needs. Seven small operators in Alameda County, Contra Costa County, and Sonoma County began accepting Clipper® in FY 2015-16. Clipper will be available on Union City Transit late in 2016. Once Sonoma Marin Area Rail Transit (SMART) starts service later this year, Clipper will be available on 22 operators.

Issues: Operator Budgets and Service: Continuing a recent, unfortunate trend, all three operators are seeing costs rise much faster than service hours. However, WETA does also plan to increase service from Alameda/Oakland and Vallejo to meet growing demand, and Santa Rosa City Bus recently completed an evaluation of their bus services and will implement changes in the coming year – both are positive steps.

STA Funds: As noted last month, STA funds have been on a downward slide for the last two years due to low fuel prices, and operators have been advised to budget conservatively in order to avoid end-of-year rescissions.

Recommendation: Refer MTC Resolution Nos. 4229, 4230, and 4231 to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4229, 4230, and 4231

Attachment A - Transit Operator Budget Summary

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request[1]	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
County Connection (CCCTA)	$ 34,604,185	$ 37,152,187	7.5%	0.7%	$ 22,950,832	61.1%	• An $800,000 contingency accounts for one-third of the budget increase. If the contingency is excluded, the budget is increasing 5.1%. • Increases in wages and benefits account for another one-third of the budget increase. • The FY16 actual operating cost is expected to be 6% less than the approved budget.
Santa Rosa	$12,636,647	$12,982,571	2.8%	0%	$7,298,924	56.2%	• Santa Rosa is considering providing a shuttle between the SMART station, downtown, and a parking garage at an estimated cost of $230,000/year. This proposed shuttle is not currently included in the budget. • In May, the City completed an effort to redesign its transit system to meet the needs of the community now and over the next 10 years. The proposal is cost neutral and no funds to implement any changes have been included in the budget. The City will begin to implement the changes in FY 2016-17.
WETA	$30,332,120	$33,254,000	9.6%	4.5%	$18,300,000	54.8%	• Purchased transportation is increasing $1.8 million (9%) due to expanding service as part of the first phase of increased Transbay service, training on the new vessels, cost of living increase to the contractor, and additional maintenance support. • The fuel budget is decreasing 7% and is assuming an average fuel price of $3.00/gallon compared to $3.35 in the FY2015-16 budget. Actual cost of fuel in the current fiscal year will be approximately $2.00/gallon. • Fare revenue comprise 53% of the operating budget. Fare revenue is expected to increase $3.1 million (21%) due to ridership growth, expanded service, and a 3% fare increase on July 1, 2016 that is part of a multi-year fare program.

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

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4229

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2016-17.

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

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4229

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____
Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on June 22, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

Attachment A
MTC Resolution No. 4229

FY 2016-17 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2016-17 RM2 Operating Program (MTC Resolution 4228).
All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636).

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement
WETA	Planning and Administration	3,000,000	01	06/22/16	11	n.a.
WETA	Ferry Operating	15,300,000	02	06/22/16	6	40% Peak service, 30% All Day Service
	Total	**18,300,000**				

Date: June 22, 2016
Referred by: PAC

ABSTRACT

Resolution No. 4230

This resolution approves the allocation of fiscal year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA) and Santa Rosa.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4230

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

WHEREAS, the Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2016-17 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____
Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
Referred by: PAC

Attachment A
MTC Resolution No. 4230

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2016-17

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area/Footnotes
5802 - 99260A Transit - Operations					
CCCTA	Transit Operating	18,584,451	01	06/22/16	CCCTA
Santa Rosa	Transit Operating	5,555,547	02	06/22/16	Santa Rosa
	TOTAL	**24,139,998**			

ALLOCATION OF FISCAL YEAR 2016-17
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6633.l, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6634.

Date: June 22, 2016
Referred by: PAC

ABSTRACT
Resolution No. 4231

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2016-17.

This resolution allocates funds to County Connection (CCCTA) and MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4231

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

WHEREAS, the Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account ("PTA") to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 993l3.6, MTC has created a State Transit Assistance ("STA") fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 993l3.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2016-17 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, pursuant to 2l California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4184, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
Referred by: PAC

Attachment A
MTC Resolution No. 4231

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS DURING FISCAL YEAR 2016-17

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	1,456,880	01	06/22/16	CCCTA
	Subtotal	**1,456,880**			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	11,900,000	02	06/22/16	MTC
	Subtotal	**11,900,000**			
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	Clipper Capital	1,500,000	03	06/22/16	MTC
	Subtotal	**1,500,000**			
	TOTAL	**14,856,880**			

ALLOCATION OF FISCAL YEAR 2016-17 STATE TRANSIT ASSISTANCE FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. l209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Item Number 3b**

MTC Resolution Nos. 4229, 4230, and 4231

Subject: Allocation of $57.3 million in FY2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to support transit operations and capital projects in the region.

Background: This month's proposed actions begin the annual allocation process of these funds for FY2016-17. Entities requesting TDA, STA, and RM2 allocations this month that exceed the $1 million delegated authority limit are identified in the table below. Allocation requests that are less than $1 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220 for TDA and STA) and the RM2 Operating Program (MTC Resolution 4228).

Transit Operator/ Claimant	TDA Resolution No. 4230	STA Resolution No. 4231	RM2 Op. Resolution No. 4229	Total
County Connection (CCCTA)	$18,584,451	$1,456,880	$ -	**$20,041,331**
Santa Rosa	$5,555,547	$ -	$ -	**$5,555,547**
WETA	$ -	$ -	$18,300,000	**$18,300,000**
MTC	$ -	$13,400,000	$ -	**$13,400,000**
Total	**$24,139,998**	**$14,856,880**	**$18,300,000**	**$57,296,878**

Information regarding the operating budgets and service plans of the above operators is provided in Attachment A. The STA allocation for MTC is to support Clipper® annual operating and capital needs. Seven small operators in Alameda County, Contra Costa County, and Sonoma County began accepting Clipper® in FY 2015-16. Clipper will be available on Union City Transit late in 2016. Once Sonoma Marin Area Rail Transit (SMART) starts service later this year, Clipper will be available on 22 operators.

Issues: Operator Budgets and Service: Continuing a recent, unfortunate trend, all three operators are seeing costs rise much faster than service hours. However, WETA does also plan to increase service from Alameda/Oakland and Vallejo to meet growing demand, and Santa Rosa City Bus recently completed an evaluation of their bus services and will implement changes in the coming year – both are positive steps.

STA Funds: As noted last month, STA funds have been on a downward slide for the last two years due to low fuel prices, and operators have been advised to budget conservatively in order to avoid end-of-year rescissions.

Recommendation: Refer MTC Resolution Nos. 4229, 4230, and 4231 to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4229, 4230, and 4231

Attachment A - Transit Operator Budget Summary

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request[1]	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
County Connection (CCCTA)	$ 34,604,185	$ 37,152,187	7.5%	0.7%	$ 22,950,832	61.1%	• An $800,000 contingency accounts for one-third of the budget increase. If the contingency is excluded, the budget is increasing 5.1%. • Increases in wages and benefits account for another one-third of the budget increase. • The FY16 actual operating cost is expected to be 6% less than the approved budget.
Santa Rosa	$12,636,647	$12,982,571	2.8%	0%	$7,298,924	56.2%	• Santa Rosa is considering providing a shuttle between the SMART station, downtown, and a parking garage at an estimated cost of $230,000/year. This proposed shuttle is not currently included in the budget. • In May, the City completed an effort to redesign its transit system to meet the needs of the community now and over the next 10 years. The proposal is cost neutral and no funds to implement any changes have been included in the budget. The City will begin to implement the changes in FY 2016-17.
WETA	$30,332,120	$33,254,000	9.6%	4.5%	$18,300,000	54.8%	• Purchased transportation is increasing $1.8 million (9%) due to expanding service as part of the first phase of increased Transbay service, training on the new vessels, cost of living increase to the contractor, and additional maintenance support. • The fuel budget is decreasing 7% and is assuming an average fuel price of $3.00/gallon compared to $3.35 in the FY2015-16 budget. Actual cost of fuel in the current fiscal year will be approximately $2.00/gallon. • Fare revenue comprise 53% of the operating budget. Fare revenue is expected to increase $3.1 million (21%) due to ridership growth, expanded service, and a 3% fare increase on July 1, 2016 that is part of a multi-year fare program.

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

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4229

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2016-17.

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

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4229

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____
Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on June 22, 2016.

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

Attachment A
MTC Resolution No. 4229

FY 2016-17 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2016-17 RM2 Operating Program (MTC Resolution 4228).
All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636).

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement
WETA	Planning and Administration	3,000,000	01	06/22/16	11	n.a.
WETA	Ferry Operating	15,300,000	02	06/22/16	6	40% Peak service, 30% All Day Service
	Total	**18,300,000**				

Date: June 22, 2016
Referred by: PAC

ABSTRACT

Resolution No. 4230

This resolution approves the allocation of fiscal year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA) and Santa Rosa.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4230

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

WHEREAS, the Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2016-17 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____
Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
Referred by: PAC

Attachment A
MTC Resolution No. 4230

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2016-17

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area/Footnotes
5802 - 99260A Transit - Operations					
CCCTA	Transit Operating	18,584,451	01	06/22/16	CCCTA
Santa Rosa	Transit Operating	5,555,547	02	06/22/16	Santa Rosa
	TOTAL	**24,139,998**			

ALLOCATION OF FISCAL YEAR 2016-17
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6633.l, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6634.

Date: June 22, 2016
Referred by: PAC

ABSTRACT
Resolution No. 4231

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2016-17.

This resolution allocates funds to County Connection (CCCTA) and MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4231

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

WHEREAS, the Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account ("PTA") to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 993l3.6, MTC has created a State Transit Assistance ("STA") fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 993l3.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2016-17 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, pursuant to 2l California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4184, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
Referred by: PAC

Attachment A
MTC Resolution No. 4231

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS DURING FISCAL YEAR 2016-17

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	1,456,880	01	06/22/16	CCCTA
	Subtotal	**1,456,880**			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	11,900,000	02	06/22/16	MTC
	Subtotal	**11,900,000**			
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	Clipper Capital	1,500,000	03	06/22/16	MTC
	Subtotal	**1,500,000**			
	TOTAL	**14,856,880**			

ALLOCATION OF FISCAL YEAR 2016-17 STATE TRANSIT ASSISTANCE FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. l209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1542	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Regional
File created:	4/8/2016			**In control:**	Programming and Allocations Committee
On agenda:	6/8/2016			**Final action:**	

Title: Regional Support of Bay Area Projects for the State's Cap and Trade Transit and Intercity Rail Capital Program 2016 Programming Cycle.

Recommended endorsements for the state Transit and Intercity Rail Capital Program (TIRCP) based on the region's adopted Cap and Trade Framework.

Sponsors:

Indexes:

Code sections:

Attachments: 8c_PAC-3c_Cap_and_Trade_Endorsements
3c_Cap_and_Trade_Endorsements.pdf

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/8/2016	1	Programming and Allocations Committee		

Subject:

Regional Support of Bay Area Projects for the State's Cap and Trade Transit and Intercity Rail Capital Program 2016 Programming Cycle.

Recommended endorsements for the state Transit and Intercity Rail Capital Program (TIRCP) based on the region's adopted Cap and Trade Framework.

Presenter:

Kenneth Folan

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Commission Agenda Item 8c**

Cap and Trade – Endorsements for Transit Capital 2016 Programming Round

Subject: Regional Support of Bay Area Projects for the State's Cap and Trade Transit and Intercity Rail Capital Program 2016 Programming Cycle

Background: The Transit and Intercity Rail Capital Program (TIRCP) is a statewide competitive program to fund capital and operational improvements to modernize California's transit systems and reduce emissions of greenhouse gases.

In April 2016, the Commission adopted revisions to the region's Cap and Trade Framework (MTC Resolution 4130, Revised), including increasing the region's Cap and Trade 25-year target amount for the TIRCP category from $875 million to $3 billion. Recognizing the TIRCP potential to also fund smaller projects, the framework included an endorsement policy for smaller transit expansion projects in high ridership corridors not otherwise identified in the framework conditioned on consistency with the region's long range plan.

