



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Scott Wiener, Chair Federal D. Glover, Vice Chair

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

Wednesday, November 9, 2016

9:40 AM

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 9:40 a.m. or immediately following the 9:35 a.m. Administration Committee meeting.

1. Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [15-2012](#) Minutes of the October 12, 2016 meeting
- Action: Committee Approval
- Attachments: [2a PAC Draft Minutes of 10-12-2016 Meeting.pdf](#)
- 2b. [15-2013](#) MTC Resolution No. 3914, Revised. Rescission of \$376,813 in AB 1171 capital funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package (ICP) #1 project and the final design phase of I-80/680/12 ICP #2 and 3 project, and allocation of \$376,813 in AB 1171 capital funds to the right-of-way phase of I-80/680/12 Interchange ICP #2 and Package #3 project, in Solano County.
- Action: Commission Approval
- Presenter: Kenneth Kao
- Attachments: [2b Reso 3914 Rescissions&Allocations.pdf](#)

- 2c. [15-2018](#) MTC Resolution Nos. 4230, Revised and 4231, Revised. Allocation of \$16.4 million in Transportation Development Act (TDA) and State Transit Assistance (STA) Funds to three transit operators to support transit operations in the region.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2c Resos 4230 & 4231 Transit Operator Support.pdf](#)

- 2d. [15-2052](#) FY 2016-17 Fund Estimate Revision. MTC Resolution No. 4220, Revised.

Revises the FY 2016-17 Fund Estimate to adjust FY 2015-16 State Transit Assistance (STA) Revenue-Based and Population-Based revenues in order to make adjustments to balances which were necessitated by delayed payments of FY 2014-15 STA revenue by the State Controller's Office.

Action: Commission Approval

Presenter: William Bacon

Attachments: [2d Reso 4220 Fund Est Revision.pdf](#)

3. Public Hearing

- 3a. [15-1937](#) Public Hearing: Proposed Amendment to the Regional Measure 2 (RM2) Program.

Pursuant to California Streets and Highway Code Section 30914(f), MTC proposes to program \$74 million in RM2 funds and modify the scope on the following three existing projects:

- \$13 million to Clipper, to deploy new technologies;
- \$21 million to Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors ("Express Bus South"), to allow for additional operational improvements in the Bay Bridge corridor; and
- \$40 million to BART Transit Capital Rehabilitation, to purchase BART cars, and for further exchange to partially offset the cost increase on the Golden Gate Bridge Suicide Deterrent project.

The proposed Clipper and Express Bus South Changes are consistent with Commission action from July 2016 to approve the One Bay Area Grant program (OBAG2) and Bay Bridge Forward. A public hearing will be held at the meeting to take comments on the proposal.

Action: Public Hearing

Presenter: Kenneth Kao

Attachments: [3a Reso 3801 Public Hearing.pdf](#)

4. Regional

- 4a. [15-2015](#) MTC Resolution No. 4249. Transportation Development Act (TDA) Triennial Audit report, Transit Sustainability Project (TSP) Performance report, and approval of the FY 2016-17 Productivity Improvement Program (PIP).

A presentation on the performance audit results conducted for SFMTA, VTA, FAST, LAVTA, Union City, and MTC; an update on the region's large transit operators' progress to date in meeting the performance requirements of the Transit Sustainability Project (TSP), and a request to approve the FY2016-17 PIP.

Action: Commission Approval

Presenter: Melanie Choy and George Pierlott

Attachments: [4a Reso 4249 TDA Audit.pdf](#)

4b. [15-2016](#) Regional Measure 2: Capital Program Monitoring

Semi-annual update on the Regional Measure 2 Capital Program.

Action: Information

Presenter: Craig Bosman

Attachments: [4b_RM2_Capital_Update.pdf](#)

5. State

5a. [15-1939](#) Presidio Parkway Supplemental STIP Funds Position. Update on CTC Supplemental Funds Request for the Presidio Parkway Project in San Francisco.

At the September 14 meeting, the Committee requested formalizing MTC's oppose position on the involuntary commitment of supplemental regional STIP funds on the Presidio Parkway project. This item includes strategies to address this issue and to prevent future conflicts, and authorization for the MTC chair to submit letters to the State supporting MTC's position.

Action: Committee Approval

Presenter: Kenneth Kao

Attachments: [5a_Presidio_Pkwy_Update.pdf](#)

6. Information

6a. [15-2017](#) CTC Update

Update on the October 2016 California Transportation Commission Meeting.

Action: Information

Presenter: Kenneth Kao

Attachments: [6a_CTC_Update.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on December 14, 2016 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) 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 Committee members, key staff and others as appropriate. Copies will be available at the meeting.

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2012 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 10/6/2016 **In control:** Programming and Allocations Committee
On agenda: 11/9/2016 **Final action:**
Title: Minutes of the October 12, 2016 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a PAC Draft Minutes of 10-12-2016 Meeting.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the October 12, 2016 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Scott Wiener, Chair Federal D. Glover, Vice Chair

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

Wednesday, October 12, 2016

9:40 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Bates, Commissioner Campos, Vice Chair Glover, Commissioner Luce, Commissioner Tissier, Chairperson Wiener, and Commissioner Worth

Absent: 2 - Commissioner Baker, and Commissioner Schaaf

Non-Voting Member Present: Commissioner Sartipi

Ex Officio Voting Member Present: Commission Chair Cortese

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

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 7 - Commissioner Bates, Commissioner Campos, Vice Chair Glover, Commissioner Luce, Commissioner Tissier, Chairperson Wiener and Commissioner Worth

Absent: 2 - Commissioner Baker and Commissioner Schaaf

2a. [15-1928](#) Minutes of the September 14, 2016 meeting

Action: Committee Approval

2b. [15-1929](#) Quarterly report of the Executive Director's Delegation of Authority actions.

Action: Information

Presenter: Cheryl Chi

- 2c.** [15-1932](#) MTC Resolution Nos. 3880, Revised, and 3881, Revised. Revisions to the Lifeline Transportation Cycle 2 Program of Projects and the Proposition 1B - Regional Transit Program.

Action: Commission Approval

Presenter: Christine Maley-Grubl

- 2d.** [15-1933](#) MTC Resolution Nos. 4228, Revised and 4229, Revised. Revise the FY 2016-17 RM2 Operating Program to add funds for WETA and revise programming in the Richmond Bridge corridor. Allocate \$1.2 million in FY 2016-17 RM2 Operating funds to WETA.

Action: Commission Approval

Presenter: Cheryl Chi

- 2e.** [15-1931](#) MTC Resolution No. 4230, Revised. Allocation of \$4.6 million in FY2016-17 Transportation Development Act (TDA) funds to support transit operations and capital projects by Fairfield and Suisun Transit (FAST).

Action: Commission Approval

Presenter: Cheryl Chi

- 2f.** [15-1946](#) Proposed Agreement with Tehama County Transportation Commission for Exchange of Federal Apportionments. A request to authorize the Executive Director to sign a Letter of Understanding with the Tehama County Transportation Commission (Tehama CTC) to exchange \$1 million in Surface Transportation Block Grant Program (STP) funds with an equal amount of Congestion Mitigation Air Quality Improvement Program (CMAQ) funds.

Action: Commission Approval

Presenter: Ross McKeown

- 2g.** [15-1945](#) MTC Resolution No. 4202, Revised. Revision to the One Bay Area Grant Program (OBAG 2) Project Selection Criteria and Programming Policy to clarify provisions pertaining to the North Bay's Priority Conservation Area (PCA) program and reprogramming of funds within the Bay Bridge Forward Initiative.

Action: Commission Approval

Presenter: Mallory Atkinson

3. Regional

3a. [15-1936](#) MTC Resolution No. 4220, Revised. FY 2016-17 Fund Estimate Revision.

Revises the FY 2016-17 Fund Estimate distribution of State Transit Assistance (STA) to reflect the latest distribution factors released by the State Controller's Office and actual STA receipts for FY 2015-16.

Action: Commission Approval

Presenter: William Bacon

Upon the motion by Vice Chair Glover and the second by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution No. 4220, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Bates, Commissioner Campos, Vice Chair Glover, Commissioner Luce, Commissioner Tissier, Chairperson Wiener and Commissioner Worth

Absent: 2 - Commissioner Baker and Commissioner Schaaf

4. Federal

4a. [15-1715](#) Bike Share Capital Program - Letter of Interest Summary Results

Staff presented an update on the Letters of Interest received for the bikeshare capital program authorized by the Commission in May 2015. This program is separate from and complementary to the 7,000 bikeshare system in five participating cities that will be operated pursuant to the terms of an agreement between MTC and Motivate. Five letters of interest were received. A formal call for projects is expected to be issued in December 2016.

Action: Information

Presenter: Doug Johnson

5. Public Comment / Other Business

6. Adjournment / Next Meeting

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2013 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 10/6/2016 **In control:** Programming and Allocations Committee

On agenda: 11/9/2016 **Final action:**

Title: MTC Resolution No. 3914, Revised. Rescission of \$376,813 in AB 1171 capital funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package (ICP) #1 project and the final design phase of I-80/680/12 ICP #2 and 3 project, and allocation of \$376,813 in AB 1171 capital funds to the right-of-way phase of I-80/680/12 Interchange ICP #2 and Package #3 project, in Solano County.

Sponsors:

Indexes:

Code sections:

Attachments: [2b Reso 3914 Rescissions&Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3914, Revised. Rescission of \$376,813 in AB 1171 capital funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package (ICP) #1 project and the final design phase of I-80/680/12 ICP #2 and 3 project, and allocation of \$376,813 in AB 1171 capital funds to the right-of-way phase of I-80/680/12 Interchange ICP #2 and Package #3 project, in Solano County.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2016

Item Number 2b

Resolution No. 3914, Revised

- Subject:** Rescission of \$376,813 in AB 1171 capital funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package (ICP) #1 project and the final design phase of I-80/680/12 ICP #2 and 3 project, and allocation of \$376,813 in AB 1171 capital funds to the right-of-way phase of I-80/680/12 Interchange ICP #2 and Package #3 project, in Solano County.
- Background:** The Solano Transportation Authority (STA) requests rescinding \$125,206 of AB 1171 funds from Allocation #25 for the right-of-way phase of the I-80/680/12 ICP #1 project, and rescinding \$251,607 from Allocation #39 for the final design phase of the I-80/680/12 ICP #2 and #3 project in Solano County. These rescissions are due to lower-than-anticipated utility relocation costs and updated estimates for final design. Package #1 is currently under construction. STA has repaid a total of \$376,813 from the two proposed rescissions to MTC, and the amount has been credited to Allocations 25 and 39.
- STA also requests allocating \$376,813 from the above rescissions to fund the right-of-way phase of the I-80/680/12 ICP #2 (Red Top Road Interchange) and ICP #3 (I-80/680 Interchange) project in Solano County. The additional funds will be used to offset an increase in estimated costs for utility relocation related to these two projects.
- Issues:** None.
- Recommendation:** Refer Resolution No. 3914, Revised to the Commission for approval.
- Attachments:** Resolution No. 3914, Revised.

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

ABSTRACT

Resolution No. 3914, Revised

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

This resolution includes the following attachments:

Attachment A – Allocations of AB 1171 Bridge Toll funds

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 2

revised to allocate \$134 million towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 4

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 5

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

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

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

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

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

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

This resolution was revised on September 28, 2016 to allocate \$1,632,000 in AB 1171 funds to BART for additional scope for the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project.

This resolution was revised on November 16, 2016 to rescind \$125,206 from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 project (allocation #25),

ABSTRACT

MTC Resolution No. 3914, Revised

Page 6

rescind \$251,607 from the final design phase of the I-80/680/12 Interchange Initial Construction Packages #2 and #3 project (allocation #39), and allocate \$376,813 to the right-of-way phase for the I-80/680/12 Interchange Initial Construction Packages #2 and #3 project (allocation #41).

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

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

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3914

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

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

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

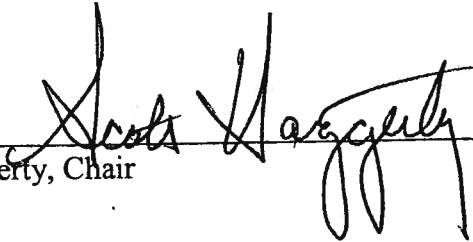
WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

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

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

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

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

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

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

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

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

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

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

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding.</p> <ul style="list-style-type: none"> • Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million. • Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011. • BART and the funding partners have agreed to proceed with the project using the available funding. • Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order: <p>(cont. next page)</p>
						<ol style="list-style-type: none"> 1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011; 2. Apply any savings from the LTSS construction contract or soft costs; and 3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively). <ul style="list-style-type: none"> • Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase. <p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.

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

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

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

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

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

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

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

24	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,980,000	11/28/12	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,796,000	1/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p>Note: Allocation was reduced by \$125,206 on 11/16/16. New allocation amount is \$5,670,794. See page 32.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

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

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

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

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

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

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

20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/16	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/16	<p>Scope of work: This allocation funds the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p><i>Note: Allocation was reduced by \$251,607 on 11/16/16. New allocation amount is \$890,393. See page 32.</i></p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
40	2016-17	BART	BART To Livermore Extension Project	\$1,632,000	09/28/16	<p>Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$125,206)	11/16/16	<p>This rescission of \$125,206 reduces Allocation #25 to \$5,670,794 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$5,670,794 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$251,607)	11/16/16	<p>This rescission of \$251,607 reduces Allocation #39 to \$890,393 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3.</p> <p>The remaining \$890,393 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.</p>
41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$376,813	11/16/16	<p>Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
Total Allocated				\$485,482,027		

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2018 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 10/6/2016 **In control:** Programming and Allocations Committee
On agenda: 11/9/2016 **Final action:**
Title: MTC Resolution Nos. 4230, Revised and 4231, Revised. Allocation of \$16.4 million in Transportation Development Act (TDA) and State Transit Assistance (STA) Funds to three transit operators to support transit operations in the region.

Sponsors:

Indexes:

Code sections:

Attachments: [2c_Resos_4230_&_4231_Transit_Operator_Support.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4230, Revised and 4231, Revised. Allocation of \$16.4 million in Transportation Development Act (TDA) and State Transit Assistance (STA) Funds to three transit operators to support transit operations in the region.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 9, 2016

Item Number 2c

MTC Resolution Nos. 4230, Revised and 4231, Revised

Subject: Allocation of \$16.4 million in FY2016-17 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to three transit operators to support transit operations in the region.

Background: This month's proposed actions continue the annual allocation process of these funds for FY2016-17. Entities requesting TDA and STA allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1.0 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, Revised for TDA and STA funds) and the RM2 Operating Program (MTC Resolution 4228). Allocation requests, greater than \$1.0 million, are summarized below:

Transit Operator/ Claimant	TDA Resolution No. 4230	STA Resolution No. 4231	Total
BART	-	9,134,879	9,134,879
Marin Transit	4,640,233		4,640,233
Union City	2,576,700	-	2,576,700
Total	7,216,933	9,134,879	16,351,812

Information regarding the operating budgets of the above operators is provided in Attachment A. As reported in June, operators are beginning to strategically expand service. After four years of work, Marin Transit implemented a major service change in June and increased service hours by 18% with only a five percent budget increase. BART will expand service in conjunction with the opening of the Warm Springs extension. BART's ability to add additional service is constrained until the new rail cars are added to the fleet. In FY 2015-16, BART increased morning peak capacity by almost seven percent. Union City service remains unchanged. Last fiscal year, Union City restructured service again after major service revisions in 2013 resulted in significant ridership losses.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4230, Revised, and 4231, Revised to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4230, Revised and 4231, Revised

Attachment A - Transit Operator Budget Summary

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
BART	\$656,131,526	\$691,537,455	5.4%	2.1%	\$10,264,888	1.5%	<ul style="list-style-type: none"> BART will open the 5.4 mile Warm Springs extension. The FY 2016-17 operating budget also includes pre-revenue service and testing for the Silicon Valley Berryessa extension and e-BART which are both expected to open in FY 2017-18. In FY 2015-16, weekend ridership decreased over 3% when compared to the previous fiscal year. This fiscal year, BART plans to test a promotional free, time-limited round trip tickets that are valid on weekends only to encourage weekend BART use. The cost of wage and benefits are expected to increase 5.7% and accounts for two-thirds of the budget increase.
Marin Transit	\$ 27,833,050	\$ 29,309,290	5.3%	18.3%	\$ 6,280,461	21.4%	<ul style="list-style-type: none"> The operating budget is a 5% increase over the FY 2015-16 budget yet it provides for an 18% increase in service. Actual costs for FY 2015-16 are expected to be 7% less than budgeted. The operating budget for mobility management (including paratransit) decreased by 13% over FY 2015-16 due to new competitively bid operations contract for paratransit. Marin Transit has planned for long term financial stability and by the end of FY 2016-17, Marin Transit expects to have reserves totaling \$18.4 million. The reserve is comprised of 5.5 months of operating funding (2 month emergency reserve and 3.5 month contingency) and \$3.5 million capital funding for future projects.
Union City	\$ 4,478,573	\$ 4,638,689	3.6%	0%	\$ 3,263,344	70.4%	<ul style="list-style-type: none"> The cost of purchased transportation is increasing 3.6% due to contract provisions and accounts for most of the budget increase. In partnership with AC Transit, Transit Signal Priority (TSP) improvements will be made on Hesperian Blvd and Alvarado-Niles Road. All Union City buses will be equipped with TSP equipment. Some funding comes from MTC's Transit Performance Initiative. Clipper implementation is scheduled for Spring 2017.