Project applications for the 2016 funding round (FY2016-17 and FY2017-18) were due to the California State Transportation Agency (Cal STA) on April 5, 2016. Attachment A lists all Bay Area projects submitted to Cal STA totaling $848 million in requests. Staff recommends endorsing eleven projects for a total of $451 million. Five of the major projects are listed in the framework, representing $412 million in endorsements, and six others would qualify under the endorsement policy for smaller projects, totaling $39 million. Additionally, staff recommends a joint endorsement with the Sacramento Area Council of Governments for the Capital Corridor Improvements as it relates to goods movement and passenger rail improvements for the Northern California megaregion. Attachment B lists the region's adopted framework for the TIRCP category.

Recommended for Regional Endorsement ($ millions)

Large Projects	$412
Small Projects	$39
Total Recommended	**$451**

Issues: *Uncertain Program Funding Amount:* The Spring 2016 funding cycle includes an estimate of $440 million statewide. Outcomes of legislative proposals and the approved FY2016-17 state budget could increase this amount to a total of $1.3 billion. Cal STA will announce awards in August, it is possible that the program amount will not be known until that time. This uncertainty makes an endorsement strategy somewhat more challenging. At $451 million, the Bay Area request could be 103% of the available funding (if $440 million available statewide) or 35% (if $1.3 billion available statewide). Additionally, the latest quarterly auction for Cap and Trade allowances fell well below expectations, providing just

$10 million for Cap and Trade programs instead of the forecasted $500 million. Staff is working with various state agencies to understand the effects of this dip in revenues on the current and future funding rounds.

Potential Range of 2016 TIRCP Funding Cycle

($ millions)	**CalSTA Estimate**	**May Revise**	**Maximum**
Statewide Available	$440	$840	$1,300
Regional Endorsement Recommendation as % of Statewide Available ($451M endorsement)	103%	54%	35%

Greenhouse Gas (GHG) Reduction Calculations: Attachment A includes the GHG reduction calculations that agencies submitted to Cal STA. Staff has observed potential inconsistencies between projects, and agencies may be required to clarify methodologies with Cal STA or the Air Resources Board.

BART to Silicon Valley Phase 2 Extension Project: The Santa Clara Valley Transportation Authority submitted a $750 million TIRCP application, of which $150 million is requested in the current funding cycle (FY2016-17 and FY2017-18). The remaining $600 million request is in future years. It is not clear how CalSTA will address this multi-year request. State law expressly permits CalSTA to enter into multi-year agreements, beginning with next year's funding cycle.

Peninsula Corridor Electrification Project: The Federal Transit Administration is considering a Peninsula Corridor Joint Powers Board request for $647 million in federal Core Capacity program funding. Staff recommends endorsing a TIRCP request for the Electrification Project for $20 million, consistent with the seven-party supplement to the 2012 Memorandum of Understanding under agenda item 3a. If the federal Core Capacity funds are not secured, then staff would consider revising this recommendation. Furthermore, staff recommends not supporting the $125 million requested for Electric Multiple Unit train cars (EMUs) at this time, as the additional EMU, beyond the base purchase amount are part of a future phase of the Electrification project.

Recommendation: Staff recommends that the Committee refer the Cap and Trade Transit Capital (TIRCP) 2016 endorsement list to the Commission for approval.

Attachments: Attachment A – TIRCP Allocation Requests and recommended endorsements
Attachment B – Regional Cap and Trade Framework for TIRCP category

Attachment A: FY 2016-17 & FY 2017-18 Transit and Intercity Rail Capital Program - Regional Proposals

Agency	Project Title	TIRCP Request ($ millions)	GHG Reduction (metric tons)*	Claiming Disadvantaged Communities Benefit	Listed in MTC Framework	Recommended Endorsement Amount ($ millions)
San Francisco Municipal Transportation Agency (SFMTA)	Light Rail Modernization and Expansion Program	$ 155.8	963,071	Yes	X	**$ 155.8**
Santa Clara Valley Transportation Authority (VTA)	BART Silicon Valley Phase II Extension[1]	$ 150.0	82,939	Yes	X	**$ 150.0**
San Francisco Bay Area Rapid Transit (BART)	Expanding BART Peak Period Trains via Construction of a Vehicle Overhaul Heavy	$ 50.0	135,505	Yes	X	**$ 50.0**
AC Transit	Purchase of Forty-two Buses to Support AC Transit's New Service Expansion Plan and Transbay Service	$ 36.2	21,800	Yes	X	**$ 36.2**
Peninsula Corridor Joint Powers Board (Caltrain)	Peninsula Corridor Electrification Project[2]	$ 225.0	2,098,107	Yes	X	**$ 20.0**
City of Fairfield	Fairfield/Vacaville Intermodal Station[3]	$ 12.0	157,858	No		**$ 10.0**
Golden Gate Bridge, Highway and Transportation District	Purchase Seventy (70) 40-Foot Diesel-Electric Hybrid Buses	$ 10.0	17,986	No		**$ 10.0**
Transbay Joint Powers Authority (TJPA)	Bus Storage Facility	$ 10.0	46,541	Yes		**$ 10.0**
Livermore-Amador Valley Transit Authority (LAVTA)	LAVTA ZEB Commuter Bus Lines Project	$ 5.5	11,248	No		**$ 5.5**
Western Contra Costa Transit Authority (WestCAT)	Addition of Three Double-Decker Buses to WestCAT's LYNX Route	$ 2.6	53,983	Yes		**$ 2.6**
Contra Costa Transportation Authority	Bay Area Fair Value Commuting Pilot Project[4]	$ 0.7	4,454	No		**$ 0.7**
Sonoma-Marin Area Rail Transit District (SMART)	SMART Rail Extension North to Windsor[5]	$ 38.3	54,054	No		**$ -**
San Joaquin Regional Rail Commission	ACE Near-Term Capacity Improvement Program[6]	$ 102.7				**$ -**
Capitol Corridor Joint Powers Authority	Sacramento to Roseville Third Mainline Track Project, Phase 1, and Northern California Passenger Rail Schedule, Fleet Maintenance Optimization and Capital Projects Program[6]	$ 49.2	28,990	Yes		See note 6
Total	14 projects	**$ 848.0**				**$ 450.8**

***** GHG reduction estimates are metric tons over the life of the project. These figures were estimated by the project sponsor and have not been verified by MTC staff or the Air Resources Board (ARB).

Project Notes

1. VTA submitted a $750 million TIRCP application, of which $150 million is requested in the current funding cycle.
2. Staff recommends endorsing the Caltrain Electrification project for $20 million in TIRCP funding, consistent with the Seven Party Supplement to 2012 Memorandum of Understanding. If federal Core Capacity funds are not secured, staff recommends revising the endorsement to $100 million in TIRCP funds.
3. Consistent with the adopted MTC framework related to smaller projects, staff recommends endorsing TIRCP request of $10 million.
4. CCTA's application is for a smaller-scale non-capital demonstration project, as provided for in the program guidelines. Caltrans has advised that for these projects, MPO confirmation of consistency with Sustainable Communities Strategy is not needed.
5. Staff does not recommend endorsing this project as it is not identified in the adopted framework and a $10 million small project endorsement would not result in a useable segment.
6. The CCJPA application is a scalable Mega-Region project with significant elements located in the Bay Area, or used for Bay Area service (e.g., train cars). Consistent with MTC framework, staff recommends endorsing this project at $10 million, provided there is a companion endorsement from SACOG. The ACE project is not being acted upon by SJCOG so no reccomendation is made for that project.

Attachment B

Regional Cap and Trade Framework for TIRCP Category (Adopted April 2016)

Agency	Project/Category	Amount ($ millions)
BART	Train Control	250
	Hayward Maintenance Center	50
	Fleet Expansion	200
	BART Total	**500**
SFMTA	Fleet Expansion	481
	Facilities	67
	Core Capacity Study Projects/ BRT	237
	SFMTA Total	**785**
AC Transit	Fleet Expansion	90
	Facilities	50
	Major Corridors	200
	AC Transit Total	**340**
VTA	**BART to San Jose**	**750**
Caltrain	Electrification*	100
	EMUs	125
	Caltrain Total	**225**
Multiple Operators	**TBD Expansion Projects: High Rider-ship Bus, Rail and Ferry Corridors**	**400**
Region Total		**$ 3,000**

*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity Commitment of $447 million.

Metropolitan Transportation Commission
Programming and Allocations Committee

June 8, 2016 **Item Number 3c**

Cap and Trade – Endorsements for Transit Capital 2016 Programming Round

Subject: Regional Support of Bay Area Projects for the State's Cap and Trade Transit and Intercity Rail Capital Program 2016 Programming Cycle

Background: The Transit and Intercity Rail Capital Program (TIRCP) is a statewide competitive program to fund capital and operational improvements to modernize California's transit systems and reduce emissions of greenhouse gases.

In April 2016, the Commission adopted revisions to the region's Cap and Trade Framework (MTC Resolution 4130, Revised), including increasing the region's Cap and Trade 25-year target amount for the TIRCP category from $875 million to $3 billion. Recognizing the TIRCP potential to also fund smaller projects, the framework included an endorsement policy for smaller transit expansion projects in high ridership corridors not otherwise identified in the framework conditioned on consistency with the region's long range plan.

Project applications for the 2016 funding round (FY2016-17 and FY2017-18) were due to the California State Transportation Agency (Cal STA) on April 5, 2016. Attachment A lists all Bay Area projects submitted to Cal STA totaling $848 million in requests. Staff recommends endorsing eleven projects for a total of $451 million. Five of the major projects are listed in the framework, representing $412 million in endorsements, and six others would qualify under the endorsement policy for smaller projects, totaling $39 million. Additionally, staff recommends a joint endorsement with the Sacramento Area Council of Governments for the Capital Corridor Improvements as it relates to goods movement and passenger rail improvements for the Northern California megaregion. Attachment B lists the region's adopted framework for the TIRCP category.

Recommended for Regional Endorsement ($ millions)

Large Projects	$412
Small Projects	$39
Total Recommended	**$451**

Issues: *Uncertain Program Funding Amount:* The Spring 2016 funding cycle includes an estimate of $440 million statewide. Outcomes of legislative proposals and the approved FY2016-17 state budget could increase this amount to a total of $1.3 billion. Cal STA will announce awards in August, it is possible that the program amount will not be known until that time. This uncertainty makes an endorsement strategy somewhat more challenging. At $451 million, the Bay Area request could be 103% of the available funding (if $440 million available statewide) or 35% (if $1.3 billion available statewide). Additionally, the latest quarterly auction for Cap and Trade allowances fell well below expectations, providing just

$10 million for Cap and Trade programs instead of the forecasted $500 million. Staff is working with various state agencies to understand the effects of this dip in revenues on the current and future funding rounds.

Potential Range of 2016 TIRCP Funding Cycle

($ millions)	**CalSTA Estimate**	**May Revise**	**Maximum**
Statewide Available	$440	$840	$1,300
Regional Endorsement Recommendation as % of Statewide Available ($451M endorsement)	103%	54%	35%

Greenhouse Gas (GHG) Reduction Calculations: Attachment A includes the GHG reduction calculations that agencies submitted to Cal STA. Staff has observed potential inconsistencies between projects, and agencies may be required to clarify methodologies with Cal STA or the Air Resources Board.

BART to Silicon Valley Phase 2 Extension Project: The Santa Clara Valley Transportation Authority submitted a $750 million TIRCP application, of which $150 million is requested in the current funding cycle (FY2016-17 and FY2017-18). The remaining $600 million request is in future years. It is not clear how CalSTA will address this multi-year request. State law expressly permits CalSTA to enter into multi-year agreements, beginning with next year's funding cycle.

Peninsula Corridor Electrification Project: The Federal Transit Administration is considering a Peninsula Corridor Joint Powers Board request for $647 million in federal Core Capacity program funding. Staff recommends endorsing a TIRCP request for the Electrification Project for $20 million, consistent with the seven-party supplement to the 2012 Memorandum of Understanding under agenda item 3a. If the federal Core Capacity funds are not secured, then staff would consider revising this recommendation. Furthermore, staff recommends not supporting the $125 million requested for Electric Multiple Unit train cars (EMUs) at this time, as the additional EMU, beyond the base purchase amount are part of a future phase of the Electrification project.

Recommendation: Staff recommends that the Committee refer the Cap and Trade Transit Capital (TIRCP) 2016 endorsement list to the Commission for approval.

Attachments: Attachment A – TIRCP Allocation Requests and recommended endorsements
Attachment B – Regional Cap and Trade Framework for TIRCP category

Attachment A: FY 2016-17 & FY 2017-18 Transit and Intercity Rail Capital Program - Regional Proposals

Agency	Project Title	TIRCP Request ($ millions)	GHG Reduction (metric tons)*	Claiming Disadvantaged Communities Benefit	Listed in MTC Framework	Recommended Endorsement Amount ($ millions)
San Francisco Municipal Transportation Agency (SFMTA)	Light Rail Modernization and Expansion Program	$ 155.8	963,071	Yes	X	**$ 155.8**
Santa Clara Valley Transportation Authority (VTA)	BART Silicon Valley Phase II Extension[1]	$ 150.0	82,939	Yes	X	**$ 150.0**
San Francisco Bay Area Rapid Transit (BART)	Expanding BART Peak Period Trains via Construction of a Vehicle Overhaul Heavy	$ 50.0	135,505	Yes	X	**$ 50.0**
AC Transit	Purchase of Forty-two Buses to Support AC Transit's New Service Expansion Plan and Transbay Service	$ 36.2	21,800	Yes	X	**$ 36.2**
Peninsula Corridor Joint Powers Board (Caltrain)	Peninsula Corridor Electrification Project[2]	$ 225.0	2,098,107	Yes	X	**$ 20.0**
City of Fairfield	Fairfield/Vacaville Intermodal Station[3]	$ 12.0	157,858	No		**$ 10.0**
Golden Gate Bridge, Highway and Transportation District	Purchase Seventy (70) 40-Foot Diesel-Electric Hybrid Buses	$ 10.0	17,986	No		**$ 10.0**
Transbay Joint Powers Authority (TJPA)	Bus Storage Facility	$ 10.0	46,541	Yes		**$ 10.0**
Livermore-Amador Valley Transit Authority (LAVTA)	LAVTA ZEB Commuter Bus Lines Project	$ 5.5	11,248	No		**$ 5.5**
Western Contra Costa Transit Authority (WestCAT)	Addition of Three Double-Decker Buses to WestCAT's LYNX Route	$ 2.6	53,983	Yes		**$ 2.6**
Contra Costa Transportation Authority	Bay Area Fair Value Commuting Pilot Project[4]	$ 0.7	4,454	No		**$ 0.7**
Sonoma-Marin Area Rail Transit District (SMART)	SMART Rail Extension North to Windsor[5]	$ 38.3	54,054	No		**$ -**
San Joaquin Regional Rail Commission	ACE Near-Term Capacity Improvement Program[6]	$ 102.7				**$ -**
Capitol Corridor Joint Powers Authority	Sacramento to Roseville Third Mainline Track Project, Phase 1, and Northern California Passenger Rail Schedule, Fleet Maintenance Optimization and Capital Projects Program[6]	$ 49.2	28,990	Yes		See note 6
Total	14 projects	**$ 848.0**				**$ 450.8**

***** GHG reduction estimates are metric tons over the life of the project. These figures were estimated by the project sponsor and have not been verified by MTC staff or the Air Resources Board (ARB).

Project Notes

1. VTA submitted a $750 million TIRCP application, of which $150 million is requested in the current funding cycle.
2. Staff recommends endorsing the Caltrain Electrification project for $20 million in TIRCP funding, consistent with the Seven Party Supplement to 2012 Memorandum of Understanding. If federal Core Capacity funds are not secured, staff recommends revising the endorsement to $100 million in TIRCP funds.
3. Consistent with the adopted MTC framework related to smaller projects, staff recommends endorsing TIRCP request of $10 million.
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5. Staff does not recommend endorsing this project as it is not identified in the adopted framework and a $10 million small project endorsement would not result in a useable segment.
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Region Total		**$ 3,000**

*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity Commitment of $447 million.

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1607	**Version:**	1	**Name:**	
Type:	Senate Bill			**Status:**	Commission Approval
File created:	5/2/2016			**In control:**	Legislation Committee
On agenda:	6/10/2016			**Final action:**	
Title:	SB 885 (Wolk): Construction Contracts: Indemnity Modifies a public agency's liability related to engineering, land surveying, architecture, and landscape architecture work performed on its behalf by narrowing the liability of the design professional.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	9a_SB885_ConstructionContractsIndemnity 4b_SB885_ConstructionContractsIndemnity.pdf				

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/10/2016	1	Legislation Committee		

Subject:
SB 885 (Wolk): Construction Contracts: Indemnity

Modifies a public agency's liability related to engineering, land surveying, architecture, and landscape architecture work performed on its behalf by narrowing the liability of the design professional.

Presenter:
Andrew B. Fremier

Recommended Action:
Oppose / Commission Approval

Attachments

Agenda Item 9a

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: June 3, 2016

FR: Executive Director W. I. 1131

RE: SB 885 (Wolk): Construction Contracts: Indemnity

Background
SB 885 (Wolk), sponsored by the American Council of Engineering Companies, attempts to reduce design professionals' legal exposure to claims related to work that they performed but in which they are not specifically named in a lawsuit. Commencing with contracts entered into on or after January 1, 2017, the bill provides that a design professional shall only have the duty to defend him or herself from claims and lawsuits that arise out of, pertain to, or relate to, the negligence, recklessness, or willful misconduct of the design professional. This bill states that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting any such contract that purport to require a design professional to defend claims against another party shall be unenforceable. The bill would require the public agency to assume the obligation and financial responsibility for defending the claim and then pursue reimbursement, unless the design professional agrees to cover some of the defense expenses while the case is pending.

Recommendation: Oppose

Discussion
According to the Senate Judiciary Committee's analysis of the bill, SB 885 would potentially allow design professionals to avoid defense costs in certain types of lawsuits involving mixed claims against multiple parties. For instance, the bill would likely exclude design professionals from participating in the defense of lawsuits against "other persons or entities," even if such a suit involved claims relating to the design professional's work or conduct. The analysis points out that design professionals, unlike other litigants, would have no duty to contribute toward defense costs while such a suit is pending, and no duty to reimburse the defendant for legal costs if the suit results in a defense verdict.

According to the California Special Districts Association (CSDA) and the Self Help Counties Coalition, which oppose the bill along with dozens of other public agencies and associations, SB 885 fundamentally shifts private sector risk to the taxpayer, significantly increasing public sector legal costs. CSDA states:

> "SB 885 forces taxpayers and ratepayers to front the legal costs for the private sector, even for claims where the design professional is ultimately deemed to be 100 percent at fault. Requiring the public agency to defend the actions of the design professional creates a "reimbursement only" process that results in the public agency defending the actions of

> the design professional and shouldering upfront all of the associated costs. The public agency would then have to seek reimbursement from the design professional, to the extent the design professional is found negligent, once a settlement is reached or the claim is fully litigated and a court or arbitrator renders a final decision. This process not only requires a public entity to front the costs for a private entity, it also creates conflict within the public-private partnership, effectually eliminating the incentive to work together towards a swift settlement."

As stated above, the bill allows for a design professional to mutually agree with a public agency to reimburse defense costs while a case is ongoing. However, the bill also states that a design professional still has the responsibility to pay a "reasonable allocated share" of the defense costs with respect to claims relating to its work while a case is ongoing. These provisions are ambiguous and raise questions about how such amount would be determined prior to a case's conclusion.

In summary, because SB 885 largely shifts to the public sector responsibility for defending against legal claims related to work performed by design professionals (unless the design firm is specifically party to the suit) staff recommends an oppose position on the bill. If there are problems with the status quo that expose design professionals to costly liability for which they cannot obtain insurance, a remedy to this problem should be pursued in a manner that maintains agreements to defend as an option.

Known Positions
See attached

Steve Heminger

SH: rl
Attachments
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Bill Position as of 5/27/2016

Organizations on Record in Support of SB 885 (Wolk)

American Council of Engineering Companies of California (source)
American Institute of Architects, California Council
American Society of Landscape Architects, California Council
Associated Transportation Engineers
California Department of Insurance
California Land Surveyors Association
California Professional Association of Specialty Contractors
California Society of Professional Engineers
Geoprofessional Business Association
Lexington Insurance Company
Monterey Peninsula Chamber of Commerce
Salinas Valley Chamber of Commerce
Structural Engineers Association of California
Travelers

Plus 274 engineering and architectural firms

(See Senate Judiciary Committee analysis of 5/3/16 for a complete list.)

Organizations on Record in Opposition of SB 885 (Wolk)

Associated General Contractors of California
Association of California Healthcare Districts
Association of California School Administrators
California Association of Joint Powers Authorities
California Association of School Business Officials
California Building Industry Association
California Legislative Conference of the Plumbing, Heating and Piping Industry
California School Boards Association
California Special Districts Association
California State Association of Counties
California State Council of Laborers
California State University
California Transit Association
California-Nevada Conference of Operating Engineers
Coalition for Adequate School Housing
Community College Facility Coalition
Construction Employers' Association
League of California Cities
Los Angeles Unified School District
National Electrical Contractors Association
Northern California Allied Trades
Northern California Power Agency
San Diego Association of Governments
Self-Help Counties Coalition
Southern California Contractors Association
State Building and Construction Trades Council
Urban Counties of California

Plus 121 local Agencies and Special Districts
(See Senate Judiciary Committee analysis of 5/3/16 for a complete list.)

Agenda Item 4b

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: June 3, 2016

FR: Executive Director W. I. 1131

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Known Positions
See attached

Steve Heminger

SH: rl
Attachments
J:\COMMITTE\Legislation\Meeting Packets\Legis2016\06_Legis_June 2016\4b_SB 885 Wolk_Oppose.docx

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Plus 274 engineering and architectural firms

(See Senate Judiciary Committee analysis of 5/3/16 for a complete list.)

Organizations on Record in Opposition of SB 885 (Wolk)

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California State Council of Laborers
California State University
California Transit Association
California-Nevada Conference of Operating Engineers
Coalition for Adequate School Housing
Community College Facility Coalition
Construction Employers' Association
League of California Cities
Los Angeles Unified School District
National Electrical Contractors Association
Northern California Allied Trades
Northern California Power Agency
San Diego Association of Governments
Self-Help Counties Coalition
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State Building and Construction Trades Council
Urban Counties of California

Plus 121 local Agencies and Special Districts
(See Senate Judiciary Committee analysis of 5/3/16 for a complete list.)

Metropolitan Transportation Commission

101 Eighth Street,
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Oakland, CA

Legislation Details (With Text)

File #:	15-1737	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	6/9/2016			**In control:**	Metropolitan Transportation Commission
On agenda:	6/22/2016			**Final action:**	

Title: Approval of Implementation Action Plan for MTC/ABAG Merger Study Option 7 and Related Financial Actions.

1) Approval of the Implementation Action Plan (IAP) to guide Option 7 implementation (the consolidation of all staff functions of MTC and ABAG within MTC under one executive director and consideration of new governance options).
2) Approval of a $1.9 million funding agreement to support ABAG planning functions through December 31, 2016.
3) Approval of a $250,000 contract with Public Financial Management to support financial due diligence called for in the IAP.
4) Approval of a $250,000 contract with Orrick, Herrington & Sutcliffe LLP to conduct legal due diligence called for in the IAP.

Sponsors:

Indexes:

Code sections:

Attachments: 10a_Approval of Implementation Action Plan for MTC ABAG Merger Study Option 7 and Related
10a_HANDOUT ABAG Employees Worker Protection Principles

Date	Ver.	Action By	Action	Result
6/22/2016	1	Metropolitan Transportation Commission		
6/22/2016	1	Metropolitan Transportation Commission		
6/22/2016	1	Metropolitan Transportation Commission		

Subject:

Approval of Implementation Action Plan for MTC/ABAG Merger Study Option 7 and Related Financial Actions.