* 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
Referred by: PAC
Revised: 07/27/16-C 08/31/16-DA
09/28/16-C 10/26/16-C
11/16/16-C

ABSTRACT

Resolution No. 4230, Revised

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.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, LAVTA, SFMTA, SolTrans, Sonoma County Transit, Tri Delta Transit (ECCTA), and WestCAT (WCCTA).

This resolution was revised on August 31, 2016 by Delegated Authority to rescind funds from AC Transit.

This resolution was revised on September 28, 2016 to allocate funds to CCCTA, Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Napa Valley Transportation Authority, Petaluma, and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on October 26, 2016 to allocate funds to the City of Fairfield to support transit operating and capital projects.

This resolution was revised on November 16, 2016 to allocate funds to Marin Transit and Union City to support transit operations.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016, July 13, 2016, September 14, 2016, October 12, 2016, and November 9, 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 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 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
 Revised: 07/27/16-C 08/31/16-DA
 09/28/16-C 10/26/16-C
 11/16/16-C

Attachment A
 MTC Resolution No. 4230
 Page 1 of 1

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	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	3,319,767	03	07/27/16	Alameda County	
	Subtotal	3,319,767				
5802 - 99260A Transit - Operations						
CCCTA	Transit Operations	18,584,451	01	06/22/16	CCCTA	
Santa Rosa	Transit Operations	5,555,547	02	06/22/16	Santa Rosa	
SFMTA	Transit Operations	2,386,077	04	07/27/16	San Francisco County	1
LAVTA	Transit Operations	9,433,761	05	07/27/16	LAVTA	
WCCTA	Transit Operations	2,290,427	06	07/27/16	WCCTA	
AC Transit	Transit Operations	44,986,143	07	07/27/16	AC Transit Alameda D1	
AC Transit	Transit Operations	11,969,229	08	07/27/16	AC Transit Alameda D2	
AC Transit	Transit Operations	6,436,688	09	07/27/16	AC Transit Contra Costa	
ECCTA	Transit Operations	10,924,502	10	07/27/16	ECCTA	
SFMTA	Transit Operations	45,335,462	11	07/27/16	SFMTA	
SolTrans	Transit Operations	3,966,654	12	07/27/16	Vallejo/Benicia	2
Sonoma County	Transit Operations	7,116,436	13	07/27/16	Sonoma County	
Sonoma County	Transit Operations	199,597	13	07/27/16	Petaluma	
AC Transit	Transit Operations	(8,481)	07	08/31/16	AC Transit Alameda D1	
VTA	Transit Operations	100,134,697	16	09/28/16	VTA	
VTA	Transit Operations	5,270,020	17	09/28/16	Santa Clara County	1
NVTA	Transit Operations	3,541,358	18	09/28/16	NVTA	
GGBHTD	Transit Operations	7,931,518	19	09/28/16	GGBHTD (Marin)	
GGBHTD	Transit Operations	5,362,560	20	09/28/16	GGBHTD (Sonoma)	
Petaluma	Transit Operations	1,502,812	21	09/28/16	Petaluma	
Fairfield	Transit Operations	1,368,327	24	10/26/16	Fairfield	
Fairfield	Transit Operations	974,074	24	10/26/16	Suisun City	
Marin Transit	Transit Operations	4,640,233	26	11/16/16	Marin Transit	
Union City	Transit Operations	2,576,700	27	11/16/16	Union City	
	Subtotal	302,478,792				
5803 - 99260A Transit - Capital						
Soltrans	Transit Capital	3,141,406	14	07/27/16	Vallejo/Benicia	2
CCCTA	Transit Capital	2,800,000	22	09/28/16	CCCTA	
Fairfield	Transit Capital	2,232,244	25	10/26/16	Fairfield	
	Subtotal	8,173,650				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operating	1,199,117	15	07/27/16	Sonoma County	
Sonoma County	Transit Operating	39,919	15	07/27/16	Petaluma	
	Subtotal	1,239,036				
5812 - 99400D Planning & Admin - Operating						
NVTA	Planning and Administrat	3,171,791	23	09/28/16	NVTA	
	Subtotal	3,171,791				
		TOTAL	318,383,036			

Note:

- (1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
 (2) Allocation subject to approval of the TDA Matrix by the Solano Transportation Authority on 7/13/16.

Date: June 22, 2016
Referred by: PAC

Attachment B
Resolution No. 4230
Page 1 of 3

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 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C 07/27/16-DA
09/28/16-C 11/11/16-C

ABSTRACT

Resolution No. 4231, Revised

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.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, SFMTA, Tri Delta Transit (ECCTA), and WestCAT (WCCTA). This resolution was revised by Delegated Authority to adjust allocations to ECCTA.

This resolution was revised on September 28, 2016 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD) and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on November 16, 2016 to allocate funds the San Francisco Bay Area Rapid Transit District (BART).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016, July 13, 2016, September 14, 2016, and November 9, 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 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 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
 Revised: 07/27/16-C 07/27/16-DA
 09/28/16-C 11/11/16-C

Attachment A
 MTC Resolution No. 4231
 Page 1 of 1

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
ECCTA	Transit Operations	1,159,791	04	07/27/16	ECCTA
ECCTA	Transit Operations	(371,263)	04	7/27/2016-DA	ECCTA
	Subtotal	2,245,408			
5820 - 6730A Operating Costs - Revenue-based					
WCCTA	Transit Operations	2,522,198	05	07/27/16	BART
AC Transit	Transit Operations	7,917,266	06	07/27/16	AC Transit
ECCTA	Transit Operations	2,404,790	07	07/27/16	BART
ECCTA	Transit Operations	123,722	07	7/27/2016-DA	BART
SFMTA	Transit Operations	29,044,960	08	07/27/16	SFMTA
VTA	Transit Operations	9,107,031	09	09/28/16	VTA
GGBHTD	Transit Operations	3,889,917	10	09/28/16	GGBHTD
BART	Transit Operations	9,134,879	11	11/11/16	BART
	Subtotal	64,144,763			
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	79,790,171			

Date: June 22, 2016
Referred by: PAC

Attachment B
Resolution No. 4231
Page 1 of 2

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. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the 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

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2052 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 10/28/2016 **In control:** Programming and Allocations Committee
On agenda: 11/9/2016 **Final action:**
Title: FY 2016-17 Fund Estimate Revision. MTC Resolution No. 4220, Revised.

Revises the FY 2016-17 Fund Estimate to adjust FY 2015-16 State Transit Assistance (STA) Revenue-Based and Population-Based revenues in order to make adjustments to balances which were necessitated by delayed payments of FY 2014-15 STA revenue by the State Controller's Office.

Sponsors:

Indexes:

Code sections:

Attachments: [2d Reso 4220 Fund Est Revision.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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

Revises the FY 2016-17 Fund Estimate to adjust FY 2015-16 State Transit Assistance (STA) Revenue-Based and Population-Based revenues in order to make adjustments to balances which were necessitated by delayed payments of FY 2014-15 STA revenue by the State Controller's Office.

Presenter:

William Bacon

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2016

Agenda Item 2d

MTC Resolution Nos. 4220, Revised

Subject: Revises the FY 2016-17 Fund Estimate to adjust FY 2015-16 State Transit Assistance (STA) Revenue-Based and Population-Based revenues in order to make adjustments to balances which were necessitated by delayed payments of FY 2014-15 STA revenue by the State Controller's Office.

Background: **Incorporate FY2014-15 Fourth Quarter STA Accruals:** The State Controller's Office (SCO) has historically issued payments of fourth quarter STA revenues in August of each year. By issuing payments in August, MTC's Finance staff is able to record actual STA revenues for the just closed fiscal year (the fiscal year runs from July 1 to June 30) in time for the preparation of the MTC annual financial audit. However for the last two years the SCO has been significantly delayed in issuing fourth quarter payments. As a result MTC Finance staff had to use estimated accrued revenue amounts in order to close the fiscal year.

This item seeks to true up the FY 2015-16 STA revenue by adjusting the FY 2014-15 accrued amounts to account for differences between the estimated and actual FY 2014-15 payments. Because of this adjustment, the amount of STA revenue available to apportionment jurisdictions in FY 2015-16 has been updated. As a result, the necessary FY 2015-16 rescission amounts for certain operators have been updated from what was included in the October 26, 2016 memo to the MTC Commission on MTC Resolution 4220, Revised. Information on the updated rescission amounts is included in Table 1, attached.

Issues: None.

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

Attachments: Table 1: Summary of Rescissions
MTC Resolution No. 4220, Revised

Table 1.

FY 2015-16 STA Revenue-Based Rescissions¹		
Operator	Rescission Amount Shown in 10/26/2016 MTC Commission Memo	Adjusted Rescission Amount 11/9/2016
Caltrain	\$ (269,525)	\$ (309,662)
CCCTA	\$ (83,547)	\$ (88,083)
ECCTA	\$ (36,002)	\$ -
City of Petaluma	\$ (22,312)	\$ (16,409)
SamTrans	\$ (501,392)	\$ (526,076)
City of Union City	\$ (2,845)	\$ (3,155)
VTA	\$ (112,497)	\$ (207,466)
WestCAT	\$ (16,602)	\$ (28,980)
BART	\$ (1,868,961)	\$ (3,092,494)
SFMTA	\$ (2,921,074)	\$ (1,835,343)
Total	\$ (5,834,757)	\$ (6,107,668)

¹ In August 2015 the SCO did not issue payments to MTC of FY 2014-15 STA funds for the fourth quarter due to a legal challenge to the SCO's administration of the STA program. Eventually in late September 2015 the SCO made the fourth quarter FY 2014-15 STA payment to MTC, but as this was after the close of MTC's financial records for FY 2014-15 the actual revenue amount for each apportionment jurisdiction could not be incorporated into MTC's FY 2014-15 financial audit. In the place of actual revenues, MTC Finance staff incorporated estimated accruals of STA revenue into MTC's FY 2014-15 end of year financial statements. These estimated accruals were reflected as a part of the 6/30/2015 balance information shown in column A of pages 12 and 13 of Attachment A to MTC Resolution 4220, Revised. As a result the necessary FY 2015-16 rescission amounts for certain operators have been updated from what was included in the October 26, 2016 memo to the MTC Commission on MTC Resolution 4220, Revised.

Date: February 24, 2016
W.I.: 1511
Referred by: PAC
Revised: 05/25/16-C 07/27/16-C
10/26/16-C 11/16/16-C

ABSTRACT

Resolution No. 4220, Revised

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

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

This resolution was revised on July 27, 2016 to reflect actual receipts for TDA and AB 1107 funds in FY 2015-16, the rescission actions that were necessary to match FY 2015-16 allocations to the actual revenue collected, and the allocations of the excess revenue for FY 2015-16 per operator's requests.

This resolution was revised on October 26, 2016 to reflect actual receipts of STA in FY 2015-16, and the rescission actions that were necessary to match FY 2015-16 allocations to the actual revenue collected.

This resolution was revised on November 16, 2016 to adjust FY 2015-16 State Transit Assistance (STA) Revenue-Based revenues by operator in order to incorporate accruals made by MTC during FY 2015-16 which were necessitated by delayed payments of FY 2014-15 STA revenue by the State Controller's Office.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheets dated February 10, 2016, May 11, 2016, July 13, 2016, October 12, 2016, and November 9, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4220

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2016.

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

Attachment A
Res No. 4220
Page 1 of 17
11/16/2016

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	FY2016-17	FY2016-17	FY2016-17
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	17,720,078	(73,536,990)	73,546,000	1,930,254	(3,019,050)	76,110,000	(3,044,400)	89,705,891
Contra Costa	17,154,518	(45,186,892)	40,146,919	(830,419)	(1,572,660)	41,463,827	(1,658,553)	49,516,739
Marin	838,286	(13,022,714)	12,713,895	(22,591)	(507,652)	13,362,830	(534,513)	12,827,543
Napa	11,965,811	(15,126,553)	7,600,000	703,166	(332,127)	8,160,000	(326,400)	12,643,897
San Francisco	725,412	(45,971,809)	48,421,155	(1,296,339)	(1,884,993)	50,724,425	(2,028,977)	48,688,875
San Mateo	5,372,178	(37,490,591)	36,914,589	2,045,476	(1,558,403)	39,205,837	(1,568,233)	42,920,854
Santa Clara	6,183,338	(103,012,843)	102,299,000	2,375,202	(4,186,968)	108,772,000	(4,350,880)	108,078,849
Solano	14,703,366	(14,668,639)	17,358,114	222,742	(703,234)	17,773,436	(710,937)	33,974,847
Sonoma	9,938,332	(22,153,733)	22,900,000	(960,603)	(877,576)	22,800,000	(912,000)	30,734,421
TOTAL	\$84,601,320	(\$370,170,764)	\$361,899,672	\$4,166,888	(\$14,642,663)	\$378,372,355	(\$15,134,893)	\$429,091,916

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

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F=Sum(A:E)</i>
	6/30/2015	FY2014-15 Q4	FY2014-16	FY2015-16	FY2016-17	FY2016-17
Fund Source	Balance (w/ interest) ¹	Accrual Adjustment	Outstanding Commitments ³	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance						
Revenue-Based	12,656,340	(655,849)	(86,909,121)	83,912,765	74,374,186	83,378,322
Population-Based	54,307,076	(318,643)	(45,695,959)	28,363,635	25,890,283	62,546,395
SUBTOTAL	66,963,416	(974,492)	(132,605,080)	112,276,400	100,264,469	145,924,717
AB1107 - BART District Tax (25% Share)	0	0	(80,517,826)	80,517,825	80,749,840	80,749,840
Bridge Toll Total						
AB 664 Bridge Revenues	82,611,091	0	(82,611,091)	2,300,000	2,300,000	2,300,000
MTC 2% Toll Revenue	5,948,691	0	(3,741,879)	1,450,000	1,450,000	5,106,812
5% State General Fund Revenue	8,356,827	0	(604,380)	3,210,892	3,243,001	14,206,340
SUBTOTAL	96,916,609	0	(86,957,350)	6,960,892	6,993,001	21,613,152
Low Carbon Transit Operations Program	28,166,253	0	0	28,166,253	38,680,268	38,680,268
TOTAL	\$192,046,278	\$0	(\$300,080,256)	\$227,921,370	\$226,687,578	\$286,967,977

Please see Attachment A pages 2-17 for detailed information on each fund source.

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

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

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

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

Attachment A
Res No. 4220
Page 2 of 17
11/16/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)	73,546,000		13. County Auditor Estimate	76,110,000	
2. Actual Revenue (June, 16)	75,476,254		FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,930,254	14. MTC Administration (0.5% of Line 13)	380,550	
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	380,550	
4. MTC Administration (0.5% of Line 3)	9,651		16. MTC Planning (3.0% of Line 13)	2,283,300	
5. County Administration (Up to 0.5% of Line 3) ¹	9,651		17. Total Charges (Lines 14+15+16)	3,044,400	
6. MTC Planning (3.0% of Line 3)	57,908		18. TDA Generations Less Charges (Lines 13-17)	73,065,600	
7. Total Charges (Lines 4+5+6)		77,210	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,853,044	19. Article 3.0 (2.0% of Line 18)	1,461,312	
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	71,604,288	
9. Article 3 Adjustment (2.0% of line 8)	37,061		21. Article 4.5 (5.0% of Line 20)	3,580,214	
10. Funds Remaining (Lines 8-9)		1,815,983	22. TDA Article 4 (Lines 20-21)	68,024,074	
11. Article 4.5 Adjustment (5.0% of Line 10)	90,799				
12. Article 4 Adjustment (Lines 10-11)		1,725,184			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,238,996	13,455	3,252,451	(3,595,113)	0	1,412,083	37,061	1,106,482	1,461,312	2,567,794
Article 4.5	26,073	1,220	27,293	(323,355)	(3,161,732)	3,459,604	90,799	92,609	3,580,214	3,672,823
SUBTOTAL	3,265,069	14,675	3,279,744	(3,918,468)	(3,161,732)	4,871,687	127,860	1,199,091	5,041,526	6,240,617
Article 4										
AC Transit										
District 1	6,771	1,710	8,481	(45,589,892)	3,161,732	42,419,679	1,113,327	1,113,327	43,864,335	44,977,662
District 2	1,880	297	2,177	(11,315,000)	0	11,315,940	296,993	300,109	11,669,120	11,969,229
BART ⁴	5,136	16	5,153	(85,033)	0	79,882	2,097	2,098	83,158	85,256
LAVTA	9,692,902	28,266	9,721,169	(13,476,888)	4,316,718	8,899,101	233,562	9,693,662	9,304,213	18,997,875
Union City	4,748,319	18,071	4,766,390	(3,979,251)	447,788	3,017,872	79,206	4,332,004	3,103,248	7,435,252
SUBTOTAL	14,455,009	48,361	14,503,369	(74,446,064)	7,926,238	65,732,473	1,725,184	15,441,200	68,024,074	83,465,274
GRAND TOTAL	\$17,720,078	\$63,036	\$17,783,113	(\$78,364,532)	\$4,764,506	\$70,604,160	\$1,853,044	\$16,640,291	\$73,065,600	\$89,705,891