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4) Approval of $250,000 contract with Orrick, Herrington & Sutcliffe LLP to conduct legal due diligence called for in the IAP.

Commission Approval

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Agenda Item 10a

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
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Memorandum

TO: Commission

DATE: June 15, 2016

FR: Executive Director

RE: Approval of the Implementation Action Plan for MTC/ABAG Merger Study Option 7 and Related Financial Actions

Last month, the Commission approved MTC Resolution No. 4245, which established policy support for the MTC/ABAG Merger Study Option 7, consolidation of all MTC and ABAG staff functions within MTC and consideration of new governance options. The ABAG Executive Board took a similar action as formalized through ABAG Resolution 07-16. Transitioning from this significant policy action to implementation of an integrated staff requires that numerous additional details be worked out. Management Partners began that effort by preparing an Implementation Action Plan (IAP) that identifies those next steps.

This item seeks four discrete actions, as summarized below, related to establishing the roadmap for implementing Option 7, providing ABAG financial support during the transition, and carrying out the necessary due diligence described in the IAP.

1) Approval of the Implementation Action Plan (IAP) to guide Option 7 implementation (the consolidation of all staff functions of MTC and ABAG within MTC under one executive director and consideration of new governance options)
2) Approval of a $1.9 million funding agreement to support existing ABAG planning functions through December 31, 2016
3) Approval of a $250,000 contract with Public Financial Management to support financial due diligence called for in the IAP.
4) Approval of a $250,000 contract with Orrick, Herrington & Sutcliffe for legal due diligence called for in the IAP.

In addition, staff will seek other consultant assistance to support key IAP areas, such as human resource/employee relations analysis and review and a facilitator and advisor to assist with various elements of the IAP. Besides the two consultant engagements listed above, the remaining contracts are expected to be approved within the Executive Director's approval authority. We further expect that one of those additional contracts will be with Management Partners to continue to serve in the facilitator/advisor role as we enter this transition phase. As a reminder, the FY2016-17 MTC budget sets aside a reserve of $1 million for consultant assistance related to IAP activities.

Implementation Action Plan
The Joint MTC Planning and ABAG Administrative Committees approved and forwarded the IAP to the Commission and Executive Board for consideration and approval to further guide transition activities. The IAP (Attachment A) calls for more in-depth due diligence, now that MTC and ABAG 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 and legal 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.

Funding Agreement to Support ABAG Planning Functions
Based on the funding level to support the existing ABAG planning functions set forth in the multi-year framework of June 2014, staff is proposing to enter into a funding agreement with ABAG in an amount of $1.9 million for the period from July 1, 2016 to December 31, 2016. The funding sources to support the agreement are listed below:

General Fund/TDA Planning	$650,000
FTA 5303 (Toll Credit)	$128,565
FHWA PL (Toll Credit)	$557,793
STP	$563,642
Total	**$1,900,000**

ABAG and MTC staffs have met to discuss the general scope of work for FY 2016-17 as outlined in Attachment B. The Overall Work Program will need to be amended to reflect that ABAG will be the lead on the scope of work through December 31, 2016, as a placeholder was left in the OWP based on MTC Resolution 4210 and the pending MTC/ABAG Merger Study.

I request that the Commission authorize me to enter into the funding agreement with ABAG as detailed in Attachment C.

Approval of Financial Contracts to Support IAP and Concurrence Assistance Approach
There are four general areas that staff recommends obtaining consultant assistance to conduct the tasks identified in the IAP: 1) financial review and due diligence; 2) legal review and analysis; 3) overall facilitator and advisor; and 4) human resources – classification, compensation, benefits, and organizational alignment.

Staff is recommending your approval of the financial review and legal analysis contracts today, as described below and detailed in Attachments D and E, as they exceed my approval authority. For the remaining areas, staff expects the budget to fall below my contract approval authority of $200,000.

IAP Focus Area	Consultant	Expected Budget Limit
Financial Review and Due Diligence	Public Financial Management	$250,000
Legal Review and Analysis	Orrick, Herrington & Sutcliffe LLP	$250,000
Overall Facilitator and Advisor	Management Partners (to be confirmed)	TBD
Human Resources	TBD	TBD

Public Financial Management (PFM) - $250,000
Staff is requesting approval of Public Financial Management (PFM) to conduct the financial analysis due diligence of ABAG, in accordance with the IAP. PFM is recommended on a sole source basis based on their experience evaluating government operations and as the largest municipal finance advisors in the United States. The proposed cost for the project is $250,000 with completion expected in October.

PFM was recently awarded a third five-year contract to act as BATA's financial advisor. However, PFM has a significant government and budget analysis practice with offices in San Francisco. The proposed engagement staff include experience in:

- A former employee of the Sacramento Area Council of Government (SACOG).
- Experience working with ABAG on housing and sustainability planning.
- A former director of labor negotiations with the City of Philadelphia.
- Long range financial planning.
- Experience with ABAG's "Development without Displacement" program through UC Berkeley.
- A practice manager in PFM's Center for Retirement Finance.

These skills, combined with our own experience with their financial advisory experience, make PFM uniquely qualified to conduct the complex operational and financial analysis needed to undertake this task. PFM is being retained to conduct financial and operational analysis for the initial part of an integration plan including:

- Revenue/expense trends
- Analysis of grants, transfer and renewal options
- Projected revenue/expense trends
- Enterprise
- Long term liabilities and liability management

PFM will evaluate the overall financial viability of ABAG and its operating components. In addition, PFM will evaluate immediate and long term risk, then develop options and alternatives for dealing with such risks. PFM is not being retained to document or evaluate internal controls, integrate and convert financial and budget systems, or conduct a closing audit of ABAG. These tasks will be developed by others and undertaken only after the financial analysis is completed and presented to the Commission. This project will begin immediately.

Orrick, Herrington & Sutcliffe LLP - $250,000
Staff is requesting approval of Orrick, Herrington & Sutcliffe LLP ("Orrick") to conduct the legal analysis due diligence of ABAG, in accordance with the IAP. Orrick is recommended on a sole source basis based on its status as BATA's bond counsel and its experience advising governmental issuers of public securities, as well as its deep and broad range of expertise in mergers and acquisitions and employee benefits. Orrick is also consistently ranked the number one bond counsel firm in the country. The proposed cost for the project is $250,000 with completion expected in October.

Orrick was awarded a fourth five-year contract to act as BATA's bond counsel in March 2014. Orrick has significant government, mergers and acquisitions and employee benefits practices with offices in San Francisco. The proposed engagement staff include experience in:

- Compensation and benefits attorneys with decades of experience in all aspects of employee benefits related to the design, implementation, operation and any related fiduciary obligations with respect to tax-qualified retirement plans.
- Corporate attorneys specializing in mergers and acquisitions, with extensive experience conducting legal due diligence on "target" entities.
- Chair of Orrick's Tax Department and co-Chair of Orrick's Public Finance Department.
- More than two decades of experience working with MTC and BATA, including as BATA's exclusive bond counsel.
- Experience and familiarity with ABAG's programs and senior staff.

These skills, combined with our own experience with their bond and finance counsel work, make Orrick uniquely qualified to conduct the complex legal analysis needed to undertake this task.

Orrick is being retained to conduct legal analysis including:

- Impacts on ABAG and MTC staff under the Option 7 consolidation
- Identification of legal requirements pertaining to ABAG's programs and services
- Review of legal constraints/parameters for continuing grants
- Identification of legal issues that must be addressed in a consolidated agency
- Identification of legal services that may be provided by MTC legal counsel regarding the ABAG work program and those that may need to be provided by outside legal counsel; estimation of costs
- Assessment of ongoing financial costs related to ABAG's obligations to existing employees; determination of range of options between leaving liability with ABAG to fully assuming it in the MTC contract for services

Next Steps
Staff will coordinate with ABAG staff on the IAP, if approved, and report progress and milestones through various committees and as directed by the Chair. The overall milestone for all of this due diligence work is to enable ABAG staff to transition to MTC employment by January 2017.

Steve Heminger

Attachments:
Attachment A: Management Partners Proposed Implementation Action Plan
Attachment B: FY 2016-17 ABAG/MTC Funding Agreement General Scope of Work
Attachment C: MTC/ABAG Funding Agreement Approval Request
Attachment D: PFM Contract Approval Request
Attachment E: Orrick Contract Approval Request

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

Association of Bay Area Governments

METROPOLITAN TRANSPORTATION COMMISSION

Management Partners

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
Framework and Schedule					
A1.	**Option 7 Policy Support**	• Adopt resolutions expressing support of Option 7 and direct staff to: (a) Enter into a letter agreement to support ABAG planning services pending development and execution of a Contract for Service. (b) 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). (c) Enter into negotiations and establish a deadline for: i. 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 ii. A memorandum of understanding(MOU) to pursue new governance options within a specified time period	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.
A2.	**Implementation schedule**	• Develop a schedule for the development and execution of Contract for Service and MOU (to be simultaneous) • Develop detailed action plan for assessment of and implementation of Contract for Service	July 2016 July 2016	Agency Executive Directors	
A3.	**Joint Agency Commission/Board Chairs**	• 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	July 2016	MTC Chair and ABAG President	
A4.	**Employee Relations**	• Establish a joint employee/management committee with	July - September	Agency Executive	HR Directors, employee group

No.	Action Area	General Implementation Steps	Completion Goal Date	Lead Implementation Responsibility	Comments
	Committee (See also Section D, Human Resources regarding Employee Transitions)	representatives from both MTC and ABAG to assist with the transition process • Meet with MTC bargaining group to discuss impacts of consolidating staff • Meet with ABAG bargaining group representatives to discuss current compensation and benefit information and MTC's benefit programs and compensation policies • Meet with all ABAG employees to present and discuss the same information	2016	Directors	and collective bargaining representatives will also be involved.
A5.	**Communications Plan**	• 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 • Develop a communications plan regarding proposed consolidated staff agency and MOU to communicate with: ➢ Agency employees and retirees ➢ Bay Area cities and counties ➢ Grantor and grantee agencies ➢ Enterprise and other associated JPAs ➢ Non-governmental organizations ➢ Other partner agencies who may be impacted by the staff consolidation	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
Financial Analysis (Due Diligence)					
B1.	**Financial analysis**	• Conduct financial analysis to determine ABAG annual: ➢ Revenues ➢ Expenditures ➢ Unfunded pension liabilities ➢ Existing and future retiree costs ➢ Enterprise costs ➢ Assets and liabilities ➢ Debt obligations • Draft five-year revenue forecast showing projections available to meet ABAG obligations, contract services and program costs under a consolidated staff agency • Complete an actuarial study of ABAG pension obligations; meet with CalPERS to understand impact and implications of transitioning all ABAG employees to MTC • Document ongoing employee costs that will remain the obligation of ABAG JPA (e.g., pension liability, and those to be assumed by MTC)	October 2016	Agency Finance Directors	
B2.	**Programs and services**	• Analyze program, service, grant administration or enterprise costs unrelated to direct personnel expenditures • Determine ongoing costs for a consolidated agency	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.	**Cost allocation and budget**	• Develop financial assumptions, including a cost allocation plan, and projections of revenues and expenditures • Draft estimated five-year ABAG budget to meet agreed upon service contract costs • Evaluate impact of proposed cost structure on MTC's budget • Review proposed budget and contract costs with Commission/Board Chairs and respective agency policy bodies	October 2016	Agency Finance Directors Agency Executive Directors	
Contract Development					
B4.	**Contract development team**	• Assign principal staff member from each agency to lead contract development • Hire a third-party facilitator or project manager to work with both agencies to implement the work program • Establish a joint agency staff committee responsible for working with Commission/Board Chairs, legal counsel on the draft contract • Agree on timeframe for contract development and execution, e.g., three months	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.	**Contract scope of services**	• Inventory ABAG administrative, planning and program services and enterprise functions for inclusion in the contract • Identify legal requirements related to ABAG's programs and services, timelines for performance, and existing work programs and activities in support of those requirements • Meet with grantor agencies to determine interests, legal constraints and parameters for continuing grant programs in a consolidated staff agency • Meet with ABAG JPAs to understand financial status, determine interests, legal constraints and parameters for continuing enterprise functions in a consolidated	September 2016	Deputy Executive Directors; Joint staff committee	

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		staff agency or in an alternative institutional arrangement • Develop outline of scope of services proposed to be included under the contract			
B6.	**Executive Level Organization Structure**	• Assess administrative and management staff support needs for a consolidated staff agency to support the ABAG JPA policy and committee structure and member agencies • 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 • Draft proposed executive level organization structure to support ABAG Executive Board and Committee needs; review with ABAG Executive Board • Include proposed executive level organization structure, and general description of roles and responsibilities in services contract	September 2016	Board Leadership Team	
B7.	**ABAG Work Program**	• Develop a work program expected to be carried out annually under the Contract for Services • Develop policies and procedures for changes to the work program • Review with ABAG Executive Board and Committees	October 2016	Deputy Directors	
B8.	**Legal Assessment**	• Identify legal issues that must be addressed in a consolidated staff agency • 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	October 2016	Respective agency legal counsel	
B9.	**Services contract**	• Draft and execute services contract	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
Goals and Objective					
C1.	**MOU**	• Establish timeframe for future consideration of governance options • Draft MOU and review with respective policy bodies • Adopt MOU	January 2017	Respective Agency Chairs	A policy determination will need to be made with respect to timing of the evaluation; multiple evaluation milestones are possible. Respective Agency Legal Counsel and Executive Directors will also be involved.
C2.	**Evaluation**	• Establish criteria for evaluation of the two-agency model • Draft goals and objectives for the evaluation of governance options, if determined to do so • Develop a work program for conducting the evaluation of governance options	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
		• Hire a consultant to work with both agencies on the evaluation • Establish a joint sub-committee of policy makers to work with both agencies on the evaluation • Conduct an evaluation to include legal and statutory issues			

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
Compensation and benefits					
D1.	**Compensation**	• Document current ABAG compensation policies (management and non-management), including vacation and sick leave accrual rates, medical plans and compare to MTC policies • Develop list of full and part-time ABAG employees and their respective total compensation	August 2016	Human Resource Directors or Managers	
D2.	**Benefits**	• Document current ABAG benefit structure by employee group and employee	August 2016	Human Resource Directors or Managers	
Employee transitions					
D3.	**Transition plan and policies**	• 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 • Develop complete list of ABAG employees affected by staff consolidation • Develop proposed transition plan and policies for the	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 • Meet and discuss proposed transition policies with ABAG and MTC employees and employee bargaining groups and their representatives • Prepare final transition plan and policies	July – November 2016 November 2016		
D4.	**Staff transitions**	• Identify and address overlapping MTC and ABAG executive and managerial positions • Develop list of existing MTC classifications that may be appropriate for ABAG employees • Develop new classification and compensation for those ABAG positions that do not fit within the current MTC classifications • Draft list of positions and proposed compensation • Meet with ABAG employees and discuss staff transitions • Make offers of employment • Transition employees	September 2016 November - December 2016 February 2017	Deputy Directors/Human Resources Managers	
Existing ABAG Retirees					
D5.	**Existing policies and procedures**	• Confirm ABAG obligations to existing retirees; assess ongoing financial cost • Determine whether financial obligation will remain with ABAG JPA or become part of contract for service	October 2016	Agency Finance Directors	
D6.	**Existing retiree briefing**	• Brief existing retirees	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
Administrative Services					
E1.	**General financial services**	• Continue independent accounting of ABAG JPA for the term of the Contract for Service • Identify ABAG financial structure and services required following execution of contract for service in FY 2016-17. • 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 • Establish fiscal oversight policies and procedures of ABAG financial systems, and reporting relationships of transitioned ABAG employees within the Finance Department • Meet with enterprise services to understand their interests and financial services' needs; develop plan to meet the needs and/or transition the services • Schedule briefing(s) with ABAG employees about MTC financial policies and procedures, e.g., purchasing and contract management • Assess opportunities for consolidation and efficiency; develop a plan for doing so	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.
E2.	**Financial reporting**	• Review current ABAG financial reporting policies and practices • Identify changes in financial reporting requirements if needed • Review potential changes with ABAG staff to ensure compliance with third party contractors, enterprise functions or granting agencies and management information needs • Review reporting requirements with ABAG Executive Board • Develop implementation schedule	January-March 2017	Agency Finance Directors	Provide reports to the ABAG Executive Board.
E3.	**Treasury management**	• Assess ABAG investment policies and identify amendments as necessary	January-March 2017	MTC Finance Director	

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		• Recommend to ABAG Executive Board for approval • Assess services of ABAG existing financial managers; recommend changes and process to do so if determined to be necessary			
E4.	**Budget**	• Draft cost allocation program proposed to be implemented following Contract for Service; review with impacted grantees and grantors and enterprise services • Develop and submit amended FY 2016-17 budget to ABAG policy bodies, if determined to be necessary • Identify and recommend changes to annual budget process to ABAG policy bodies, if necessary	January-March 2017	MTC Finance Director	
E5.	**Human Resources**	• Identify MTC human resources policies and procedures that need to be conveyed to ABAG employees • Schedule briefing sessions with ABAG employees to ensure understanding of MTC human resources policies and practices.	January-March 2017	MTC Human Resources Director/Manager	
E6.	**Information technology**	• Review current ABAG information technology systems and contracts • Assess opportunities for consolidation and efficiency; develop a plan to do so	January-March 2017	IT Directors/Manager s for ABAG and MTC	
E7.	**General support**	• Identify and evaluate responsibilities of existing ABAG and MTC support staff • Develop transition plan for most effective use of support staff • Redistribute responsibilities as needed	January-March 2017	Deputy Directors	
E8.	**Legal services**	• 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 • Draft and issue an RFP for outside legal services; enter into a contract	January 2017 January-March 2017	MTC Legal Counsel	ABAG legal counsel will also need to provide input.
Organizational Development					

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
E9.	**Organization structure**	• Review and assess existing MTC and ABAG organization structure, staffing levels and expertise • Meet with respective agency policy bodies to review organization structure interests • Meet with ABAG senior staff to understand support and services currently provided to the JPA policy makers, committees and member agencies • Gain consensus on an organization structure that meets identified needs as well as the placement of transitioned ABAG staff • Review as necessary with appropriate MTC and ABAG Committees • Implement new organization structure	January-March 2017	MTC Executive Director/Deputy Directors	
E10.	**Unified, integrated planning department**	• 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 • 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 • Develop an organization structure that supports the integrated work program • Communicate the structure and how work will be accomplished to the staff and policy bodies • Conduct teambuilding session(s) with staff to establish vision, values and expectations of how staff will work together as an integrated planning function • Engage staff periodically to gauge and evaluate team effectiveness	January-March 2017	MTC Planning Director	
E11.	**Unified Agency mission, vision and values**	• Conduct teambuilding session(s) with staff to establish vision, values and expectations of working together • Share results with MTC and ABAG policy bodies • Engage staff periodically to gauge and evaluate team	January-March 2017	Agency Executive Director/outside consultant	

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		effectiveness			
Commission, Board and Committee Support					
E12.	**Reporting relationships**	• Determine the reporting relationship of the MTC Executive Director to the ABAG Executive Board and General Assembly • Determine reporting relationships and board support for other ABAG Committees and JPAs	December 2016	MTC Executive Director	
E13.	**ABAG Executive Board, Committee and associated JPA administrative support**	• Identify and assess ABAG Board, committee and associated JPA Board administrative support needs • Assign staff	January-March 2017	Deputy Directors	
E14.	**Policy committee structure**	• 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 • Propose revisions to reduce staff and elected officials' time commitments and improve transparency to the public	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
Plan Bay Area					
F1.	**Statutory and policy roles and responsibilities**	• Document, and if necessary, propose revised policy roles and responsibilities consistent with statute regarding the	January-March 2017	MTC and ABAG Executive Board	

No.	Action Area	General Implementation Steps	Completion Date	Lead Implementation Responsibility	Comments
		preparation of the Sustainable Communities Strategy (SCS) • Prepare a policy decision making process map showing steps to review and adopt the SCS • Review with respective MTC and ABAG committees			
F2.	**Integrated work program and schedule**	• Prepare a revised and fully integrated work program and schedule leading to adoption of a new Plan Bay Area in 2017 • Revise the community outreach and stakeholder engagement plan as necessary • Review both with appropriate MTC and ABAG committees	January-March 2017	MTC Planning Director	
Integrated Planning Programs and Services					
F3.	**Regional planning**	• 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 • Forge closer relationships with BAAQMD and BCDC through BARC on cross-cutting regional issues • 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	June 2017	MTC Planning Director	ABAG and MTC committees will likely have an interest in this as well as stakeholder groups and partner agencies.
F4.	**Planning programs and services**	• Inventory all planning programs and services • Assess duplication and opportunities for consolidation, integration or reassignment to other partners or agencies • Review possible changes with stakeholders, grantors or other partners' agencies as appropriate • Develop work program, schedule and assign staff to implement proposed changes	April-June 2017	MTC Planning Director	ABAG and MTC committees may also be involved in this effort.

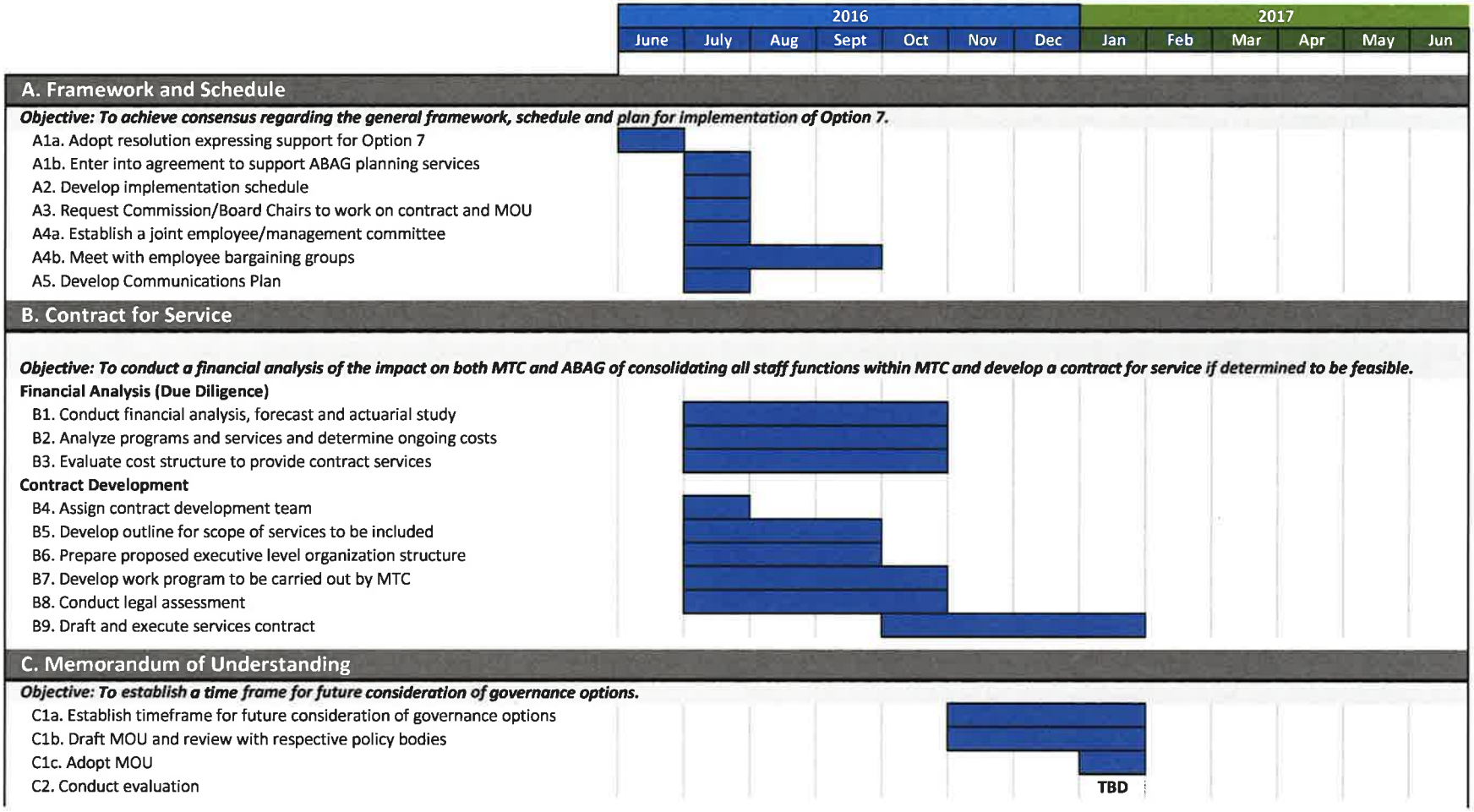
Attachment B. Overview of Proposed Implementation Plan for Option 7