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

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

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

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

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

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)	40,146,919		13. County Auditor Estimate	41,463,827	
2. Actual Revenue (June, 16)	39,316,500		FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(830,419)	14. MTC Administration (0.5% of Line 13)	207,319	
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	207,319	
4. MTC Administration (0.5% of Line 3)	(4,152)		16. MTC Planning (3.0% of Line 13)	1,243,915	
5. County Administration (Up to 0.5% of Line 3) ¹	(4,152)		17. Total Charges (Lines 14+15+16)	1,658,553	
6. MTC Planning (3.0% of Line 3)	(24,913)		18. TDA Generations Less Charges (Lines 13-17)	39,805,274	
7. Total Charges (Lines 4+5+6)		(33,217)	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(797,202)	19. Article 3.0 (2.0% of Line 18)	796,105	
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	39,009,169	
9. Article 3 Adjustment (2.0% of line 8)	(15,944)		21. Article 4.5 (5.0% of Line 20)	1,950,458	
10. Funds Remaining (Lines 8-9)		(781,258)	22. TDA Article 4 (Lines 20-21)	37,058,711	
11. Article 4.5 Adjustment (5.0% of Line 10)	(39,063)				
12. Article 4 Adjustment (Lines 10-11)		(742,195)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,236,685	440	1,237,125	(836,241)	0	770,821	(15,944)	1,155,762	796,105	1,951,867
Article 4.5	146,487	12	146,499	(1,241,739)	(647,531)	1,888,511	(39,063)	106,677	1,950,458	2,057,135
SUBTOTAL	1,383,172	452	1,383,624	(2,077,980)	(647,531)	2,659,332	(55,007)	1,262,439	2,746,563	4,009,002
Article 4										
AC Transit										
District 1	3,835	6	3,841	(6,695,817)	571,086	6,254,093	(129,363)	3,841	6,436,688	6,440,529
BART ⁴	156	0	157	(245,724)	0	250,912	(5,190)	155	261,977	262,132
CCCTA	12,945,397	2,353	12,947,750	(24,393,594)	416,196	17,054,847	(352,771)	5,672,427	17,584,948	23,257,375
ECCTA	816,528	52	816,580	(9,939,397)	0	10,151,017	(209,969)	818,231	10,537,184	11,355,415
WCCTA	2,005,431	350	2,005,781	(2,803,045)	625,699	2,170,840	(44,903)	1,954,372	2,237,914	4,192,286
SUBTOTAL	15,771,347	2,762	15,774,109	(44,077,577)	1,612,981	35,881,709	(742,195)	8,449,026	37,058,711	45,507,737
GRAND TOTAL	\$17,154,518	\$3,215	\$17,157,733	(\$46,155,557)	\$965,450	\$38,541,041	(\$797,202)	\$9,711,465	\$39,805,274	\$49,516,739

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

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

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

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

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

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)		12,713,895	13. County Auditor Estimate		13,362,830
2. Actual Revenue (June, 16)		12,691,304	FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(22,591)	14. MTC Administration (0.5% of Line 13)		66,814
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		66,814
4. MTC Administration (0.5% of Line 3)		(113)	16. MTC Planning (3.0% of Line 13)		400,885
5. County Administration (Up to 0.5% of Line 3)		(113)	17. Total Charges (Lines 14+15+16)		534,513
6. MTC Planning (3.0% of Line 3)		(678)	18. TDA Generations Less Charges (Lines 13-17)		12,828,317
7. Total Charges (Lines 4+5+6)		(904)	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(21,687)	19. Article 3.0 (2.0% of Line 18)		256,566
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		12,571,751
9. Article 3 Adjustment (2.0% of line 8)		(434)	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		(21,253)	22. TDA Article 4 (Lines 20-21)		12,571,751
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		(21,253)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover ⁴	Revenue Estimate	Available for Allocation
Article 3	417,608	4,066	421,673	(665,748)	0	244,107	(434)	(401)	256,566	256,165
Article 4.5										
SUBTOTAL	417,608	4,066	421,673	(665,748)	0	244,107	(434)	(401)	256,566	256,165
Article 4/8										
GGBHTD ³	420,679	872	421,551	(12,361,904)	0	11,961,233	(21,253)	(235)	7,931,518	7,931,282
Marin Transit ³	0	0	0	0	0	0	0	(138)	4,640,233	4,640,096
SUBTOTAL	420,679	872	421,551	(12,361,904)	0	11,961,233	(21,253)	(373)	12,571,751	12,571,378
GRAND TOTAL	\$838,286	\$4,938	\$843,224	(\$13,027,652)	\$0	\$12,205,340	(\$21,687)	(\$774)	\$12,828,317	\$12,827,543

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

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

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

4. Negative projected carryover will be covered by FY 2015-16 interest payments.

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

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)		7,600,000	13. County Auditor Estimate		8,160,000
2. Actual Revenue (June, 16)		8,303,166	FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		703,166	14. MTC Administration (0.5% of Line 13)		40,800
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		40,800
4. MTC Administration (0.5% of Line 3)		3,516	16. MTC Planning (3.0% of Line 13)		244,800
5. County Administration (Up to 0.5% of Line 3)		3,516	17. Total Charges (Lines 14+15+16)		326,400
6. MTC Planning (3.0% of Line 3)		21,095	18. TDA Generations Less Charges (Lines 13-17)		7,833,600
7. Total Charges (Lines 4+5+6)		28,127	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		675,039	19. Article 3.0 (2.0% of Line 18)		156,672
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		7,676,928
9. Article 3 Adjustment (2.0% of line 8)		13,501	21. Article 4.5 (5.0% of Line 20)		383,846
10. Funds Remaining (Lines 8-9)		661,538	22. TDA Article 4 (Lines 20-21)		7,293,082
11. Article 4.5 Adjustment (5.0% of Line 10)		33,077			
12. Article 4 Adjustment (Lines 10-11)		628,461			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	496,722	2,847	499,569	(421,689)	0	145,920	13,501	237,301	156,672	393,973
Article 4.5	56,757	73	56,829	(401,127)	0	357,504	33,077	46,283	383,846	430,129
SUBTOTAL	553,479	2,919	556,398	(822,816)	0	503,424	46,578	283,584	540,518	824,102
Article 4/8										
NVTA ³	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	628,461	4,526,713	7,293,082	11,819,795
SUBTOTAL	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	628,461	4,526,713	7,293,082	11,819,795
GRAND TOTAL	\$11,965,811	\$49,965	\$12,015,776	(\$16,430,478)	\$1,253,960	\$7,296,000	\$675,039	\$4,810,297	\$7,833,600	\$12,643,897

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.
3. NVTA is authorized to claim 100% of the apportionment to Napa County.

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

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)		48,421,155	13. County Auditor Estimate		50,724,425
2. Actual Revenue (June, 16)		47,124,816	FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,296,339)	14. MTC Administration (0.5% of Line 13)		253,622
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		253,622
4. MTC Administration (0.5% of Line 3)		(6,482)	16. MTC Planning (3.0% of Line 13)		1,521,733
5. County Administration (Up to 0.5% of Line 3)		(6,482)	17. Total Charges (Lines 14+15+16)		2,028,977
6. MTC Planning (3.0% of Line 3)		(38,890)	18. TDA Generations Less Charges (Lines 13-17)		48,695,448
7. Total Charges (Lines 4+5+6)		(51,854)	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,244,485)	19. Article 3.0 (2.0% of Line 18)		973,909
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		47,721,539
9. Article 3 Adjustment (2.0% of line 8)		(24,890)	21. Article 4.5 (5.0% of Line 20)		2,386,077
10. Funds Remaining (Lines 8-9)		(1,219,595)	22. TDA Article 4 (Lines 20-21)		45,335,462
11. Article 4.5 Adjustment (5.0% of Line 10)		(60,980)			
12. Article 4 Adjustment (Lines 10-11)		(1,158,615)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover ³	Revenue Estimate	Available for Allocation
Article 3	730,000	13,007	743,007	(1,656,353)	0	929,686	(24,890)	(8,550)	973,909	965,359
Article 4.5	(385)	618	233	61,539	(2,278,290)	2,277,731	(60,980)	233	2,386,077	2,386,310
SUBTOTAL	729,615	13,625	743,240	(1,594,814)	(2,278,290)	3,207,417	(85,870)	(8,317)	3,359,986	3,351,669
Article 4										
SFMTA	(4,203)	5,945	1,743	(44,396,565)	2,278,290	43,276,891	(1,158,615)	1,744	45,335,462	45,337,206
SUBTOTAL	(4,203)	5,945	1,743	(44,396,565)	2,278,290	43,276,891	(1,158,615)	1,744	45,335,462	45,337,206
GRAND TOTAL	\$725,412	\$19,571	\$744,983	(\$45,991,379)	\$0	\$46,484,308	(\$1,244,485)	(\$6,573)	\$48,695,448	\$48,688,875

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

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

3. Negative projected carryover will be covered by FY 2015-16 interest payments.

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

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)		36,914,589	13. County Auditor Estimate		39,205,837
2. Actual Revenue (June, 16)		38,960,065	FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		2,045,476	14. MTC Administration (0.5% of Line 13)		196,029
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		196,029
4. MTC Administration (0.5% of Line 3)		10,227	16. MTC Planning (3.0% of Line 13)		1,176,175
5. County Administration (Up to 0.5% of Line 3) ¹		10,227	17. Total Charges (Lines 14+15+16)		1,568,233
6. MTC Planning (3.0% of Line 3)		61,364	18. TDA Generations Less Charges (Lines 13-17)		37,637,604
7. Total Charges (Lines 4+5+6)		81,818	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,963,658	19. Article 3.0 (2.0% of Line 18)		752,752
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		36,884,852
9. Article 3 Adjustment (2.0% of line 8)		39,273	21. Article 4.5 (5.0% of Line 20)		1,844,243
10. Funds Remaining (Lines 8-9)		1,924,385	22. TDA Article 4 (Lines 20-21)		35,040,609
11. Article 4.5 Adjustment (5.0% of Line 10)		96,219			
12. Article 4 Adjustment (Lines 10-11)		1,828,166			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,201,159	42,332	3,243,491	(3,554,875)	0	708,760	39,273	436,649	752,752	1,189,401
Article 4.5	184,358	323	184,681	(1,771,554)	0	1,736,462	96,219	245,808	1,844,243	2,090,051
SUBTOTAL	3,385,516	42,656	3,428,172	(5,326,429)	0	2,445,222	135,492	682,457	2,596,995	3,279,452
Article 4										
SamTrans	1,986,662	5,905	1,992,567	(32,212,723)	0	32,992,783	1,828,166	4,600,793	35,040,609	39,641,402
SUBTOTAL	1,986,662	5,905	1,992,567	(32,212,723)	0	32,992,783	1,828,166	4,600,793	35,040,609	39,641,402
GRAND TOTAL	\$5,372,178	\$48,561	\$5,420,739	(\$37,539,152)	\$0	\$35,438,005	\$1,963,658	\$5,283,250	\$37,637,604	\$42,920,854

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

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

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)	102,299,000		13. County Auditor Estimate	108,772,000	
2. Actual Revenue (June, 16)	104,674,202		FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	2,375,202		14. MTC Administration (0.5% of Line 13)	543,860	
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	543,860	
4. MTC Administration (0.5% of Line 3)	11,876		16. MTC Planning (3.0% of Line 13)	3,263,160	
5. County Administration (Up to 0.5% of Line 3) ¹	11,876		17. Total Charges (Lines 14+15+16)	4,350,880	
6. MTC Planning (3.0% of Line 3)	71,256		18. TDA Generations Less Charges (Lines 13-17)	104,421,120	
7. Total Charges (Lines 4+5+6)	95,008		FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	2,280,194		19. Article 3.0 (2.0% of Line 18)	2,088,422	
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	102,332,698	
9. Article 3 Adjustment (2.0% of line 8)	45,604		21. Article 4.5 (5.0% of Line 20)	5,116,635	
10. Funds Remaining (Lines 8-9)	2,234,590		22. TDA Article 4 (Lines 20-21)	97,216,063	
11. Article 4.5 Adjustment (5.0% of Line 10)	111,730				
12. Article 4 Adjustment (Lines 10-11)	2,122,860				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,351,090	29,759	5,380,849	(6,804,884)		1,964,141	45,604	585,710	2,088,422	2,674,132
Article 4.5	41,460	195	41,655	0	(4,812,145)	4,812,145	111,730	153,385	5,116,635	5,270,020
SUBTOTAL	5,392,551	29,953	5,422,504	(6,804,884)	(4,812,145)	6,776,286	157,334	739,095	7,205,057	7,944,152
Article 4										
VTA	790,787	4,986	795,774	(96,242,899)	4,812,145	91,430,754	2,122,860	2,918,634	97,216,063	100,134,697
SUBTOTAL	790,787	4,986	795,774	(96,242,899)	4,812,145	91,430,754	2,122,860	2,918,634	97,216,063	100,134,697
GRAND TOTAL	\$6,183,338	\$34,939	\$6,218,277	(\$103,047,783)	\$0	\$98,207,040	\$2,280,194	\$3,657,729	\$104,421,120	\$108,078,849

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

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

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)		17,358,114	13. County Auditor Estimate		17,773,436
2. Actual Revenue (June, 16)		17,580,856	FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		222,742	14. MTC Administration (0.5% of Line 13)		88,867
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		88,867
4. MTC Administration (0.5% of Line 3)		1,114	16. MTC Planning (3.0% of Line 13)		533,203
5. County Administration (Up to 0.5% of Line 3)		1,114	17. Total Charges (Lines 14+15+16)		710,937
6. MTC Planning (3.0% of Line 3)		6,682	18. TDA Generations Less Charges (Lines 13-17)		17,062,499
7. Total Charges (Lines 4+5+6)		8,910	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		213,832	19. Article 3.0 (2.0% of Line 18)		341,250
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		16,721,249
9. Article 3 Adjustment (2.0% of line 8)		4,277	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		209,555	22. TDA Article 4 (Lines 20-21)		16,721,249
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		209,555			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	774,067	3,926	777,993	(968,029)	0	333,276	4,277	147,517	341,250	488,767
Article 4.5										
SUBTOTAL	774,067	3,926	777,993	(968,029)	0	333,276	4,277	147,517	341,250	488,767
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	9,424	1,035,581	745,767	1,781,348
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	54,557	1,244,327	4,355,601	5,599,928
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	3,934	297,610	318,930	616,540
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	9,516	1,158,796	753,163	1,911,959
Suisun City	158,218	370	158,588	(1,233,922)	0	1,103,260	14,157	42,083	1,124,528	1,166,611
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	46,422	6,872,896	3,686,482	10,559,378
Vallejo/Benicia ⁴	2,625,978	11,206	2,637,184	(7,176,068)	5,005,454	5,575,423	71,544	6,113,538	5,736,777	11,850,315
SUBTOTAL	13,929,299	62,128	13,991,427	(18,847,550)	5,080,886	16,330,513	209,555	16,764,831	16,721,249	33,486,080
GRAND TOTAL	\$14,703,366	\$66,054	\$14,769,419	(\$19,815,578)	\$5,080,886	\$16,663,789	\$213,832	\$16,912,348	\$17,062,499	\$33,974,847

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

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

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FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)		22,900,000	13. County Auditor Estimate		22,800,000
2. Actual Revenue (June, 16)		21,939,397	FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(960,603)	14. MTC Administration (0.5% of Line 13)		114,000
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		114,000
4. MTC Administration (0.5% of Line 3)		(4,803)	16. MTC Planning (3.0% of Line 13)		684,000
5. County Administration (Up to 0.5% of Line 3) ¹		(4,803)	17. Total Charges (Lines 14+15+16)		912,000
6. MTC Planning (3.0% of Line 3)		(28,818)	18. TDA Generations Less Charges (Lines 13-17)		21,888,000
7. Total Charges (Lines 4+5+6)		(38,424)	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(922,179)	19. Article 3.0 (2.0% of Line 18)		437,760
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		21,450,240
9. Article 3 Adjustment (2.0% of line 8)		(18,444)	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		(903,735)	22. TDA Article 4 (Lines 20-21)		21,450,240
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		(903,735)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover ⁶	Revenue Estimate	Available for Allocation
Article 3	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(18,444)	702,265	437,760	1,140,025
Article 4.5										
SUBTOTAL	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(18,444)	702,265	437,760	1,140,025
Article 4/8										
GGBHTD ⁴	48,217	2,654	50,872	(5,219,169)	0	5,386,080	(225,934)	(8,151)	5,362,560	5,354,409
Petaluma	974,118	2,463	976,580	(1,993,246)	0	1,843,755	(77,341)	749,748	1,830,846	2,580,594
Santa Rosa	1,012,333	30,852	1,043,186	(6,430,490)	3,276,135	5,608,140	(235,249)	3,261,722	5,610,668	8,872,390
Sonoma County/Healdsburg ⁵	6,378,571	19,108	6,397,678	(11,475,863)	877,888	8,706,345	(365,211)	4,140,837	8,646,166	12,787,003
SUBTOTAL	8,413,239	55,077	8,468,316	(25,118,768)	4,154,022	21,544,320	(903,735)	8,144,156	21,450,240	29,594,396
GRAND TOTAL	\$9,938,332	\$63,462	\$10,001,794	(\$26,371,217)	\$4,154,022	\$21,984,000	(\$922,179)	\$8,846,421	\$21,888,000	\$30,734,421

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.
4. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.
5. Beginning in FY2012-13, the Healdsburg apportionment area is combined with Sonoma County.
6. Negative projected carryover will be covered by FY 2015-16 interest payments.