Consolidation of All Staff Functions and Pursuit of New Governance Options

MTC-ABAG Merger Study

Management Partners

May 17, 2016



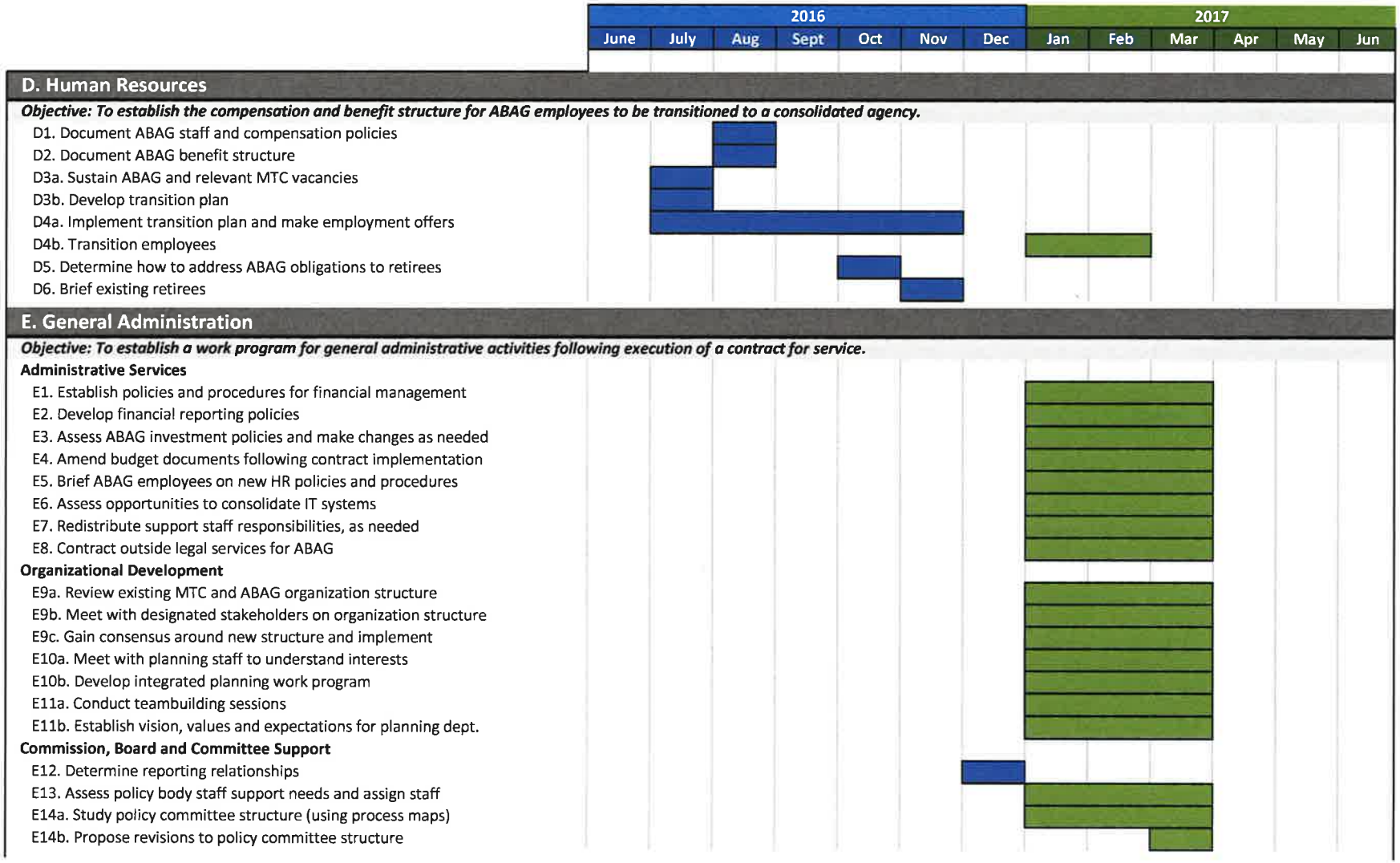
Attachment B. Overview of Proposed Implementation Plan for Option 7

Consolidation of All Staff Functions and Pursuit of New Governance Options

MTC-ABAG Merger Study

Management Partners

May 17, 2016



Attachment B. Overview of Proposed Implementation Plan for Option 7

Consolidation of All Staff Functions and Pursuit of New Governance Options

MTC-ABAG Merger Study

Management Partners

May 17, 2016

	2016							2017					
	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
F. Policy 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.													
F1a. Prepare PBA policy decision making process map													
F1b. Propose revised policy roles and responsibilities, if necessary													
F2. Prepare revised and fully integrated PBA work program													
F3a. Identify existing and regional issues to include													
F3b. Forge closer relationship with BAAQMD and BCDC													
F4. Inventory services and develop planning work program													

Joint Meeting of
MTC Planning Committee and ABAG Administrative Committee

Merger Study Implementation Action Plan

May 27, 2016

Management Partners

Association of Bay Area Governments

METROPOLITAN TRANSPORTATION COMMISSION

Overview

- Project Update
- Overview of Option 7
- Implementation Action Plan
- Next Steps

Management Partners

Project Update

Task 1
Work Plan and Schedule

Joint Committee Workshop

January

Task 2
Regional Transportation and Planning Organization Model / Options

Stakeholder Engagement

Feb to March

Task 3
Alternative Options Analysis

April to May

Task 4
Merger Implementation Plan

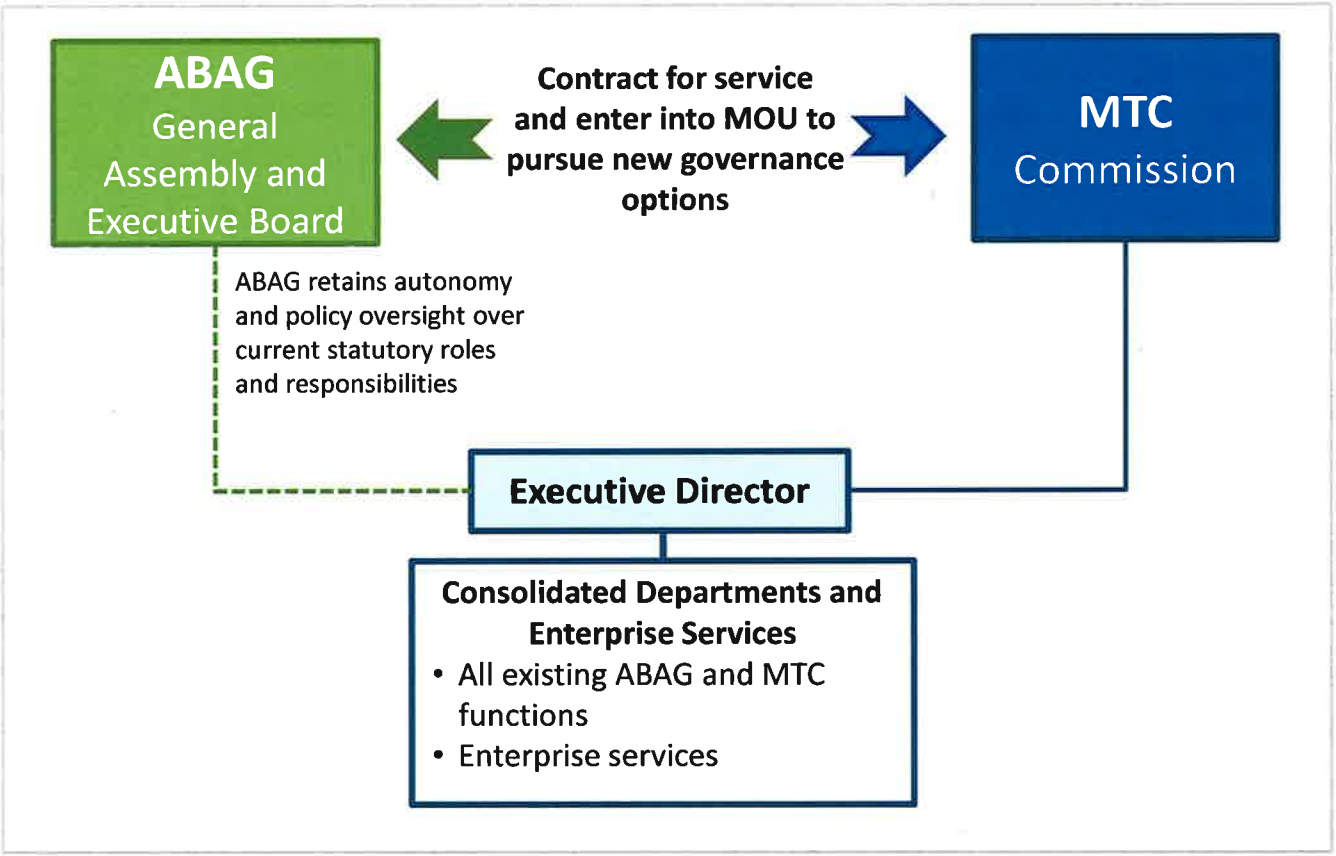
May to June

Meetings with:

- ABAG General Assembly and Executive Board **(May 19)**
- MTC Commission **(May 25)**
- Joint Committee **(May 27)**

Management Partners

Option 7. Consolidate all Staff Functions and Pursue New Governance Options



Evaluate the existing governance structure for efficiency, effectiveness and transparency

Decide whether to create a new regional governance model

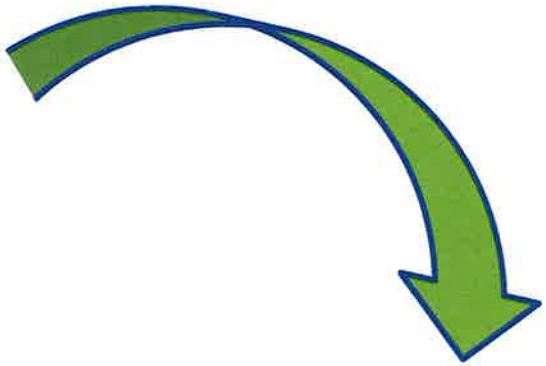
Alternatives for organization governance, structure and staffing to be analyzed

Management Partners

What is an Implementation Action Plan (IAP)?

Implementation Action Plan

- A tool to help guide the process should MTC and ABAG move forward with Option 7
- The IAP may be modified or amended as the process moves forward



Metropolitan Transportation Commission and Association of Bay Area Governments

Consolidation of all Staff Functions and Pursuit of New Governance Options – Proposed Implementation Action Plan

Association of Bay Area Governments

METROPOLITAN TRANSPORTATION COMMISSION

Management Partners

General Approach to the IAP

1. Policy Support

Gain policy support for Option 7

2. Due-diligence Analysis and Contract for Service/MOU

Conduct a due-diligence analysis leading to a possible Contract for Service and MOU

3. Employee Engagement

Establish a process by which employees will be engaged early and in-depth.