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

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FY2015-16 STA Revenue Estimate		FY2016-17 STA Revenue Estimate	
1. State Estimate (May, 16)	\$82,689,232	4. Projected Carryover (May, 16)	\$9,004,136
2. Actual Revenue (Oct, 16)	\$83,912,765	5. State Estimate (Oct, 16)	\$74,374,186
3. Revenue Adjustment (Lines 2-1)	\$1,223,533	6. Total Funds Available (Lines 4+5)	\$83,341,862

STA REVENUE-BASED APPORTIONMENT BY OPERATOR							
Column	A	B	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2015	FY2014-15 Q4	FY2014-16	FY2015-16	6/30/2016	FY2016-17	Total
Apportionment Jurisdictions	Balance	Accrual	Outstanding	Actual	Projected	Revenue	Available For
	(w/interest) ¹	Adjustment ²	Commitments ³	Revenue	Carryover ⁴	Estimate ⁵	Allocation
ACCMA - Corresponding to ACE	429,655	(1,929)	(450,000)	205,331	183,057	186,347	369,404
Caltrain	487,279	(40,137)	(4,736,726)	4,289,585	0	3,877,168	3,877,168
CCCTA	9	(4,536)	(480,295)	484,822	0	438,211	438,211
City of Dixon	4,930	(35)	0	3,762	8,657	3,400	12,057
ECCTA	2	70,017	(260,539)	224,534	34,015	202,949	236,964
City of Fairfield	16,405	(886)	(102,080)	94,786	8,225	85,636	93,861
GGBHTD	9	0	(3,370,520)	5,260,368	1,889,857	3,432,072	5,321,929
City of Healdsburg	376	0	0	0	376	(744)	(368)
LAVTA	199,818	(1,834)	(199,577)	195,971	194,378	177,130	371,508
Marin Transit	1,406,662	(6,618)	(1,009,970)	707,884	1,097,958	639,229	1,737,187
NVTA	5	13,742	(42,788)	48,995	19,954	44,265	64,219
City of Petaluma	(7,312)	0	3,517	3,795	0	9,942	9,942
City of Rio Vista	0	0	0	0	0	530	530
SamTrans	1	(24,684)	(2,624,059)	2,648,742	0	2,384,429	2,384,429
City of Santa Rosa	140,746	(8,877)	(128,585)	107,914	111,198	97,323	208,521
Solano County Transit	0	(2,070)	(190,279)	221,201	28,853	199,935	228,788
Sonoma County Transit	44,800	(1,091)	(66,975)	116,601	93,334	105,377	198,711
City of Union City	1	(310)	(32,845)	33,153	0	29,967	29,967
VTA	922,200	(94,969)	(11,055,943)	10,228,712	0	9,173,929	9,173,929
VTA - Corresponding to ACE	47,826	(2,066)	(231,943)	219,905	33,723	199,485	233,208
WCCTA	6	(2,378)	(251,710)	254,082	0	229,652	229,652
WETA	3,912,726	(9,765)	0	1,043,701	4,946,661	943,358	5,890,019
SUBTOTAL	7,606,143	(118,426)	(25,231,317)	26,393,845	8,650,246	22,459,586	31,109,832
AC Transit	1,332,353	(620,881)	(8,045,389)	7,687,806	353,890	6,938,750	7,292,640
BART	2,427,827	(1,002,273)	(19,088,061)	17,662,507	0	15,941,572	15,941,572
SFMTA	1,290,017	1,085,731	(34,544,354)	32,168,606	0	29,034,278	29,034,278
SUBTOTAL	5,050,197	(537,423)	(61,677,804)	57,518,920	353,890	51,914,600	52,268,490
GRAND TOTAL	\$12,656,340	(\$655,849)	(\$86,909,121)	\$83,912,765	\$9,004,136	\$74,374,186	\$83,378,322

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

2. Due to delayed SCO payment of FY 2014-15 STA Revenue-Based funds, estimated accruals of FY 2014-15 STA funds were necessary for MTC audit purposes. These estimated accruals were included in the 6/30/2015 balance amounts shown in column A. In order to properly account for the final actual FY 2014-15 STA payments to MTC, which were \$655,849 lower than the estimated accrual amount, adjustments were necessary to the starting balances for FY 2015-16.

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

4. Projected carryover as of 6/30/16 does not include interest accrued in FY2015-16.

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

FY2015-16 STA Revenue Estimate				FY2016-17 STA Revenue Estimate			
1. State Revised Estimate (May, 16)		\$28,799,198		4. Projected Carryover (May, 16)		\$36,656,112	
2. Actual Revenue (Oct, 16)		\$28,363,635		5. State Estimate ⁴ (Oct, 16)		\$25,890,283	
3. Revenue Adjustment (Lines 2-1)		(\$435,563)		6. Total Funds Available (Lines 4+5)		\$62,546,395	
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR							
Column	A	B	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2015	FY2014-15 Q4	FY2014-16	FY2015-16	6/30/2016	FY2016-17	Total
Apportionment Jurisdictions	Balance	Accrual	Outstanding	Actual	Projected	Revenue	Available For
	(w/interest) ¹	Adjustment ²	Commitments ³	Revenue	Carryover ⁴	Estimate ⁵	Allocation
Northern Counties/Small Operators							
Marin	81,537	0	(924,428)	842,891	0	768,516	768,516
Napa	41,253	0	(496,763)	455,510	0	415,316	415,316
Solano/Vallejo ⁶	4,345,719	0	(849,532)	1,371,798	4,867,986	1,250,753	6,118,739
Sonoma	546,848	(392,538)	(1,766,428)	1,612,118	0	1,469,867	1,469,867
CCCTA	144,556	0	(1,742,429)	1,597,874	0	1,456,880	1,456,880
ECCTA	88,114	0	(1,053,301)	965,187	0	880,020	880,020
LAVTA	910,297	0	(884,220)	660,326	686,402	602,059	1,288,461
Union City	155,508	0	(195,686)	231,165	190,987	210,768	401,755
WCCTA	19,283	0	(232,163)	212,881	0	194,096	194,096
SUBTOTAL	6,333,115	(392,538)	(8,144,950)	7,949,750	5,745,375	7,248,275	12,993,650
Regional Paratransit							
Alameda	103,160	(71,600)	(904,447)	872,887	0	795,864	795,864
Contra Costa	(103,151)	145,495	(660,245)	617,901	0	563,379	563,379
Marin	4,470	0	(123,692)	119,222	0	108,702	108,702
Napa	8,753	0	(105,440)	96,687	0	88,156	88,156
San Francisco	25,924	0	(718,489)	692,565	0	631,454	631,454
San Mateo	30,922	0	(372,390)	341,468	0	311,337	311,337
Santa Clara	88,454	0	(1,066,456)	978,002	0	891,704	891,704
Solano	900,849	0	(149,215)	267,002	1,018,636	243,442	1,262,078
Sonoma	42,603	0	(425,040)	382,437	0	348,692	348,692
SUBTOTAL	1,101,982	73,895	(4,525,414)	4,368,170	1,018,636	3,982,729	5,001,366
Lifeline							
Alameda	5,080,482	(244,679)	(5,841,385)	1,467,860	462,278	1,689,721	2,151,999
Contra Costa	2,864,977	201,576	(2,990,587)	1,269,889	1,345,855	1,068,509	2,414,364
Marin	556,377	3,604	(265,568)	200,584	494,998	195,613	690,611
Napa	463,078	(35,579)	(471,543)	118,759	74,714	151,720	226,434
San Francisco	3,909,710	(124,522)	(4,242,025)	823,154	366,317	935,481	1,301,798
San Mateo	1,637,260	189,241	0	815,730	2,642,231	629,074	3,271,305
Santa Clara	5,077,735	(132,893)	(1,550,000)	1,610,838	5,005,680	1,725,178	6,730,858
Solano	733,154	131,227	(821,186)	607,328	650,523	477,758	1,128,281
Sonoma	1,690,827	12,025	(443,268)	604,739	1,864,323	588,692	2,453,015
MTC Mean-Based Discount Project	307,529	0	(100,000)	665,000	872,529	0	872,529
JARC Funding Restoration ⁶	550,842	0	0	0	550,842	0	550,842
SUBTOTAL	22,871,972	0	(16,725,562)	8,183,880	14,330,290	7,461,746	21,792,036
MTC Regional Coordination Program ⁸	23,631,214	0	(16,300,032)	7,528,502	14,859,684	6,864,199	21,723,883
BART to Warm Springs	328,985	0	0	0	328,985	0	328,985
eBART	1,029	0	0	0	1,029	0	1,029
Transit Emergency Service Contingency Fund ⁹	0	0	0	333,333	333,333	333,333	666,666
SamTrans	38,780	0	0	0	38,780	0	38,780
GRAND TOTAL	\$54,307,076	(\$318,643)	(\$45,695,959)	\$28,363,635	\$36,656,112	\$25,890,283	\$62,546,395

- Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- Due to delayed SCO payment of FY 2014-15 STA Population-Based funds, estimated accruals of FY 2014-15 STA funds were necessary for MTC audit purposes. These estimated accruals were included in the 6/30/2015 balance amounts shown in column A. In order to properly account for the final actual FY 2014-15 STA payments to MTC, which were \$318,643 lower than the estimated accrual amount, adjustments were necessary to the starting balances for FY 2015-16.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.
- The projected carryover as of 6/30/2016 does not include interest accrued in FY 2015-16.
- FY2016-17 STA revenue generation based on the \$266.9 million in the Governor's May 2016 revised FY2016-17 State Budget.
- Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
- Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.
- Committed to Clipper® and other MTC Customer Service projects.
- Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

FY 2016-17 FUND ESTIMATE
BRIDGE TOLLS^{1,2}

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2015	FY2014-16	FY2015-16	6/30/2016	FY2016-17	Total
Fund Source	Balance ³	Outstanding Commitments ⁴	Programming Amount ⁵	Projected Carryover	Programming Amount ⁵	Available for Allocation
AB 664 Bridge Revenues						
70% East Bay	26,507,686	(26,507,686)	1,600,000	1,600,000	1,600,000	3,200,000
30% West Bay	56,103,405	(56,103,405)	700,000	700,000	700,000	1,400,000
SUBTOTAL	82,611,091	(82,611,091)	2,300,000	2,300,000	2,300,000	2,300,000
MTC 2% Toll Revenues						
Ferry Capital	4,302,443	(2,347,036)	1,000,000	2,955,407	1,000,000	3,955,407
ABAG Bay Trail	28,405	(478,405)	450,000	0	450,000	450,000
SMART	828,544	(828,544)	0	0	0	0
Studies	789,299	(87,894)	0	701,405	0	701,405
SUBTOTAL	5,948,691	(3,741,879)	1,450,000	3,656,812	1,450,000	5,106,812
5% State General Fund Revenues						
Ferry	8,356,827	(339,000)	2,945,512	10,963,339	2,977,621	13,940,960
ABAG Bay Trail	0	(265,380)	265,380	0	265,380	265,380
SUBTOTAL	8,356,827	(604,380)	3,210,892	10,963,339	3,243,001	14,206,340

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.
2. RM1 90% Rail Extension allocation is made through MTC Resolutions 3833 and 3915.
3. Balance as of 6/30/15 is from MTC FY2014-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
4. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/30/16.
5. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

FY 2016-17 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2015-16 AB1107 Revenue Estimate					FY2016-17 AB1107 Estimate				
1. Original MTC Estimate (Feb, 15)				\$77,560,800	4. Projected Carryover (Feb, 16)				\$0
2. Actual Revenue (June, 16)				\$80,517,825	5. MTC Estimate (Feb, 16)				\$80,749,839
3. Revenue Adjustment (Lines 2-1)				\$2,957,025	6. Total Funds Available (Lines 4+5)				\$80,749,839
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(40,258,913)	38,780,400	1,478,513	0	40,374,920	40,374,920
SFMTA	0	0	0	(40,258,913)	38,780,400	1,478,513	0	40,374,920	40,374,920
TOTAL	\$0	\$0	\$0	(\$80,517,826)	\$77,560,800	\$2,957,026	\$0	\$80,749,840	\$80,749,840

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

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

**FY 2016-17 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

Attachment A
Res No. 4220
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ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT

Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
Total Available	\$3,672,823	\$795,864	\$2,057,135	\$563,379
AC Transit	\$3,356,663	\$725,828	\$661,581	\$170,366
LAVTA	\$124,830	\$42,181		
Pleasanton	\$67,921			
Union City	\$123,409	\$27,855		
CCCTA			\$784,093	\$233,008
ECCTA			\$439,445	\$122,873
WCCTA			\$172,017	\$37,132

IMPLEMENTATION OF OPERATOR AGREEMENTS

Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$15,941,572	
STA Revenue-Based	BART	AC Transit	(189,545)	Fare Coordination Set-Aside ²
STA Revenue-Based	BART	CCCTA	(777,759)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(654,479)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,528,512)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,656,398)	BART Feeder Bus
Total Payment			(6,806,693)	
Remaining BART STA Revenue-Based Funds			\$9,134,879	
Total Available BART TDA Article 4 Funds			\$347,388	
TDA Article 4	BART-Alameda	LAVTA	(85,256)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(262,132)	BART Feeder Bus
Total Payment			(347,388)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$2,384,429	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$1,583,405	
Total Available Union City TDA Article 4 Funds			\$7,435,252	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$7,318,553	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments. This amount represents the actual set-aside for FY 2016-17.

**FY 2016-17 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

*Attachment A
Res No. 4220
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11/16/2016*

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-15	MTC Res-3833	MTC Res-3925	FY2016-17
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	2,691,476
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans ¹	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$21,980,390

FY 2016-17 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

Attachment A
Res No. 4220
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11/16/2016

FY2015-16 LCTOP Revenue Estimate¹		FY2016-17 LCTOP Revenue Estimate²	
1. Statewide Appropriation (Oct, 15)	\$75,000,000	5. Estimated Statewide Appropriation (June, 16)	\$100,000,000
2. MTC Region Revenue-Based Funding	\$20,890,977	6. Estimated MTC Region Revenue-Based Funding ³	\$28,979,900
3. MTC Region Population-Based Funding	\$7,275,276	7. Estimated MTC Region Population-Based Funding ³	\$9,700,368
4. Total MTC Region Funds	\$28,166,253	8. Estimated Total MTC Region Funds	\$38,680,268

1. The FY 2015-16 LCTOP revenue generation based on the State Controller's Office Low Carbon Transit Operations Program Allocation Summary of 10/30/2015. Only Population-Based funding totaling \$7,275,276 is expected to flow to MTC's accounts.

2. The FY 2016-17 LCTOP revenue generation based on the \$100 million estimated in the FY 2016-17 State Budget.

3. The FY 2016-17 LCTOP amounts for the Bay Area are subject to change pending updated distribution factors for the STA and LCTOP programs from the State Controller's Office.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1937 **Version:** 1 **Name:**
Type: Report **Status:** Public Hearing
File created: 9/13/2016 **In control:** Programming and Allocations Committee
On agenda: 11/9/2016 **Final action:**
Title: Public Hearing: Proposed Amendment to the Regional Measure 2 (RM2) Program.

Pursuant to California Streets and Highway Code Section 30914(f), MTC proposes to program \$74 million in RM2 funds and modify the scope on the following three existing projects:

- \$13 million to Clipper, to deploy new technologies;
- \$21 million to Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors ("Express Bus South"), to allow for additional operational improvements in the Bay Bridge corridor; and
- \$40 million to BART Transit Capital Rehabilitation, to purchase BART cars, and for further exchange to partially offset the cost increase on the Golden Gate Bridge Suicide Deterrent project.

The proposed Clipper and Express Bus South Changes are consistent with Commission action from July 2016 to approve the One Bay Area Grant program (OBAG2) and Bay Bridge Forward. A public hearing will be held at the meeting to take comments on the proposal.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Reso 3801 Public Hearing.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Public Hearing: Proposed Amendment to the Regional Measure 2 (RM2) Program.

Pursuant to California Streets and Highway Code Section 30914(f), MTC proposes to program \$74 million in RM2 funds and modify the scope on the following three existing projects:

- *\$13 million to Clipper, to deploy new technologies;*
- *\$21 million to Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors ("Express Bus South"), to allow for additional operational improvements in the Bay Bridge corridor; and*
- *\$40 million to BART Transit Capital Rehabilitation, to purchase BART cars, and for further exchange to partially offset the cost increase on the Golden Gate Bridge Suicide Deterrent project.*

The proposed Clipper and Express Bus South Changes are consistent with Commission action from July 2016 to approve the One Bay Area Grant program (OBAG2) and Bay Bridge Forward. A public

hearing will be held at the meeting to take comments on the proposal.

Presenter:

Kenneth Kao

Recommended Action:

Public Hearing

Metropolitan Transportation Commission Programming and Allocations Committee

November 9, 2016

Item Number 3a

Regional Measure 2 Program Public Hearing

Subject: Conduct a public hearing for a proposed amendment to the Regional Measure 2 (RM2) program that would program \$74 million in RM2 funds to three existing projects, and modify the scope on those three projects.

Background: In recent months, the Commission has proposed or committed approximately \$74 million in RM2 funds to projects or programs. The funds were available because, in order to manage the RM2 program, MTC had set aside a certain amount of the revenues to provide coverage for financing costs if needed; given that many of the projects have been delivered, and financing costs are relatively set, the balance was made available for programming.

Prior Commission actions regarding this \$74 million balance were:

- At its April 2016 meeting, the Commission approved regional endorsements of Bay Area projects for the Federal Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. MTC's endorsement included a commitment of \$40 million in RM2 funds to the I-80/680 Interchange Improvements project in Solano County, to be used as local match if federal funds were awarded. However, since the I-80/680 Interchange project did not receive FASTLANE monies and does not have a full funding plan, those funds are available for redirection.
- At its July 2016 meeting, MTC approved the One Bay Area Grant (OBAG) Cycle 2 framework, which included programming \$34 million in RM2 funds from this balance to the Bay Bridge Forward project (\$21 million) and to the Transit Capital program (\$13 million).

This month, staff is proposing to formalize the Commission's action regarding the \$34 million directed to the OBAG2 program by adding the funds/projects to Regional Measure 2. In addition, staff proposes to direct the \$40 million previously set aside for match for the Solano project, to an exchange that would provide funding to address the cost increase due to higher than expected bids on the Golden Gate Bridge Suicide Deterrent project, via an exchange with the transit program within OBAG.

Pursuant to California Streets and Highway Code Section 30914(f), MTC is to hold a public hearing when considering changing the scope or reassigning funding of projects included in RM2. Based on the information submitted by project sponsors, MTC is seeking public input on the proposed changes to three RM2 projects and programming of \$74 million to those three RM2 projects. Further discussion of the projects is below.

Project 18: Clipper

Staff proposes to program \$13 million to the Clipper project, and to modify scope to include deployment of new technology for Clipper (also known as “Clipper 2.0”). The Clipper program was to receive \$20 million from within the Transit Capital program in OBAG2; the proposed \$13 million of RM2 funds would replace an equal amount of STP/CMAQ funds for Clipper, leaving the total at \$20 million (comprised of \$13 million of RM2 and \$7 million of STP/CMAQ), and freeing up \$13 million of STP/CMAQ to be used for the transit capital or transit performance initiative programs within OBAG2. Clipper is proposed for the RM2 funds because it is an existing RM2 project, and because the program has very little other local funds available as match to federal funds.

Project 29: Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors

Consistent with Commission action regarding OBAG2 in July, staff proposes to program \$21 million to Project 29, and to modify scope to deploy various operational improvements and express lane access along the bridge corridors. This amount and scope was approved as part of the Bay Bridge Forward package of improvements, which will implement both capital and operational improvements on and near the Bay Bridge. The improvements will benefit both private vehicles as well as buses travelling between San Francisco and the East Bay.

Project 37: BART Transit Capital Rehabilitation (exchange for Golden Gate Bridge Suicide Deterrent)

Staff proposes to program \$40 million to Project 37, and to modify scope to allow for the purchase of additional BART cars. This amount will be exchanged in equal amount for OBAG Cycle 2 Surface Transportation Program (STP) funds in order to offset the cost increase on the Golden Gate Bridge Suicide Deterrent project. This amount will serve as MTC’s contribution to the cost increase.

In July 2014, MTC committed \$27 million in federal funds for the construction of the Golden Gate Bridge Suicide Deterrent project, fully funding the project based on engineer’s estimates at the time. This past summer, the Golden Gate Bridge, Highway, and Transportation District (GGBHTD) opened bids on the project, and the low bid came in about \$120 million over the engineer’s estimate when capital outlay support costs are also included. GGBHTD examined the bids and determined that re-bidding the project would not likely yield lower bids, and therefore approved a bid extension to January 2017. As a funding partner, along with the California Department of Transportation (Caltrans) and GGBHTD, staff recommends contributing \$40 million to offset the cost increase as MTC’s share. Table 1 breaks down the original and revised cost estimates for the project, illustrating the \$120 million difference.

Table 1: Golden Gate Bridge Suicide Deterrent Estimates (rounded)

	Original Estimate	Current Bid Estimate	Difference
Construction Contract	\$62 M	\$142 M	+ \$80 M
Construction Contingency	\$10 M	\$29 M	+ \$19 M
Construction Engineering	\$12 M	\$33 M	+ \$21 M
Total	\$84 M	\$204 M	+ \$120 M

Based on maintaining the same proportionate shares as for the original project cost estimate, Golden Gate staff has agreed to provide their share of \$40 million and will be seeking board approval in December, and staff has been working with Caltrans to secure \$40 million from the local bridge program, with state programming action also anticipated in early December. Finalizing the RM2 program change/funding exchange and commitment of STP funds at the MTC Commission meeting in December would be contingent on the other partners committing to their shares as well. Any unspent funds at project close out will be shared proportionately among MTC, Caltrans, and GGBHTD.

MTC's \$40 million would be available to GGBHTD as federal funds, freed up through a concurrent action to amend OBAG 2 funds originally programmed to purchase additional BART cars. This draft action is included in Attachment C, as an amendment to MTC Resolution No. 4202, Revised, Attachment B-1. The proposed \$40 million in RM2 funds for Project 37 would make the BART car purchase project whole, after the redirection of federal funds to the Golden Gate Bridge Suicide Deterrent project.

A public hearing will be conducted at today's meeting to take comments on the proposed amendment. The comment period opened on November 4, 2016 and will close on December 12, 2016. Any additional comments received will be provided at the Committee meeting. Staff will return to the Commission in December with a summary of comments received and with recommendations for adoption.

Issues: None.

Recommendation: Receive public input.

Attachments: Attachment A – Public Hearing Notice, including Draft of MTC Resolution No. 3801, Revised
Attachment B – Draft of MTC Resolution No. 4202, Revised, Attachment B-1 (to reflect proposed OBAG2 changes noted above)

Metropolitan Transportation Commission Notice of Public Hearing

In March 2004, Bay Area voters approved Regional Measure 2 (RM2), a \$1 bridge toll increase on seven of the state-owned bridges in the Bay Area, creating approximately \$115 million annually in new funding for a list of projects to reduce traffic congestion in the region. Pursuant to Section 30914(f) of the California Streets and Highways Code, the Metropolitan Transportation Commission (MTC) is to consult with the project sponsor and hold a public hearing in advance of consideration of action to program or reassign RM2 funds to a new or other project or modify the project's scope.

To manage the RM2 program, MTC set aside a certain amount of the revenues to provide coverage for financing costs if needed. Given that many of the projects have been delivered and financing costs are relatively set, it appears that some of this balance could now be available for programming. MTC proposes to program \$74.0 million in RM2 funds to three existing projects and modify the scope on those three projects. These proposed changes are for investments consistent with the intent of RM2.

At its regularly scheduled November 9, 2016 meeting, MTC's Programming and Allocations Committee will hold a public hearing on the proposed RM2 changes described in MTC Resolution No. 3801, Revised, and summarized below:

Project No. 17, Clipper (formerly known as Translink)

Current Total RM2 Funding: \$22.0 million

Proposed Total RM2 Funding: \$35.0 million

Proposed Funding Change: +\$13.0 million

Action: Modify scope to allow for deployment of new technologies; receive funds from RM2 coverage

Project No. 29, Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors

Current Total RM2 Funding: \$33.9 million

Proposed Total RM2 Funding: \$54.9 million

Proposed Funding Change: +\$21.0 million

Action: Modify scope to allow for operational improvements in the Bay Bridge corridor; receive funds from RM2 coverage

Project No. 37, BART Transit Capital Rehabilitation

Current Total RM2 Funding: \$24.0 million

Proposed Total RM2 Funding: \$64.0 million

Proposed Funding Change: +\$40.0 million

Action: Modify scope to allow for the purchase of BART cars; receive funds from RM2 coverage (for further exchange to partially offset the cost increase on Golden Gate Bridge Suicide Deterrent project)

The proposed changes to Projects 17 and 29 are intended to operationalize Commission actions from July 2016 for the One Bay Area Grant (OBAG2) and Bay Bridge Forward programs.

At the regularly scheduled December 14, 2016 Programming and Allocations Committee meeting, MTC staff will report on public comment received, and the committee will refer recommendations to the MTC Commission for final action. The MTC Commission will consider the proposed RM2 fund programming changes at the Commission's December 21, 2016 meeting.

Bay Area residents are invited to comment on the proposed funding and scope changes to RM2 identified above and further described in MTC Resolution 3801, Revised.

The proposed actions are severable from each other; if any project or change is removed during the course of the hearing process, the remaining project changes shall stand.

A public hearing to receive public testimony on these proposed funding changes will be held during MTC's Programming and Allocations Committee meeting on:

Wednesday, November 9, 2016, at 9:40 a.m.

(or immediately following the Administration Committee meeting, whichever occurs later)

Bay Area Metro Center Board Room – First Floor
375 Beale Street, San Francisco, CA 94105

Written comments may be submitted to MTC's Public Information Office at 375 Beale Street, Suite 800, San Francisco, CA 94105, or sent via e-mail to info@mtc.ca.gov. Written comments must be received by MTC no later than 4:00 p.m. on December 12, 2016. Oral comments will be received at the public hearing on November 9, 2016. The comment period will close at 4:00 p.m. on December 12, 2016.

The proposed Resolution 3801, Revised, can be viewed on MTC's website at <http://www.mtc.ca.gov>, or you may request a copy from the MTC Public Information Office by e-mail to info@mtc.ca.gov, or by phone call to (415) 778-6757. Additionally, copies of the proposed resolution will be available for public review beginning on November 4, 2016 at MTC's offices at the Bay Area Metro Center, 7th Floor Receptionist, 375 Beale Street, San Francisco, California.

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling (415) 778-6757. Visit <http://www.mtc.ca.gov> for more information. We require at least three days' notice to provide reasonable accommodation. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

###

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C 07/22/09-C
09/28/11-C 01/25/12-C
04/24/13-C 05/28/14-C
12/21/16-C

ABSTRACT

MTC Resolution No. 3801, Revised

This resolution approves amendments to the Regional Measure 2 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914 *et seq.*

This resolution includes Attachment A describing the amendments and Attachment B describing the updated Regional Measure 2 Project List.

This resolution was revised on January 28, 2009 to reassign \$91 million in RM2 funds from the East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge project to the BART to Warm Springs Extension project, and to reassign \$10 million in RM2 funds from the BART Tube Seismic Strengthening project to the BART Oakland Airport Connector project.

This resolution was revised on July 22, 2009 to reassign \$37 million in RM2 funds from the BART Tube Seismic Strengthening project to the Oakland Airport Connector project.

This resolution was revised on September 28, 2011 to change the project description for the SMART project to include the rail line from San Rafael to Santa Rosa, and to reassign \$1.5 million in RM2 funds from the Greenbrae Interchange/Larkspur Ferry Access Improvement project to the SMART project.

This resolution was revised on January 25, 2012, to change the project description for operating project #5 from Dumbarton Rail to Dumbarton Bus operations.

This resolution was revised on April 24, 2013, to reduce the amount of funds on RM2 project #8 (I-80 Eastbound High-Occupancy Vehicle (HOV) Lane in Contra Costa County) by \$12.8 million to reflect actual costs after project completion, and to distribute the savings to two new projects, RM2 Project #38 (Regional Express Lane Network), and RM2 Project #39 (Major

Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County).

This resolution was revised on May 28, 2014 to reassign \$88,267,135 in RM2 funds from eight projects, modify the scope for several projects, and create one new project.

This resolution was revised on December 21, 2016 to program \$74 million in RM2 funds from unneeded financing cost coverage to three existing projects, and to modify the scope on those three projects.

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated June 13, 2007, January 14, 2009, July 8, 2009, July 13, 2011, September 14, 2011, January 11, 2012, April 10, 2013, March 5, 2014, April 9, 2014, May 14, 2014, November 9, 2016, and December 14, 2016.

Date: June 27, 2007
W.I.: 1255
Referred by: PAC

Re: Approval of Amendments to the Regional Measure 2 Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3801

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 2003), 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 is to fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, Streets and Highways Code Section 30914(f) authorizes MTC to modify any RM2 program and the scope of any RM2 project, decrease its level of funding, or reassign some or all of the funds to another program or project; and

WHEREAS, MTC has been requested to make the changes in the RM2 program and projects specified in Attachment A to this resolution pursuant to Streets and Highways Code Section 30914(f) for the reasons set forth in Attachment A; and

WHEREAS, MTC has consulted with the sponsor or sponsors of each of the programs and projects listed in Attachment A; and

WHEREAS, MTC has held a public hearing concerning each such program or project on the dates specified in Attachment A; and

WHEREAS, the sponsors of each of the projects and programs listed in Attachment A have agreed to comply with the RM2 Policies and Procedures adopted by MTC; and

WHEREAS, each sponsor of a project listed in Attachment A has provided an initial project report to MTC pursuant to Streets and Highways Code Section 30914(e) or agreed to provide such a report to MTC within the time period specified by MTC in recognition of the statutory requirement that no funds may be allocated by MTC for any such project until the project sponsor submits the initial project report and the report is reviewed and approved by MTC; and

WHEREAS, based on the above-described consultations with sponsors, the information provided at public hearings, and MTC staff advice, MTC has concluded that the changes in the RM2 program and projects specified in Attachment A to this resolution are consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code to reduce congestion or make improvements to travel in the toll bridge corridors; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, is the updated project list for the RM2 Program;

NOW, THEREFORE, IT IS

RESOLVED, that MTC hereby makes the changes in the RM2 program and projects specified in Attachment A and Attachment B to this resolution pursuant to Streets and Highways Code Section 30914(f) in the amounts, for the reasons, and subject to the conditions set forth in Attachment A, which is hereby incorporated into this resolution.

METROPOLITAN TRANSPORTATION COMMISSION


A handwritten signature in dark ink, appearing to read "Bill Doda", is written over a horizontal line.

Bill Doda, Chair

The above resolution was adopted by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 27, 2007.

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C 07/22/09-C
09/28/11-C 01/25/12-C
04/24/13-C 05/28/14-C
12/21/16-C

Attachment A
Resolution No. 3801
Page 1 of 9

Summary of Project/Program Changes

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$62 million (hearing date June 13, 2007)	Project is to be implemented with other funds not derived from tolls, including \$24 million from state bond financing and \$38 million from state-provided STIP funds	Contingent upon the California Transportation Commission approving an allocation of \$38 million in STIP funds to the project in FY 07-08
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$38 million (hearing date June 13, 2007)	Local funding needed for project due to nature of procurement method	Contingent upon the allocation of STIP funds to the BART Tube Seismic Strengthening project as described above
BART Transit Capital Rehabilitation (new Streets and Highways Code Section 30914(c) project)	BART	Provide \$24 million in funding as local matching funds for BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in fiscal years 2006-07 and 2007-08 (hearing date June 13, 2007)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets and Highways Code Section 30914(c)(4))	ACCMA, ACTIA, Capital Corridor, SMCTA	Reduce funding by \$91million (hearing dates January 14, 2009, and April 9, 2014)	Project cannot continue due to financing obstacles making the completion of the project unrealistic.	<i>Alameda County repayment condition removed (April 9, 2014 hearing)</i>

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
BART Warm Springs Extension (Streets and Highways Code Section 30914(c)(31))	BART	Increase funding by \$91million (hearing dates January 14, 2009, and April 9, 2014)	Project is ready-to-go and \$91 million helps to close the funding shortfall	<i>Alameda County repayment condition removed (April 9, 2014 hearing)</i>
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$10 million (hearing date January 14, 2009)	Project is to be implemented with other funds not derived from tolls, including \$10 million from state Interregional Improvement Program (IIP) funds	None - California Transportation Commission programmed IIP funds to this project in July 2008
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$10 million (hearing date January 14, 2009)	Local funding needed for project due to potential nature of procurement method	None
BART Tube Seismic Strengthening (Streets and Highways Code Section 30914(c)(21))	BART	Reduce funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Sponsor certified cost savings and use of alternate funding on project. Sponsor requested reassignment of savings to the Oakland Airport Connector project	None
Oakland Airport Connector (Streets and Highways Code Section 30914(c)(23))	Port of Oakland and BART	Increase funding by \$37,199,000 (hearing date June 10 & July 8, 2009)	Funding needed to complete project funding plan	None
Sonoma Marin Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	Sonoma Marin Area Rail Transit District	Modify project description to include rail line from San Rafael to Santa Rosa, and increase funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)	Funding to be directed to San Rafael to Santa Rosa segment due to funding shortfall in overall project, and funding increased due to funds being reassigned from Greenbrae Interchange/Larkspur Ferry Access Improvements.	None