4. Employee Transition

Transition ABAG staff (if a contract for service is executed)

General Approach to the IAP

5. Administrative Activities

Implement general administrative activities to support contract

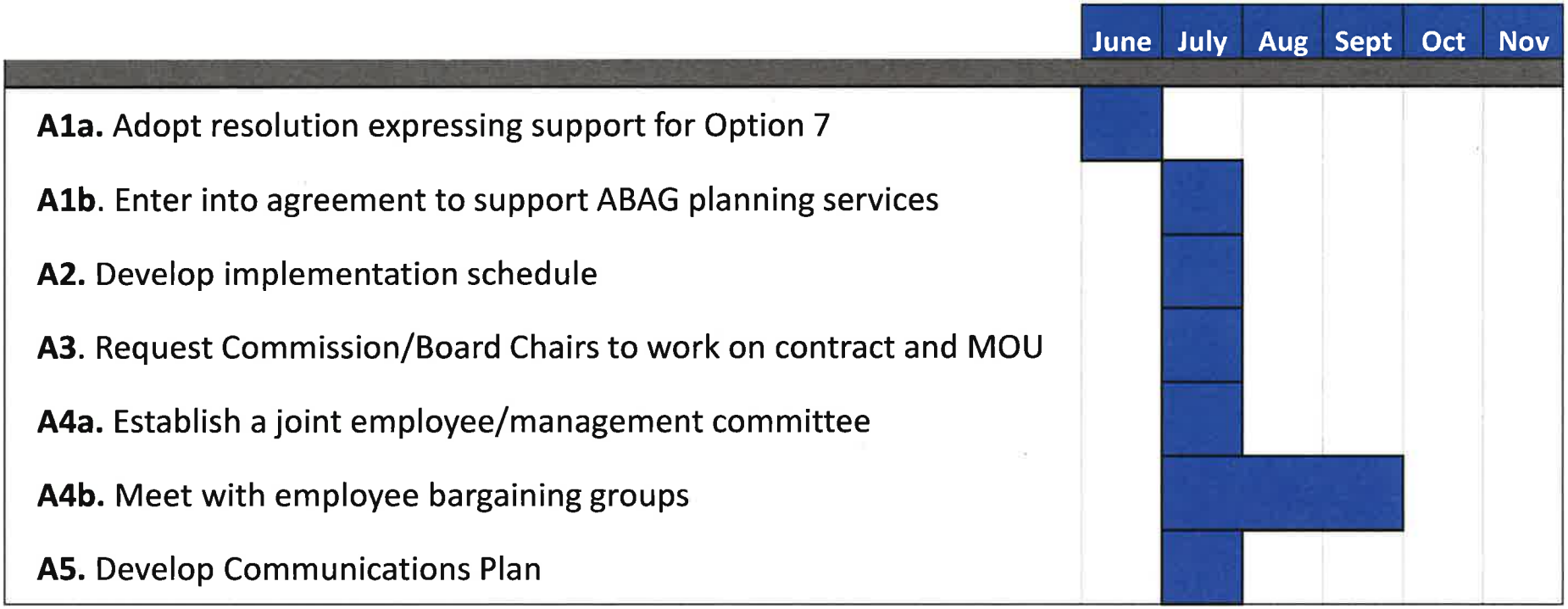
6. Work Program Integration

Integrate ABAG work program into MTC

Management Partners

A. Framework and Schedule

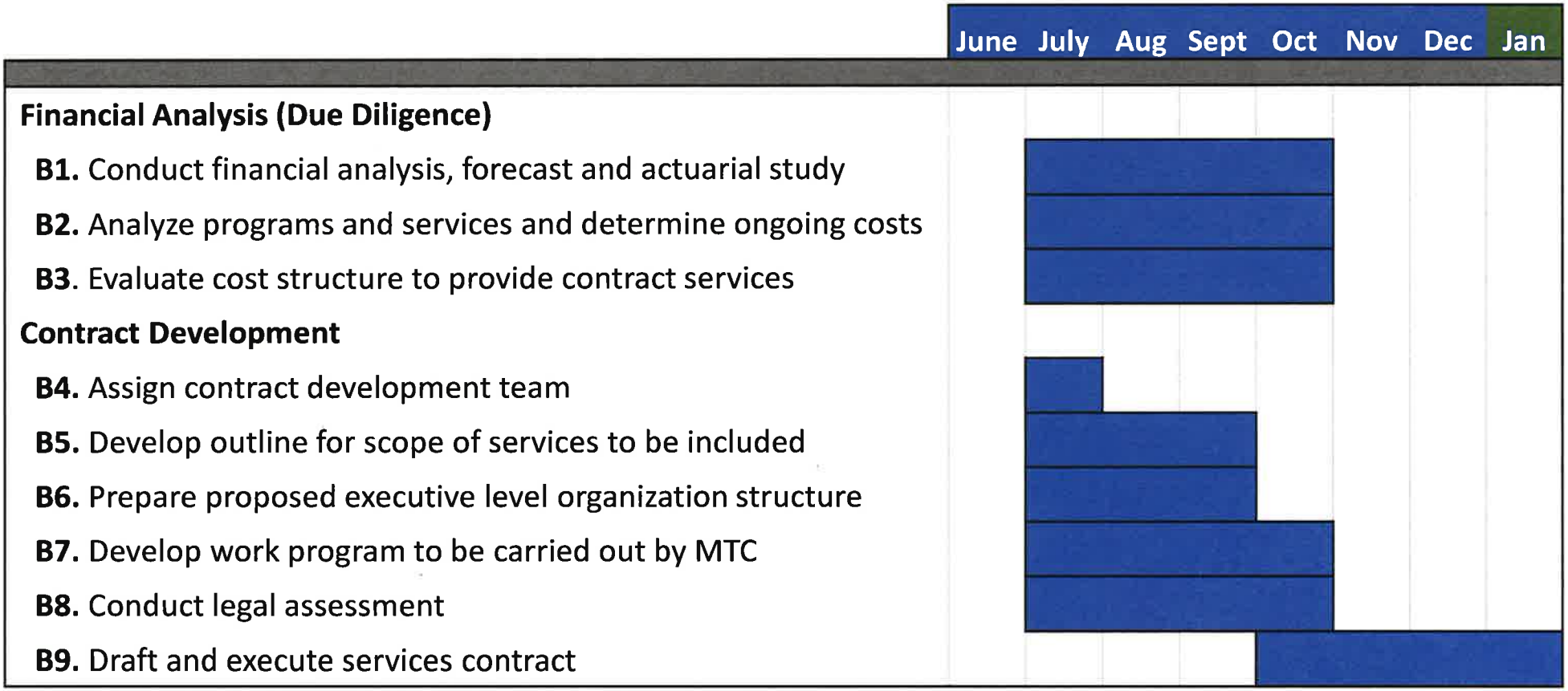
Objective: To achieve consensus regarding the general framework, schedule and plan for implementation of Option 7.



Management Partners

B. Contract for Service

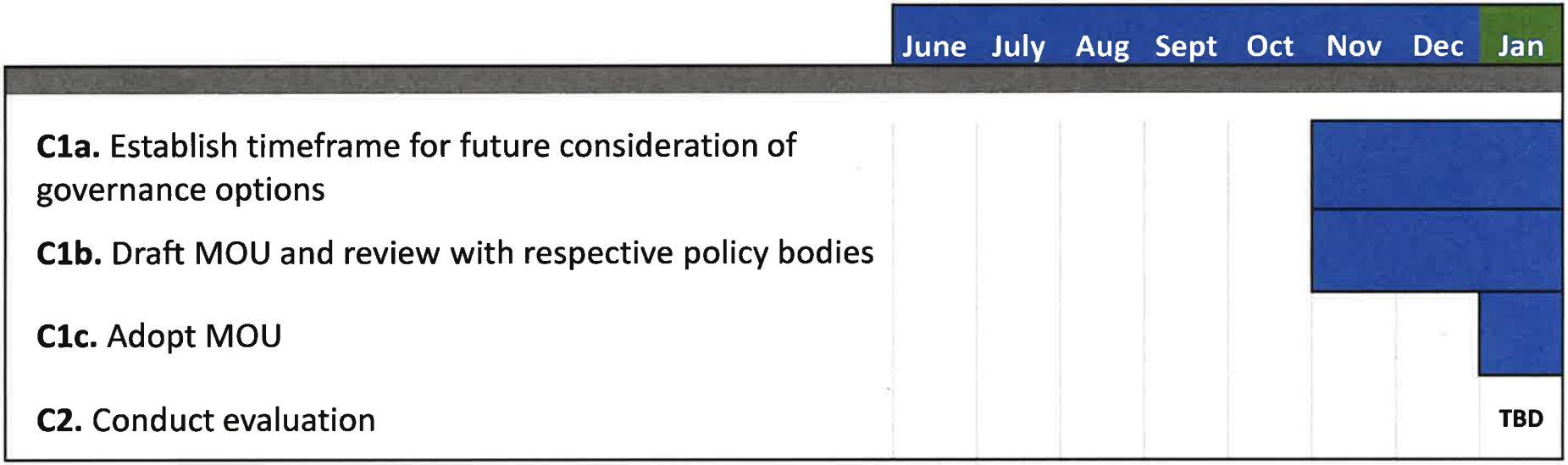
Objective: To conduct a financial analysis of the impact on both MTC and ABAG of consolidating all staff functions within MTC and develop a contract for service if determined to be feasible.



Management Partners

C. Memorandum of Understanding

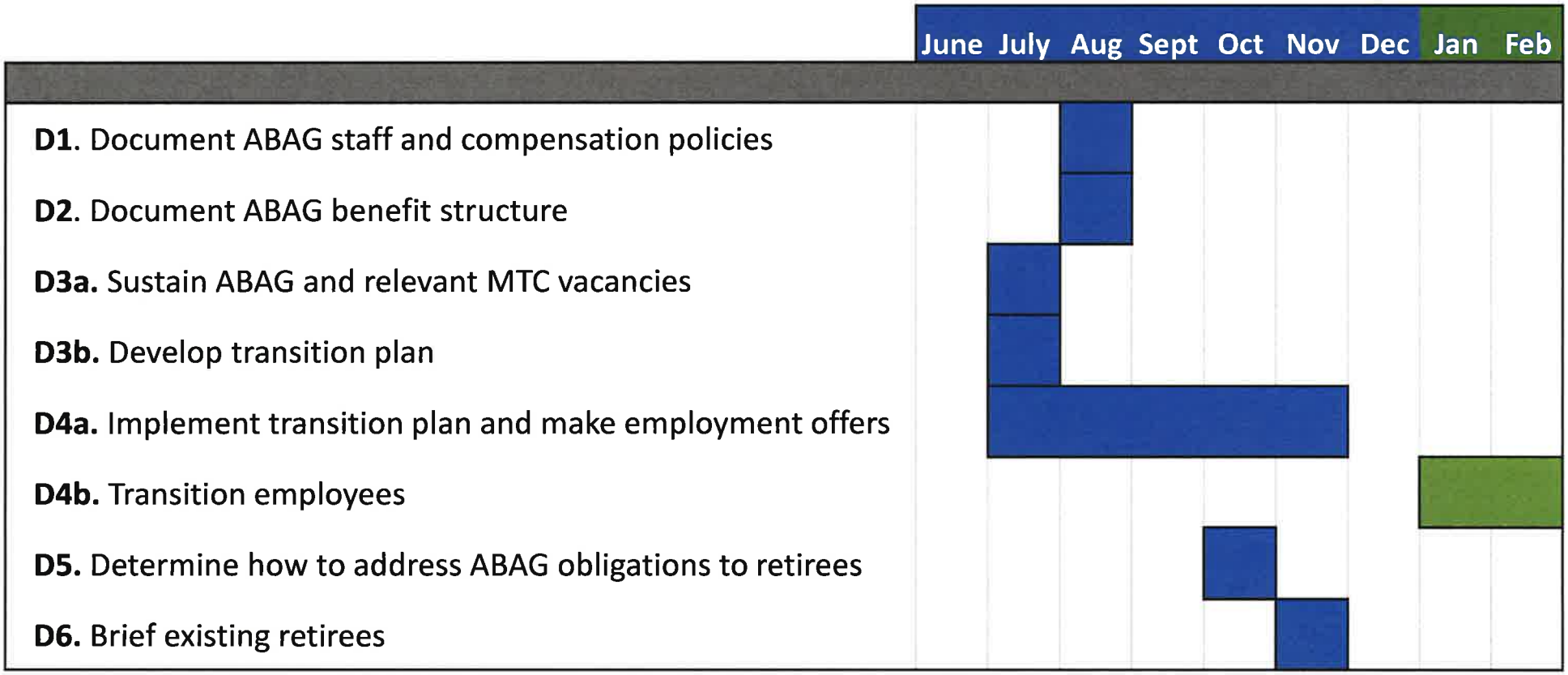
Objective: To establish a time frame for future consideration of governance options.