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Reduce funding by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011)	Sponsor certifies use of alternate funding on project.	None
Dumbarton Rail Operations (Streets & Highways Code Section 30914 (d)(5))	NA	Modify description so funds may be used on bus operations in the Dumbarton Bridge corridor rather than rail (hearing date January 11, 2012).	The Dumbarton Rail project is experiencing financing obstacles making the completion of the project unrealistic at this time; bus operations are proposed to build ridership in the corridor in the short and long term.	None
I-80 Eastbound High-Occupancy Vehicle Lane in Contra Costa County (Streets and Highways Code Section 30914(c)(8))	California Department of Transportation	Reduce funding by \$12,825,455.43 (hearing date April 10, 2013)	Sponsor certified cost savings. Sponsor and partners requested reassignment of savings to Regional Express Lane Network and Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County.	None
Regional Express Lane Network (new Streets and Highways Code Section 30914(c) project)	MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA),	Add new project and provide \$4,825,455.43 in funding (hearing date April 10, 2013)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
	pending formal action)			
Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County (new Streets and Highways Code Section 30914(c) project)	Contra Costa Transportation Authority	Add new project and provide \$8 million in funding (hearing date April 10, 2013)	Project is consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code in that it will reduce congestion or make improvements to travel in the toll bridge corridors	RM2 funds must be used on a deliverable segment.
BART/MUNI Connection at Embarcadero and Civic Center Stations (Streets & Highways Code Section 30914 (c)(1))	BART	Modify description so funds may be used on BART/MUNI elevators in Market Street corridor (hearing date April 9, 2014)	Original project cannot be completed due to delivery obstacles.	None.
East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge (Streets & Highways Code Section 30914 (c)(4))	ACCMA, ACTIA, Capital Corridor, SMCTA	Reduce funding by \$34,843,000 (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles. Transfer \$20,000,000 to Caltrain Electrification (new project) and \$14,843,000 to Dumbarton Express Bus (project 29).	None.
Vallejo Station (Streets & Highways Code Section 30914 (c)(5))	City of Vallejo	Reduce funding by \$2 million (hearing date April 9, 2014)	Sponsor certified ability to complete project phase with less than available funding. Sponsor requested reassignment of funding to Vallejo Curtola Transit Center project under Regional Express Bus North (project 17).	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Solano County Express Bus Intermodal Facilities (Streets & Highways Code Section 30914 (c)(6))	Solano Transportation Authority	Reduce funding by \$7,748,578. (hearing date April 9, 2014)	Project cannot be completed due to funding obstacles on subproject 6.3 (Fairfield Transit Center). Sponsor request to transfer \$5,485,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14). Sponsor certified \$2,263,578 in project savings from subproject 6.4 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).	None.
Richmond Parkway Transit Center (Streets & Highways Code Section 30914 (c)(9))	AC Transit	Reduce funding by \$12,150,000 (hearing date April 9, 2014)	Parking structure portion of project cannot be completed or operated due to funding obstacles. Sponsor requested reassignment of funds to AC Transit Enhanced Bus (project 24).	
Sonoma-Marin Area Rail Transit (Streets & Highways Code Section 30914 (c)(10))	SMART	Modify description to allow funds to be eligible for construction of Larkspur extension and related elements. Increase funding by \$20,000,000. (hearing date April 9, 2014)	Receive transfer of funds from Greenbrae Interchange/ Larkspur Ferry Access Improvements (project 11).	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Greenbrae Interchange/Larkspur Ferry Access Improvements (Streets & Highways Code Section 30914 (c)(11))	Transportation Authority of Marin	Modify description to remove freeway interchange element. Reduce project funding by \$20 million. (hearing date April 9, 2014)	Elements of original project cannot be completed due to delivery obstacles. Transfer \$20 million to SMART (project 10).	None.
Direct High-Occupancy Vehicle Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (Streets & Highways Code Section 30914 (c)(12))	Contra Costa Transportation Authority	Increase funding by \$5,425,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Caldecott Tunnel Improvements (project 36) savings.	None.
Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor (Fairfield/Vacaville Train Station) (Streets & Highways Code Section 30914 (c)(14))	Solano Transportation Authority and Capitol Corridor Joint Powers Authority	Increase funding by \$10,950,126. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$3,201,548 from Regional Express Bus North (project 17) and \$7,748,578 from Solano County Express Bus Intermodal Facilities (project 6).	None.
Regional Express Bus North (Streets & Highways Code Section 30914 (c)(17))	Metropolitan Transportation Commission	Reduce funding by \$1,201,548. (hearing date April 9, 2014)	Funding needed to complete project funding plan for subproject 17.1 (Vallejo Curtola Transit Center). Transfer of \$2,000,000 from Vallejo Station (project 5) to Vallejo Curtola Transit Center to meet funding gap.	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
			<p>Subproject 17.2 (Fairfield Transit Center) cannot be completed due to delivery obstacles. Sponsor request to transfer \$2,250,000 from Fairfield Transit Center to Fairfield/Vacaville Train Station (project 14).</p> <p>Sponsor certified \$951,548 in project savings from subproject 17.3 (Vacaville Intermodal Facility) and requested transfer to Fairfield/Vacaville Train Station (project 14).</p>	
AC Transit Enhanced Bus (Streets & Highways Code Section 30914 (c)(24))	AC Transit	Increase funding by \$12,760,172. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer of \$12,150,000 from Richmond Parkway Transit Center (project 9), and \$610,172 in project savings from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29).	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC	Increase funding by \$11,9323,828. (hearing date April 9, 2014)	Project savings: Transfer \$610,172 in project savings to AC Transit Enhanced Bus (project 24) and \$2,300,000 in project savings to I-880 North Safety Improvements (project 30). Additional funding: Receive transfer of \$14,843,000 from Dumbarton Rail (project 4) for Dumbarton Express Bus.	None.
I-880 North Safety Improvements (Streets & Highways Code Section 30914 (c)(30))	ACTC, City of Oakland, California Department of Transportation	Increase funding by \$2,300,000. (hearing date April 9, 2014)	Funding needed to complete project funding plan. Transfer from Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors (project 29) savings.	None.
Caldecott Tunnel Improvements (Streets & Highways Code Section 30914 (c)(36))	Contra Costa Transportation Authority	Reduce funding by \$5,425,000. (hearing date April 9, 2014)	Project savings. Transfer to Direct HOV Lane Connector from I-680 to Pleasant Hill or Walnut Creek BART (project 12).	None.
Caltrain Electrification (new Streets & Highways Code Section 30914 (c) project)	Caltrain	Add new project and provide \$20 million in funding (hearing date April 9, 2014)	Transfer of funds from Dumbarton Rail (project 4).	None.
Clipper (formerly known as TransLink) (Streets & Highways Code Section 30914 (c)(18))	Metropolitan Transportation Commission	Increase funding by \$13 million; modify scope to include deployment of new technology (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy new technology for Clipper.	None.

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC, Dumbarton Bridge Regional Operations Consortium, and Metropolitan Transportation Commission	Increase funding by \$21 million; modify scope to include operational improvements and express lane access along the various bridge corridors; add MTC as a sponsor. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy various operational improvements and express lane access along the various bridge corridors, consistent with approved Bay Bridge Forward program.	None.
BART Transit Capital Rehabilitation (Streets & Highways Code Section 30914 (c)(37))	BART	Increase funding by \$40 million; modify scope to allow for purchase of BART cars. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to purchase BART cars.	None.

Date:	June 27, 2007	
W.I.:	1255	
Referred by:	PAC	
Revised:	01/28/09-C	07/22/09-C
	09/28/11-C	01/25/12-C
	04/24/13-C	05/28/14-C
	12/21/16-C	

Attachment B
Resolution No. 3801
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Regional Measure 2 Program: Project List as Amended
(changes are noted in italics)

Streets and Highways Code Sections 30914(c)

- (1) *BART/MUNI access on Market Street Corridor. Provide increased elevator access to BART and MUNI platforms at Powell Street and other stations as funding allows. Three million dollars (\$3,000,000). The project sponsor is BART. (Project description modification hearing date: April 9, 2014.)*
- (2) MUNI Metro Third Street Light Rail Line. Provide funding for the surface and light rail transit and maintenance facility to support MUNI Metro Third Street Light Rail service connecting to Caltrain stations and the E-Line waterfront line. Thirty million dollars (\$30,000,000). The project sponsor is MUNI.
- (3) MUNI Waterfront Historic Streetcar Expansion. Provide funding to rehabilitate historic streetcars and construct trackage and terminal facilities to support service from the Caltrain Terminal, the Transbay Terminal, and the Ferry Building, and connecting the Fisherman's Wharf and northern waterfront. Ten million dollars (\$10,000,000). The project sponsor is MUNI.
- (4) East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge. Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton Rail Bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Menlo Park. The project is jointly sponsored by the San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority. One hundred thirty-five million dollars (\$135,000,000); *Funding reduced by \$91 million (hearing date January 14, 2009); funding reduced by \$34,843,000 and prior condition removed (hearing date April 9, 2014). Present amount: nine million fifty-seven thousand dollars (\$9,057,000).*
- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight

million dollars (\$28,000,000). The project sponsor is the City of Vallejo. *Funding reduced by \$2,000,000 (hearing date April 9, 2014). Present amount: twenty-six million dollars (\$26,000,000).*

- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority. *Funding reduced by \$7,748,578 (hearing date April 9, 2014). Present amount: twelve million, two hundred fifty-one thousand, four hundred twenty-two dollars (\$12,251,422).*
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). *Funding decreased by \$12,825,455.43 (hearing date April 10, 2013); present amount thirty-seven million, one hundred seventy four thousand, five hundred forty four dollars and fifty seven cents (\$37,174,544.57).* The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct improvements to expand *parking capacity and/or amenities, or to improve access*. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation. *Funding reduced by \$12,150,000 (hearing date April 9, 2014). Present amount: three million, eight hundred fifty thousand dollars (\$3,850,000).*
- (10) Sonoma-Marin Area Rail Transit District (SMART). Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur; *construct Larkspur extension and related elements*. Thirty-five million dollars (\$35,000,000). *Funding increased by \$1,500,000 (hearing date September 14, 2011); funding increased by \$20,000,000 (hearing date April 9, 2014). Present amount: Fifty-six million, five hundred thousand dollars*

(\$56,500,000). The project sponsor is SMART. (*Project description changed: hearing dates July 13, 2011, September 14, 2011, and April 9, 2014.*)

- (11) Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by *extending a multiuse pathway from the vicinity of Wornum Drive to East Sir Francis Drake Boulevard and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Boulevard and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal. Sixty-five million dollars (\$65,000,000). Funding reduced by \$1,500,000 (hearing dates July 13, 2011 and September 14, 2011.); funding reduced by \$20,000,000 (hearing date April 9, 2014). Present amount is forty-three million five hundred thousand dollars (\$43,500,000.)* The project sponsor is *Transportation Authority of Marin*.
- (12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars (\$1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars (\$15,000,000). *Funding increased by \$5,425,000 (hearing date April 9, 2014). Present amount: twenty million, four hundred twenty-five thousand dollars (\$20,425,000).* The project is sponsored by the Contra Costa Transportation Authority.
- (13) Rail Extension to East Contra Costa/E-BART. Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County. Ninety-six million dollars (\$96,000,000). Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations. The project is jointly sponsored by BART and Contra Costa Transportation Authority.
- (14) Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). *Funding increased by*

\$10,950,126 (hearing date April 9, 2014). Present amount: thirty-five million, nine hundred fifty thousand, one hundred twenty-six dollars (\$35,950,126). The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.

- (15) Central Contra Costa Bay Area Rapid Transit (BART) Crossover. Add new track before Pleasant Hill BART Station to permit BART trains to cross to return track towards San Francisco. Twenty-five million dollars (\$25,000,000). The project sponsor is BART.
- (16) Benicia-Martinez Bridge: New Span. Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor. Fifty million dollars (\$50,000,000). The project sponsor is the Bay Area Toll Authority.
- (17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). *Funding reduced by \$1,201,548 (hearing date April 9, 2014). Present amount: Eighteen million, seven hundred ninety-eight thousand, four hundred fifty-two dollars (\$18,798,452).* The project sponsor is the Metropolitan Transportation Commission.
- (18) Clipper (formerly known as TransLink). Integrate the Bay Area's regional smart card technology, Clipper, with operator fare collection equipment, expand system to new transit services, and deploy new technology. Twenty-two million dollars (\$22,000,000). *Funding increased by \$13,000,000 (hearing date November 9, 2016). Present amount: Thirty-five million dollars (\$35,000,000).* The project sponsor is the Metropolitan Transportation Commission.
- (19) Real-Time Transit Information. Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to subdivision (d) of Section 30914.5. Twenty million dollars (\$20,000,000). The funds shall be administered by the Metropolitan Transportation Commission.

- (20) Safe Routes to Transit: Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Twenty-two million five hundred thousand dollars (\$22,500,000). City Car Share shall receive two million five hundred thousand dollars (\$2,500,000) to expand its program within approximately one-quarter mile of transbay regional transit terminals or stations. The City Car Share project is sponsored by City Car Share and the Safe Routes to Transit project is jointly sponsored by the East Bay Bicycle Coalition and the Transportation and Land Use Coalition. These sponsors must identify a public agency cosponsor for purposes of specific project fund allocations.
- (21) BART Tube Seismic Strengthening. Add seismic capacity to existing BART tube connecting the east bay with San Francisco. The project sponsor is BART. Forty-three million dollars (\$143,000,000); *funding reduced by \$62 million (hearing date June 13, 2007); funding reduced by \$10 million (hearing date January 14, 2009); funding reduced by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009).* Present Amount: *Thirty-three million eight hundred one thousand dollars (\$33,801,000).*
- (22) Transbay Terminal/Downtown Caltrain Extension. A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisitions required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Caltrain Extension Project. The temporary terminal operation shall not exceed five years. One hundred fifty million dollars (\$150,000,000). The project sponsor is the Transbay Joint Powers Authority.
- (23) Oakland Airport Connector. New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the connector. The project sponsors are the Port of Oakland and BART. Thirty million dollars (\$30,000,000); *funding increased by \$38 million (hearing date June 13, 2007); funding increased by \$10 million (hearing date January 14, 2009); funding increased by \$37,199,000 (hearing dates June 10, 2009 and July 8, 2009).* Present Amount: *One hundred fifteen million one hundred ninety-nine thousand dollars (\$115,199,000).*

- (24) AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro). Develop enhanced bus service on these corridors, including bus bulbs, signal prioritization, new buses, and other improvements. Priority of investment shall improve the AC connection to BART on these corridors. Sixty-five million dollars (\$65,000,000). *Funding increased by \$12,760,172 (hearing date April 9, 2014). Present amount: seventy-seven million, seven hundred sixty thousand, one hundred seventy-two dollars (\$77,760,172).* The project sponsor is AC Transit.
- (25) Transbay Commute Ferry Service. Purchase two vessels for ferry services between Alameda and Oakland areas and San Francisco. Second vessel funds to be released upon demonstration of appropriate terminal locations, new transit-oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.
- (26) Commute Ferry Service for Berkeley/Albany. Purchase two vessels for ferry services between the Berkeley/Albany Terminal and San Francisco. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements. If the Water Transit Authority does not have an entitled terminal site within the Berkeley/Albany catchment area by 2010 that meets its requirements, the funds described in this paragraph and the operating funds described in paragraph (7) of subdivision (d) shall be transferred to another site in the East Bay. The City of Richmond shall be given first priority to receive this transfer of funds if it has met the planning milestones identified in its special study developed pursuant to paragraph (28).
- (27) Commute Ferry Service for South San Francisco. Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars (\$12,000,000). The project sponsor is Water Transit Authority. If the Water Transit Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.
- (28) Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs. Provide two backup vessels for water transit services, expand berthing capacity

at the Port of San Francisco, and expand environmental studies and design for eligible locations. Forty-eight million dollars (\$48,000,000). The project sponsor is Water Transit Authority. Up to one million dollars (\$1,000,000) of the funds described in this paragraph shall be made available for the Water Transit Authority to study accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.

- (29) Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. Twenty-two million dollars (\$22,000,000). *Funding increased by \$11,932,828 (hearing date April 9, 2014), and increased by \$21,000,000 (hearing date November 9, 2016). Present amount: fifty-four million, nine hundred thirty-two thousand, eight hundred twenty-eight dollars (\$54,932,828). The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.*
- (30) I-880 North Safety Improvements. Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue. Ten million dollars (\$10,000,000). *Funding increased by \$2,300,000 (hearing date April 9, 2014). Present amount: twelve million, three hundred thousand dollars (\$12,300,000).* The project sponsors are Alameda County Transportation Commission, City of Oakland, and the Department of Transportation.
- (31) BART Warm Springs Extension. Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. Up to ten million dollars (\$10,000,000) shall be used for grade separation work in the City of Fremont necessary to extend BART. The project would facilitate a future rail service extension to the Silicon Valley. The project sponsor is BART. Ninety-five million dollars (\$95,000,000) *Funding increased by \$91 million (hearing date January 14, 2009). Prior condition removed (hearing date April 9, 2014). Present Amount: One hundred eighty-six million dollars (\$186,000,000).*
- (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements. Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses. Sixty-five million dollars (\$65,000,000). The project sponsor is Alameda County Congestion Management Agency.
- (33) Regional Rail Master Plan. Provide planning funds for integrated regional rail study pursuant to subdivision (f) of Section 30914.5. Six million five hundred thousand dollars (\$6,500,000). The project sponsors are Caltrain and BART.

- (34) Integrated Fare Structure Program. Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5. One million five hundred thousand dollars (\$1,500,000). The project sponsor is the TransLink® Consortium.
- (35) Transit Commuter Benefits Promotion. Marketing program to promote tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit. The project sponsor is the Metropolitan Transportation Commission. Five million dollars (\$5,000,000).
- (36) Caldecott Tunnel Improvements. Provide funds to plan and construct a fourth bore at the Caldecott Tunnel between Contra Costa and Alameda Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. The County Connection shall study all feasible alternatives to increase transit capacity in the westbound corridor of State Highway Route 24 between State Highway Route 680 and the Caldecott Tunnel, including the study of the use of an express lane, high-occupancy vehicle lane, and an auxiliary lane. The cost of the study shall not exceed five hundred thousand dollars (\$500,000) and shall be completed not later than January 15, 2006. Fifty million five hundred thousand dollars (\$50,500,000). *Funding reduced by \$5,425,000 (hearing date April 9, 2014). Present amount: forty-five million, seventy-five thousand dollars (\$45,075,000).* The project sponsor is the Contra Costa Transportation Authority.
- (37) *BART Transit Capital Rehabilitation. Provide local matching funds to BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in FY 06-07 and FY 07-08, and to purchase replacement BART car vehicles. Twenty-four million dollars (\$24,000,000). Funding increased by \$40,000,000 (hearing date November 9, 2016). Present amount: sixty-four million dollars (\$64,000,000). The project sponsor is BART. (New project added: hearing date June 13, 2007)*
- (38) *Regional Express Lane Network. Provide funds to plan and construct express/toll lanes. Priority will be given to conversion of the High-Occupancy Vehicle (HOV) lanes on Interstate 80 in Alameda and Contra Costa Counties to express lanes. Four million, eight hundred twenty five thousand, four hundred fifty five dollars and forty three cents (\$4,825,455.43). The project sponsor is MTC (subject to delegation to the Bay Area Infrastructure Financing Authority (BAIFA), pending formal action). (New project added: hearing date April 10, 2013)*
- (39) *Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County. Provide funds to plan and construct interchange improvements in the vicinity of Interstate 80 and San Pablo Dam Road to reduce congestion and*

improve traffic safety. Eight million dollars (\$8,000,000). The project sponsor is the Contra Costa Transportation Authority. (New project added: hearing date April 10, 2013)

(40) Caltrain Electrification. Provide funding for the electrification of Caltrain. Twenty million dollars (\$20,000,000). The project sponsor is Caltrain.

Streets and Highways Code Sections 30914(d)

Not more than 38 percent of the revenues generated from the toll increase shall be made available annually for the purpose of providing operating assistance for transit services as set forth in the authority's annual budget resolution. The funds shall be made available to the provider of the transit services subject to the performance measures described in Section 30914.5. If the funds cannot be obligated for operating assistance consistent with the performance measures, these funds shall be obligated for other operations consistent with this chapter.

Except for operating programs that do not have planned funding increases and subject to the 38-percent limit on total operating cost funding in any single year, following the first year of scheduled operations, an escalation factor, not to exceed 1.5 percent per year, shall be added to the operating cost funding through fiscal year 2015 -16, to partially offset increased operating costs. The escalation factors shall be contained in the operating agreements described in Section 30914.5. Subject to the limitations of this paragraph, the Metropolitan Transportation Commission may annually fund the following operating programs as another component of the Regional Traffic Relief Plan:

- (1) Golden Gate Express Bus Service over the Richmond Bridge (Route 40). Two million one hundred thousand dollars (\$2,100,000).
- (2) Napa Vine Service terminating at the Vallejo Intermodal Terminal. Three hundred ninety thousand dollars (\$390,000).
- (3) Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors. Three million four hundred thousand dollars (\$3,400,000).
- (4) Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors. Six million five hundred thousand dollars (\$6,500,000).
- (5) Dumbarton *Bus*. Five million five hundred thousand dollars (\$5,500,000) *(Eligibility changed from Rail to Bus; hearing date January 11, 2012.)*
- (6) San Francisco Bay Area Water Emergency Transportation Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South San Francisco, Vallejo, or other transbay ferry service. A portion of the operating funds may be dedicated to

landside transit operations. Fifteen million three hundred thousand dollars (\$15,300,000).

- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
November 2016

Item 3a Attachment B
MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C
-PROPOSED -

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	Regionwide	MTC	\$9,555,000
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	Regionwide	MTC	\$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000
4. CLIMATE INITIATIVES			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program	Regionwide	MTC	\$1,000,000
4. CLIMATE INITIATIVES		TOTAL:	\$23,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	\$39,000,000
Rideshare	Regionwide	MTC	\$10,000,000
Bay Bridge Forward	Regionwide	MTC	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000
Eastbay Commuter Parking	Alameda	MTC	\$1,500,000
Casual Carpool in San Francisco and along I-80	SF/Alameda	MTC	\$1,000,000
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Unprogrammed Balance	TBD	TBD	\$2,500,000
Columbus Day Initiative (CDI)	Regionwide	MTC	
Freeway Performance	Regionwide	MTC	\$43,500,000
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System	Regionwide	MTC	
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$179,000,000
6. TRANSIT CAPITAL PRIORITIES			
BART Car Replacement/Expansion	Various	BART	\$110,000,000
GGB Suicide Deterrent (BART Car Replacement/Expansion Exchange)	SF/Marin	GGBH&TD	\$40,000,000
Clipper	Regionwide	MTC	\$7,000,000
Unprogrammed Balance			\$32,283,000
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Program			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
Local Northbay PCA Program			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$16,400,000
8. LOCAL HOUSING PRODUCTION INCENTIVE			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
8. LOCAL HOUSING PRODUCTION INCENTIVE		TOTAL:	\$30,000,000
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$476,488,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2015 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/6/2016 **In control:** Programming and Allocations Committee
On agenda: 11/9/2016 **Final action:**
Title: MTC Resolution No. 4249. Transportation Development Act (TDA) Triennial Audit report, Transit Sustainability Project (TSP) Performance report, and approval of the FY 2016-17 Productivity Improvement Program (PIP).

A presentation on the performance audit results conducted for SFMTA, VTA, FAST, LAVTA, Union City, and MTC; an update on the region's large transit operators' progress to date in meeting the performance requirements of the Transit Sustainability Project (TSP), and a request to approve the FY2016-17 PIP.

Sponsors:

Indexes:

Code sections:

Attachments: [4a Reso 4249 TDA Audit.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4249. Transportation Development Act (TDA) Triennial Audit report, Transit Sustainability Project (TSP) Performance report, and approval of the FY 2016-17 Productivity Improvement Program (PIP).

A presentation on the performance audit results conducted for SFMTA, VTA, FAST, LAVTA, Union City, and MTC; an update on the region's large transit operators' progress to date in meeting the performance requirements of the Transit Sustainability Project (TSP), and a request to approve the FY2016-17 PIP.

Presenter:

Melanie Choy and George Pierlott

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 9, 2016

Agenda Item 4a

MTC Resolution No. 4249

Subject: Transportation Development Act (TDA) Triennial Audit report, Transit Sustainability Project (TSP) Performance report, and approval of the FY 2016-17 Productivity Improvement Program (PIP).











Background: **TDA Triennial Audits**

The Transportation Development Act (TDA) requires that MTC administer triennial performance audits of the region's transit operators. Operators are divided into three groups, with one group audited each year on a three-year cycle. The audits are conducted under contract by an independent auditing firm, currently Pierlott and Associates, LLC.

The attached presentation summarizes findings for the recently completed audits, focusing on each operator's three-year trends for certain performance indicators, including cost per hour, cost per passenger and passengers per hour. In summary, service effectiveness and cost efficiency trends were mixed between FY2012-13 and FY2014-15 as shown below:

Passengers per Vehicle Service Hour Trends

Fixed-Route Bus Service

Agency	Productivity	Ridership	Notes
SFMTA			Small increases in service and ridership
VTA			Small increases in service and ridership
FAST			Small decrease in service; ridership increased
LAVTA			Service increased; small ridership decrease
Union City			Decreases in service and ridership

Transit Sustainability Project (TSP) and/ Productivity Improvement Program (PIP)

In accordance with TDA legislation, MTC annually adopts a PIP, a set of projects to be undertaken by transit operators in the region within the next three years to improve productivity and lower operating costs. Before MTC can allocate TDA or State Transit Assistance (STA) funds to the operators for FY 2017-18, MTC must approve the FY 2016-17 PIP and affirm that operators have made a reasonable effort in implementing their PIP project(s) in FY2015-16.

Historically, PIP projects were derived from recommendations made in the operators' most recently completed TDA performance audits as required by

law. In coordination with the transit operators, the PIP development process was revised in 2014 to incorporate the TSP performance metrics for the largest seven operators (recent results shown in Attachment 1) and specific service and institutional recommendations for the smaller operators. Staff continues to work with the smaller operators on ways to streamline the PIP and TSP process and to incorporate other initiatives underway at the agencies.

Attachment 2 summarizes the PIP projects for each operator; Attachment A to Resolution No. 4249 provides a more detailed description of all PIP projects.

Large Operators – PIP Projects

The seven large operators (AC Transit, BART, Caltrain, Golden Gate, SamTrans, SFMTA, and SCVTA) have identified achieving a 5% reduction by FY2016-17 in one of the TSP performance metrics as their PIP project. After the end of a fiscal year, it takes approximately one year to finalize the NTD data, which results in a time lag for the TSP analysis. This year's TSP performance analysis is based on audited FY 2014-15 data; the FY 2016-17 performance will be presented in Fall 2018.

Attachment 1 and the table below summarize progress to date towards achieving this reduction in the three metrics: Cost per Revenue Hour, Cost per Passenger, or Cost per Passenger Mile. Six of the seven operators have achieved a 5% reduction against the baseline for FY2014-15 (based on National Transit Database (NTD) data) in at least one of the metrics. SFMTA has not.

Transit Operator	Cost per Vehicle Service Hour	Cost per Passenger	Cost per Passenger Mile
AC Transit			✓
BART		✓	✓
Caltrain		✓	✓
GGBHTD (a)			✓
SFMTA			
SamTrans	✓		
VTA			✓

*Note: ✓ indicates that five percent real reduction in performance was met.
(a) Excludes Marin Local Bus Service.*

In general, the operators aren't achieving a significant reduction in operating cost per hour. Rather, most operators are achieving the 5% performance target due to strong ridership and longer passenger trips. Achieving *both* higher ridership and better cost control is the key to a more sustainable future for Bay Area public transit. Additionally, the agencies have submitted annual updates to their TSP strategic plans that identify strategies to continue progress towards achieving the 5% reductions by FY2016-17 and beyond.

Small Operators – PIP Projects

The smaller operators have drawn upon recommendations from the TDA performance audit, TSP, or other agency plans to improve productivity or lower operating costs.

Issues:

Golden Gate Bridge, Highway and Transportation District (GGBHTD). In 2013, when the TSP targets and baselines were developed, GGBHTD was responsible for reporting on both regional and local bus services. In 2014, Marin County Transit District (MCTD) began managing the local bus service directly and reported the local bus service data separately to NTD (beginning in FY 2014-15). As a result, GGBHTD now only reports its regional bus transit service, instead of both regional and local services. This change in methodology rendered past years of NTD data non-comparable with current reports. For the TSP performance metrics evaluation moving forward, staff recommends measuring GGBHTD based on its regional bus service only and adjusting the FY2008 through FY2014 data to reflect this change. For comparative purposes, results including and excluding the Marin local bus service are included in Attachment 1.

Caltrain. In FY 2013, the Federal Transit Administration (FTA) instructed Caltrain to no longer include the Stanford Marguerite shuttle services in its NTD reporting. These shuttles are operated and funded primarily by Stanford University and Caltrain does not control the administration and operation of these services. This change in methodology rendered past years of NTD shuttle data non-comparable with current reports and distorted the performance metrics. Staff has adjusted Caltrain's baseline to remove the operating statistics for the Stanford Marguerite shuttles in order to account for the change in the NTD reporting. The performance metrics presented represent Commuter Rail and Caltrain managed shuttle services only.

SFMTA. While SFMTA did not achieve the metrics in FY 2014-15, the agency has achieved the TSP performance metrics in past years and expects to achieve the metrics once their data reporting issues are resolved. SFMTA discovered their Automatic Passenger Counters (APCs) were not functioning and undercounted passengers. In FY 2015-16, SFMTA began installing new APCs on all newly-procured vehicles. Once SFMTA's new radio communications system becomes functional in FY 2016-17, the APCs will begin reporting ridership for these vehicles. As a result, SFMTA expects ridership counting accuracy to improve, which will likely impact future calculations of Cost per Passenger Mile and Cost per passenger.

Recommendation: Refer MTC Resolution No. 4249 to the Commission for approval

Attachments: Attachment 1 – Large Operators – TSP Performance Metric Summary
Attachment 2 – List of Operators and Summary of PIP Projects
Presentation
MTC Resolution No. 4249

Attachment 1
Large Operators – TSP Performance Metrics and Targets
FY2014-15 Performance Vs. Baseline Year*

OPERATING COST PER VEHICLE SERVICE HOUR

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest^	FY2016-17 Target (a)
	Year	Performance	FY2014-15	FY2014-15	
AC Transit	FY2010-11	\$172.55	\$174.36	1.0%	\$163.93
BART	FY2009-10	\$282.60	\$289.69	2.5%	\$268.47
Caltrain	FY2010-11	\$433.40	\$485.33	12.0%	\$411.73
GGBHTD (Excludes Marin Bus)	FY2010-11	\$355.12	\$348.65	-1.8%	\$337.36
GGBHTD (Includes Marin Bus)	FY2010-11	\$287.56	\$294.13	2.3%	\$273.19
SFMTA	FY2009-10	\$208.40	\$215.37	3.3%	\$197.98
SamTrans	FY2008-09	\$202.08	\$172.60	-14.6%	\$191.98
VTA	FY2010-11	\$189.31	\$188.70	-0.3%	\$179.85

OPERATING COST PER PASSENGER

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest^	FY2016-17 Target (a)
	Year	Performance	FY2014-15	FY2014-15	
AC Transit	FY2008-09	\$5.99	\$6.22	3.8%	\$5.69
BART	FY2008-09	\$4.95	\$4.37	-11.7%	\$4.70
Caltrain	FY2009-10	\$8.93	\$6.04	-32.4%	\$8.48
GGBHTD (Excludes Marin Bus)	FY2010-11	\$15.74	\$15.07	-4.3%	\$14.95
GGBHTD (Includes Marin Bus)	FY2010-11	\$11.97	\$12.19	1.8%	\$11.38
SFMTA	FY2009-10	\$3.33	\$3.38	1.5%	\$3.16
SamTrans	FY2010-11	\$8.75	\$8.78	0.3%	\$8.31
VTA	FY2009-10	\$7.63	\$7.60	-0.4%	\$7.25

OPERATING COST PER PASSENGER MILE

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest^	FY2016-17 Target (a)
	Year	Performance	FY2014-15	FY2014-15	
AC Transit	FY2009-10	\$2.05	\$1.58	-22.9%	\$1.95
BART	FY2008-09	\$0.39	\$0.33	-15.0%	\$0.37
Caltrain	FY2007-08	\$0.37	\$0.25	-31.7%	\$0.35
GGBHTD (Excludes Marin Bus)	FY2008-09	\$1.12	\$0.97	-13.4%	\$1.06
GGBHTD (Includes Marin Bus)	FY2008-09	\$1.22	\$0.99	-18.9%	\$1.16
SFMTA	FY2009-10	\$1.59	\$1.60	0.6%	\$1.51
SamTrans	FY2010-11	\$1.83	\$1.92	4.9%	\$1.73
VTA	FY2009-10	\$1.61	\$1.40	-13.0%	\$1.53

Notes:

* Figures are reprinted in 2015 \$.

^ shading indicates five percent or greater real reduction in performance

(a) Equals five percent reduction from baseline highest year in FY2014-15 dollars.