Management Partners

D. Human Resources

Objective: To establish the compensation and benefit structure for ABAG employees to be transitioned to a consolidated agency.



Management Partners

E. General Administration

Objective: To establish a work program for general administrative activities following execution of a contract for service.

	Nov	Dec	Jan	Feb	Mar
Administrative Services					
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					

Management Partners

E. General Administration

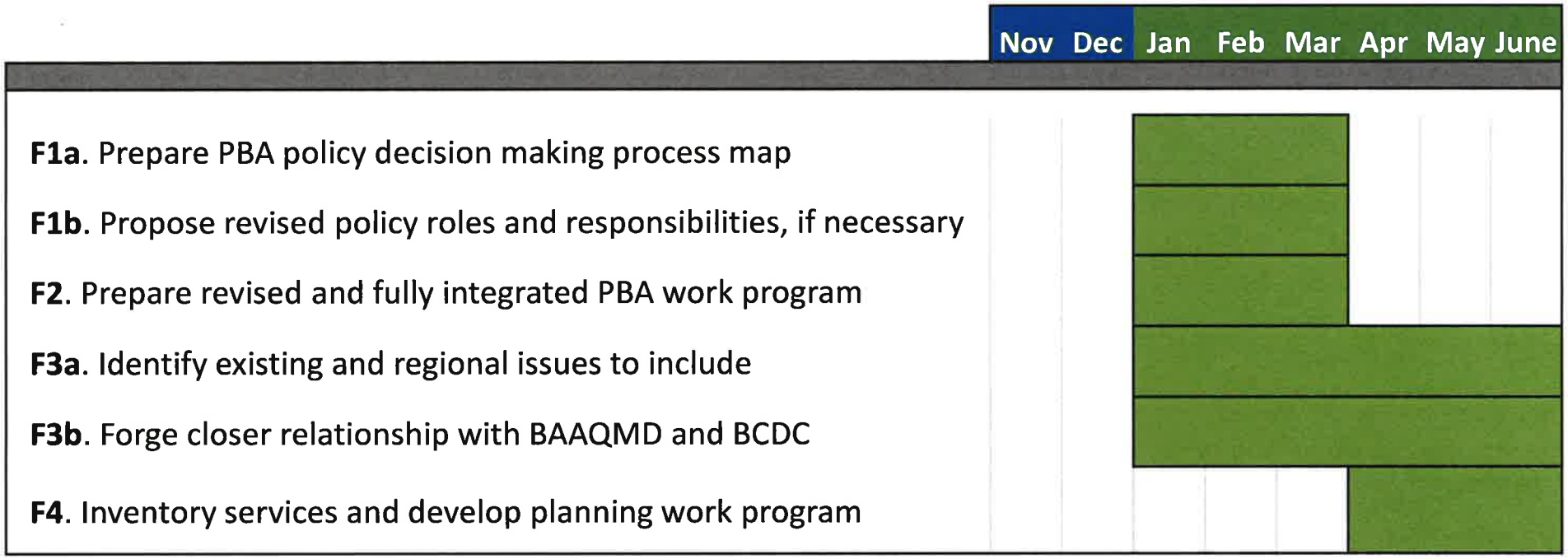
Objective: To establish a work program for general administrative activities following execution of a contract for service.

	Nov	Dec	Jan	Feb	Mar
Organizational Development					
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.					
Commission, Board and Committee Support					
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					

Management Partners

F. Policy 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.



Management Partners

Action Requested

- Review and approval of the proposed or an amended IAP
- Refer to respective policy boards for consideration in June

Metropolitan Transportation Commission and Association of Bay Area Governments

Consolidation of all Staff Functions and Pursuit of New Governance Options – Proposed Implementation Action Plan

Association of Bay Area Governments

METROPOLITAN TRANSPORTATION COMMISSION

Management Partners

Proposed Next Steps

- Conduct financial and legal analyses to determine impact on both MTC and ABAG (due diligence)
- Develop implementation schedule
- Request Commission/Board Chairs or designees to work on contract and MOU
- Establish a joint employee/management committee

Management Partners

Thank you

Management Partners

Attachment B

FY 2016-17 ABAG/MTC Funding Agreement
General Scope of Work

(a) Regional Research Modeling and Analysis. ABAG shall support MTC's efforts to develop, apply, and maintain Bay Area Demographic Forecasting, Economic Forecasting, and UrbanSim land use models.

(b) Planning Services. ABAG shall fulfill its responsibility to jointly implement Plan Bay Area programs and complete the Plan update pursuant to SB375.

(c) Intergovernmental Review. ABAG shall fulfill roles pursuant to Executive Order 12372 and the State Intergovernmental Review process, as well as pursuant to Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 as amended, Section 401 of Title IV of the Intergovernmental Cooperation Act of 1968, and Section 176 (c) of the Clean Air Act, in a manner consistent with MTC review responsibilities.

(d) Bay Area Regional Collaborative (BARC) and Regional Airport Planning Committee (RAPC). ABAG shall provide appropriate staffing support for joint meetings of ABAG and MTC committees, BARC, and the Regional Airport Planning Committee ("RAPC").

(e) Integrated Work Plan. ABAG shall work with MTC to prepare an integrated work plan for the agencies' joint research, planning and administrative functions in order to ensure the cost-effective performance and reduction of costs related to these functions, where feasible.

(f) Bay Area Metro Center. ABAG shall provide regular Executive, technical and administrative input to operation of the Bay Area Metro Center.

Attachment C

REQUEST FOR COMMISSION APPROVAL

Summary of Proposed Funding Agreement

Work Item No.: 1611

Agency: Association of Bay Area Governments
San Francisco, CA

Work Project Title: FY 2016-17 ABAG/MTC Funding Agreement

Purpose of Project: To provide planning, research and administrative/facility services.

Brief Scope of Work: To coordinate with MTC to conduct certain comprehensive planning and technical activities and products that support the planning functions of both agencies, with special emphasis on the completion of Plan Bay Area 2040 and the implementation of Plan Bay Area, and to prepare and implement an integrated work plan for the agencies' joint research, planning and administrative functions.

Project Cost Not to Exceed: $1,900,000

Funding Source:

General Fund/TDA Planning	$650,000
FTA 5303 (Toll Credit)	$128,565
FHWA PL (Toll Credit)	$557,793
STP 1801	$563,642
Total	**$1,900,000**

Fiscal Impact: Funds are included in the proposed MTC Agency Budget for FY 2016-17.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with the Association of Bay Area Governments to perform comprehensive planning, research and administrative/ facility services activities in FY 2016-16 from July 1 through December 31, 2016, and the Chief Financial Officer is authorized to set aside funds from the FY 2016-17 Agency Budget for this purpose in the amount of $1,900,000.

Commission:

Dave Cortese, Chair

Approved: Date: June 22, 2016

Attachment D

REQUEST FOR COMMISSION APPROVAL

Summary of Proposed Contract

Work Item No.:	1152
Consultant:	Public Financial Management (PFM), San Francisco, California
Work Project Title:	ABAG Financial Analysis Due Diligence
Purpose of Project:	To conduct a financial and operational analysis due diligence of ABAG and provide related consultation.
Brief Scope of Work:	To conduct a financial and operational analysis due diligence of ABAG and provide related consultation in accordance with the Implementation Action Plan.
Project Cost Not to Exceed:	$250,000
Funding Source:	General Fund
Fiscal Impact:	Funds are subject to inclusion in the FY 2016-17 MTC agency budget
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a sole source contract with Public Financial Management to provide financial and operational analysis due diligence services as described above and in the Executive Director's memorandum dated June 15, 2016, and that the Chief Financial Officer is authorized to set aside funds in the amount of $250,000 for such contract, subject to inclusion of such funds in the FY 2016-17 MTC agency budget.

Commission:

Dave Cortese, MTC Chair

Approved: Date: June 22, 2016

Attachment E

REQUEST FOR COMMISSION APPROVAL

Summary of Proposed Contract Approval

Work Item No.:	1151
Agency:	Orrick, Herrington, & Sutcliffe LLP San Francisco, CA
Work Project Title:	ABAG Due Diligence Counsel
Purpose of Project:	To conduct a due diligence legal analysis of ABAG and provide related advice and counsel.
Brief Scope of Work:	To conduct a due diligence legal analysis of ABAG and provide related advice and counsel in accordance with the Implementations Action Plan.
Project Cost Not to Exceed:	$250,000
Funding Source:	General Fund/TDA Planning
Fiscal Impact:	Funds are subject to inclusion in the MTC Agency Budget for FY 2016-17.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a sole source contract with the law firm of Orrick, Herrington and Sutcliffe LLP to provide legal services as described above and in the Executive Director's memorandum dated June 15, 2016, and that the Chief Financial Officer is authorized to set aside funds in the amount of $250,000 for such contract, subject to inclusion of such funds in the FY 2016-17 MTC agency budget.
Commission:	_____ Dave Cortese, Chair
Approved:	Date: June 22, 2016

LOCAL 1021
SEIU
Stronger Together

Roxanne Sanchez
President

Crawford Johnson
Region A

Tom Popenuck
Region B

Gary Jimenez
Region C

Larry Bradshaw
Region D

Marcus Williams
Region E

Pamela Holmes-Morton
Secretary

Paul Camarillo
Treasurer

Karen Joubert
Vice President of Representation

Alysabeth Alexander
Vice President of Politics

Ramses Teon-Nichols
Vice President of Organizing

Executive Board
Priscilla Agbunag
Pete Albert
Nancy Atwell
Akbar Bibb
Derrick Boutté
Gina Castillano
Gayle Chadwick
Gregory Correa
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Karla Faucett
David Fleming
Nancy Ghanim
Cynthia Landry
Andrea Longoria
Renato Pena
Patricia Reynolds
Mercedes Riggleman
Valoria Russell-Benson
Eric Stern
Renita Terry
Denis Villanueva
Erika Watkins
Jim Wise

Worker Protection Principles

1. All current non-executive MTC and ABAG employees and programs will be preserved under the merged organization.

2. All non-executive ABAG and MTC staff will maintain their title and seniority and be integrated into the merged organization through a fair and equitable, collectively negotiated process according to their title and seniority.

3. In the merged organization the Employer will continue to recognize SEIU 1021 as the exclusive representative of currently represented employees.

4. Until an employee integration plan and new conditions of employment contract are approved, changes to the terms of employment contractually agreed upon between SEIU 1021 and ABAG may be changed only by agreement with SEIU 1021.

5. Guarantee card check neutrality and the opportunity for employees to explore unionization within the new agency.

6. Subject to any existing collective bargaining agreement, organizational decisions, including planned workforce reductions, must be approved by both the ABAG Executive Board and MTC Commission until the final employee transition plan is approved and implemented.

7. The merged organization will honor all retirement benefits promised to current, former, and retired MTC and ABAG employees and assume all financial and other obligations, commitments, and liabilities for ABAG and MTC pensions, medical retirement benefits, and other retirement benefits.

8. Create a labor integration committee that includes CSR representatives and SEIU 1021 representatives.

9. Create an employee transition oversight task force that includes elected officials, labor representatives, and management with authority to oversee integration policies and plans. The task force will sunset 12 months after the employee transition is completed.

10. Hire a consultant to develop a plan for and facilitate integration of ABAG and MTC staff cultures and functions.

Executive Board Budget & Finance Committee
Theresa Breakfield Kathryn Cavness Tina Diep Richard Greenwood
Doug Marr Julie Meyers Peggy La Rossa Paul Little Nadeen Roach

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