Attachment 2 – Summary of PIP Projects

Large Operators

Agency	Project	Estimated Completion Date
AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, SCVTA	Transit Sustainability Project (TSP) – Achieve a 5% reduction in at least one of the Resolution 4060 – TSP Performance Measures: Cost per hour, cost per passenger, or cost per passenger mile.	End of FY2016-17 and annually thereafter

Small Operators

Regional Projects

Agency	Project	Status
All	Implement Clipper	Completed (except Union City)
WETA	Fare Program Transfer Policy	Continuing
	Alameda Terminals Access Improvements	Continuing

Alameda County

Agency	Project	Status
LAVTA	Comprehensive Operational Analysis	Completed
	Fixed Route Bus Service On-Time Performance Improvement Project	New
	Paratransit Service Data Improvement Project	New
Union City	Paratransit Plus Trip Productivity	Continuing
	Implement Clipper	Continuing
	Evaluate Automatic Vehicle Location (AVL) Technology	On hold

Contra Costa County

Agency	Project	Estimated Completion Date
CCCTA, ECCTA, WestCat in partnership w/ CCTA	I-680 Transit Investment/Congestion Relief Options Study	Completed
CCCTA	Improve On-time Performance	Completed
	Bus Stop Access Improvement Project	New
ECCTA	Increase Passenger Productivity and Cost-effectiveness of Paratransit Service	Continuing
	Coordinate Intake and Processing of Paratransit Applications in Contra Costa County	Suspended
WestCat	Implement timed transfers at Hercules Transit Center	New

Marin County

Agency	Project	Estimated Completion Date
Marin Transit	Participate in San Rafael Bettini Transit Center Relocation Study	Continuing
	Clipper Assessment	Completed
	Clipper Improvements	New
	Scheduling software for demand responsive transportation services	New

Napa County

Agency	Project	Estimated Completion Date
NVRTA	VINE Bus Stop Informational Signs Upgrade	Continuing
	Computer Aided Dispatch/ AVL system	Continuing
	VINE Transit Comprehensive Operational Analysis	New
	VINE Transit Express Bus Study	New

Solano County

Agency	Project	Status
Solano Transportation Authority for all Solano County Operators	Solano County Mobility Management Program Enhancements	Continuing
	I-80/I-680/I-780/State Route 12 Transit Corridor Study Update	Continuing
Rio Vista	Improve service efficiency and effectiveness	Completed
SolTrans	Implement Automatic Call-back System for Paratransit Customers	Continuing
	Compressed Natural Gas (CNG) Fueling Facility	Continuing
	AVL Implementation	Continuing
City of Vacaville	Research Block Party Public Outreach Concept	Continuing
	Zero Emissions Bus Research	New

Sonoma County

Agency	Project	Status
City of Petaluma	SMART Service Coordination Project	Continuing
	Adopt a Transit Asset Management Plan (TAM)	New
	AVL Implementation	Completed
Santa Rosa	Implement Reimagining CityBus	New
	Implement Paratransit Efficiency Recommendations Tier One	Continuing
Sonoma County	Adopt Transit Asset Management Plan	Continuing

Presentation

**FY2016 TDA Operator Performance Audits
and Transit Sustainability Project**



**Metropolitan Transportation Commission
Programming & Allocations Committee
November 2016**

Presentation Overview

Part A: Transit Sustainability Project (TSP) – Large Operator Performance

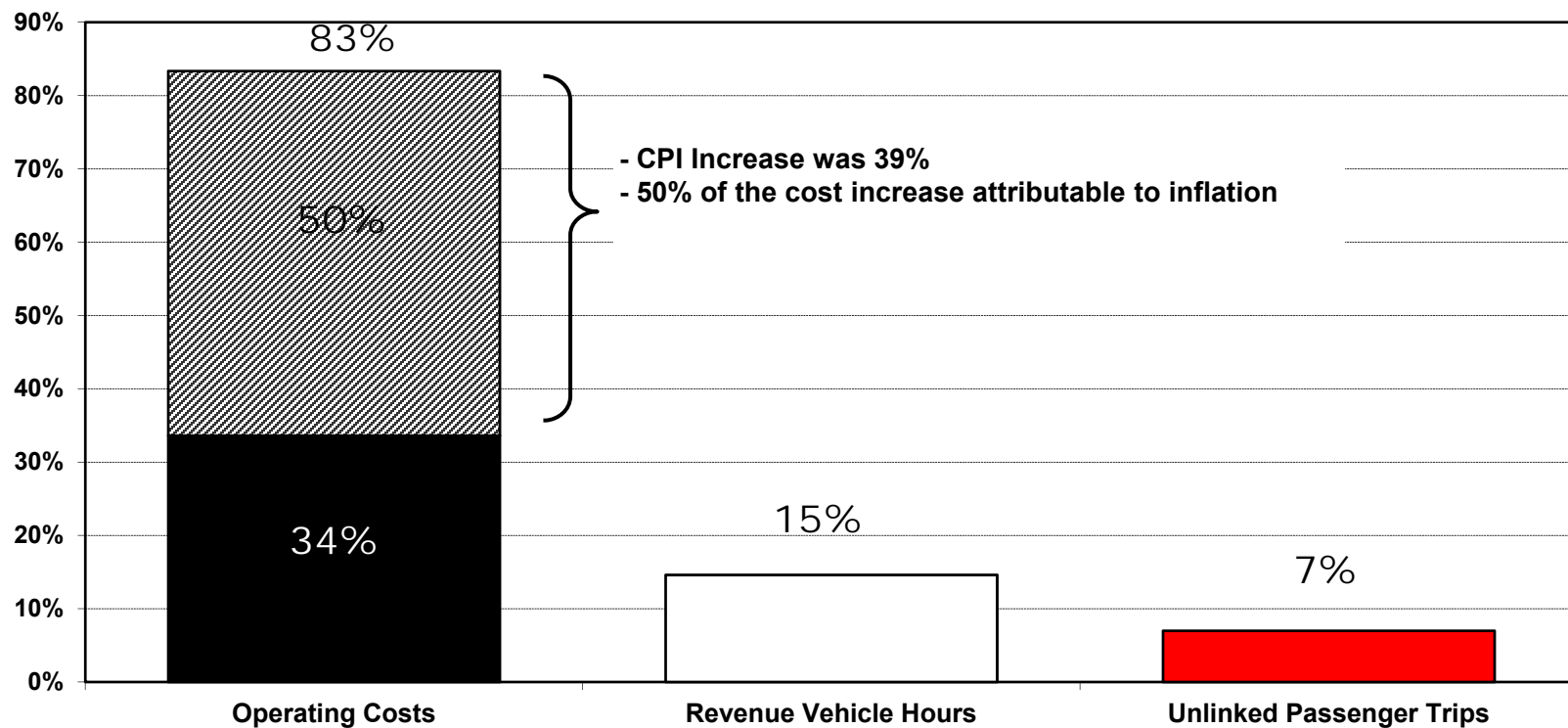
- Reduction from baseline of at least one cost metric by 5% by FY2016-17
- Starting in FY2018-19, MTC will link operating and capital funds administered by MTC to progress towards achieving the performance targets

Part B: TDA Performance Audits

- Triennial compliance audits are focused on multi-year trends and performance measures
- Current audit round: SFMTA, VTA, FAST, LAVTA, Union City
- Covers 3-year period: FY 2012-13, FY 2013-14, FY 2014-15

Performance Metrics	
TDA Audit	TSP Large Operator Metrics
Cost Per Vehicle Service Hour	Cost Per Vehicle Service Hour
Cost Per Passenger	Cost Per Passenger
Passengers Per Vehicle Service Hour	Cost Per Passenger Mile
Passengers Per Vehicle Service Mile	
Vehicle Service Hours Per Employee	

Bay Area Large Operators: Percent Change in Cost and Performance Indicators (1997 – 2008)



Transit Sustainability Project (TSP) and Transit Performance

MTC annually adopts Productivity Improvement Program (PIP) projects in accordance with TDA law. PIP projects derived from:

- Strategic Plans developed by the largest seven operators to achieve performance targets set forth in MTC Resolution 4060
- Service and institutional recommendations set forth in MTC Resolution 4060
- TDA performance audit findings and other agency initiatives



MTC Resolution 4060: TSP Performance Metrics and Targets

- Target: Reduce operating cost per service hour, cost per passenger, or cost per passenger mile by 5% by FY2016-17 and no growth beyond CPI thereafter
- Targets set compared to the highest cost per metric experienced by each agency between 2008 and 2011
- Starting in FY2018-19, MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance targets

MTC Resolution 4060: TSP Performance Metrics and Targets *FY 2014-15 Assessment*

Transit Operator	Percent Change from Highest Baseline Year in FY 2014-15 (a)		
	Cost per Vehicle Service Hour	Cost Per Passenger	Cost Per Passenger Mile
AC Transit	1.0%	3.8%	-22.9%
BART	2.5%	-11.7%	-15.0%
Caltrain	12.0%	-32.4%	-31.7%
GGBHTD (Excludes Marin Bus)	-1.8%	-4.3%	-13.4%
GGBHTD (Includes Marin Bus)	2.3%	1.8%	-18.9%
SFMTA	3.3%	1.5%	0.6%
SamTrans	-14.6%	0.3%	4.9%
VTA	-0.3%	-0.4%	-13.0%

Note:

(a) Highest baseline year varies by each operator. Percentages shown represent the percentage change in FY 2014-15 from the baseline year for each of the 3 TSP performance metrics. Shading indicates a five percent or greater real reduction in performance. Figures are represented in FY2014-15 dollars.

Performance Measure Progress to Date

- Operating cost per hour exhibits mixed results with only one of the operators achieving the 5% reduction target.
- While four operators exhibit improved cost per passenger, only two meet, or exceed 5% reduction target.
- Five of the seven operators on target to achieve 5% reduction in cost per passenger miles.
- SFMTA's performance, particularly in cost per passenger and cost passenger mile, is likely being influenced by recent difficulties in ridership reporting.

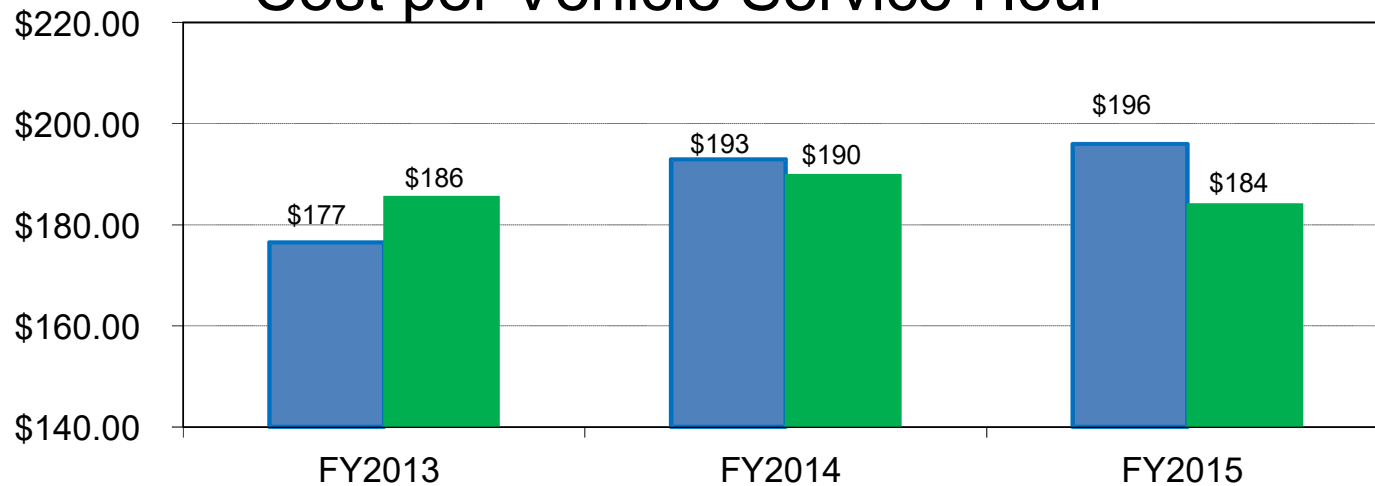
Small Operators: PIP Focus on TSP Recommendations and Specific Transit Agency Initiatives

- Transit Asset Management Plan Implementation
- Mobility Management
- Operational Improvements
- Technology Improvements

TDA Audit Results

Fixed-Route Bus – Larger Operators

Cost per Vehicle Service Hour

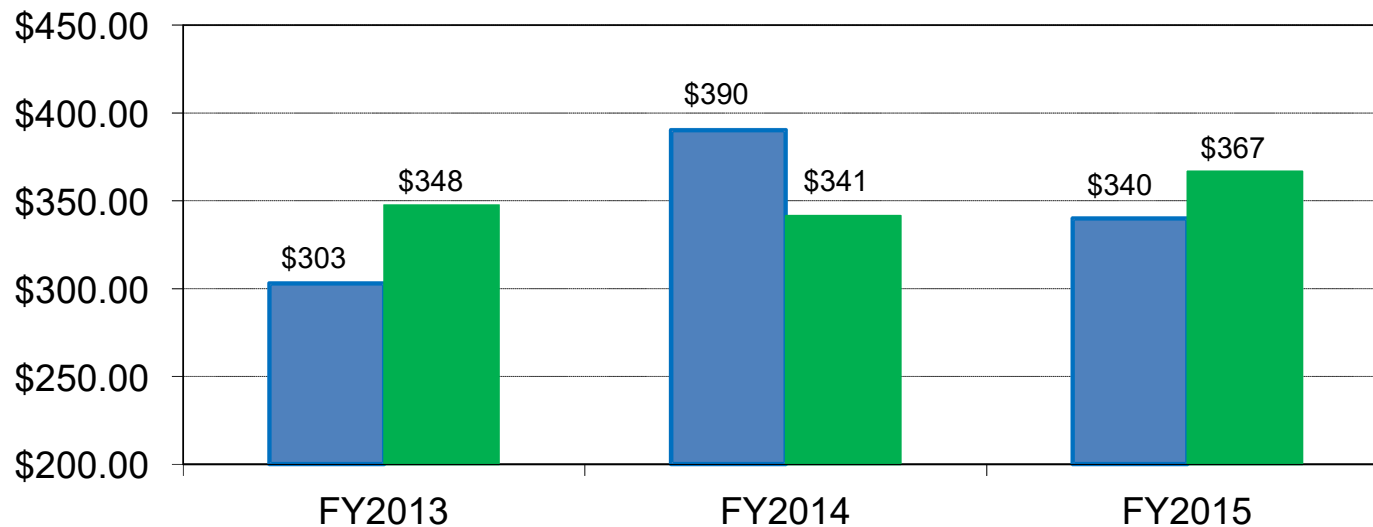


FY2013-FY2015 Average Annual Change (CPI = 2.4%)	
■ SFMTA 5.4%	■ VTA -0.4%

- SFMTA insurance and benefit cost increases in FY2014 resulted in a 10 percent increase in bus cost per vehicle service hour.
- VTA bus cost per hour decreased 3.1 percent in FY2015 due to service hours increasing at a higher rate than operating cost.

Light Rail – Larger Operators

Cost per Car Service Hour



FY2013-FY2015 Average Annual Change (CPI = 2.4%)

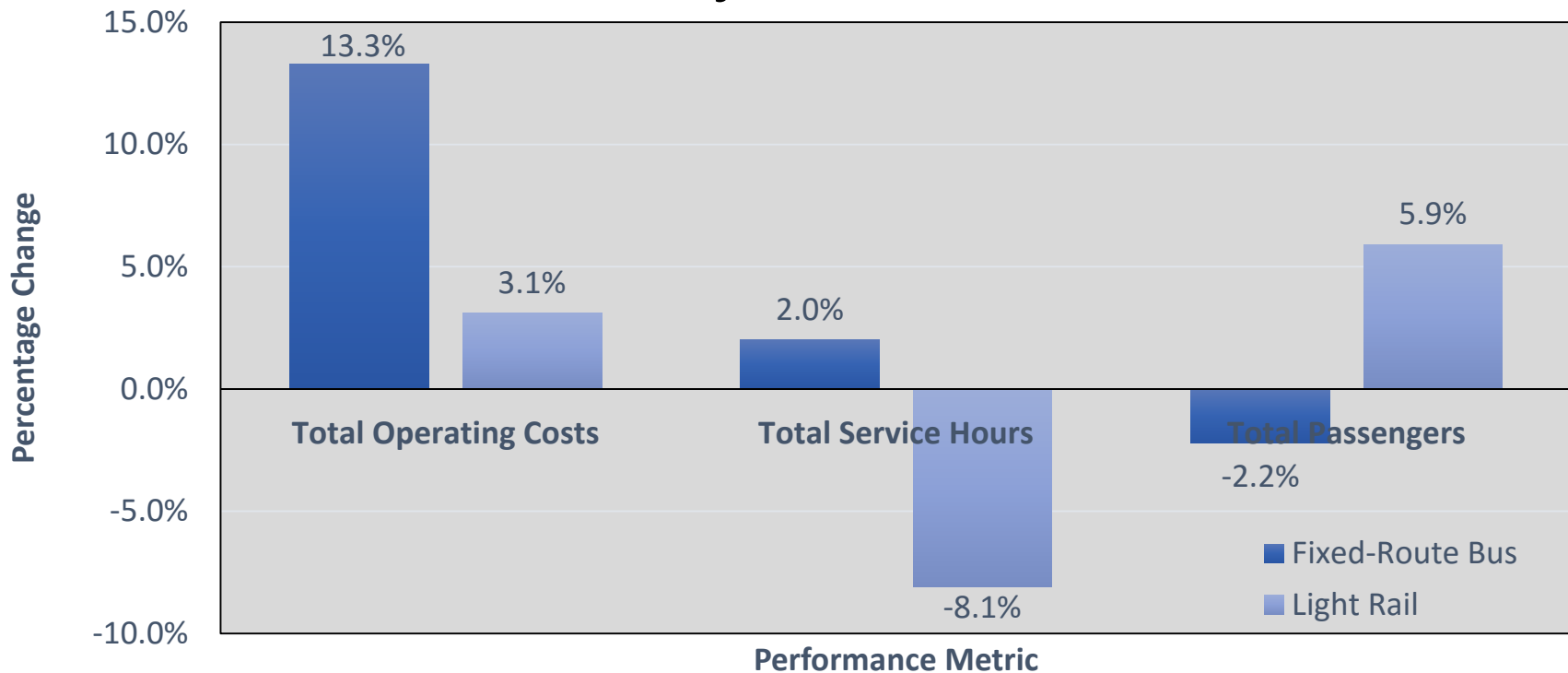
■ SFMTA 5.9%

■ VTA 2.7%

- SFMTA cost per hour increase in FY2014 due to change in data collection methodology.
- VTA operating costs rose 8.6 percent per year on average while car service hours rose 5.7 percent per year.

SFMTA

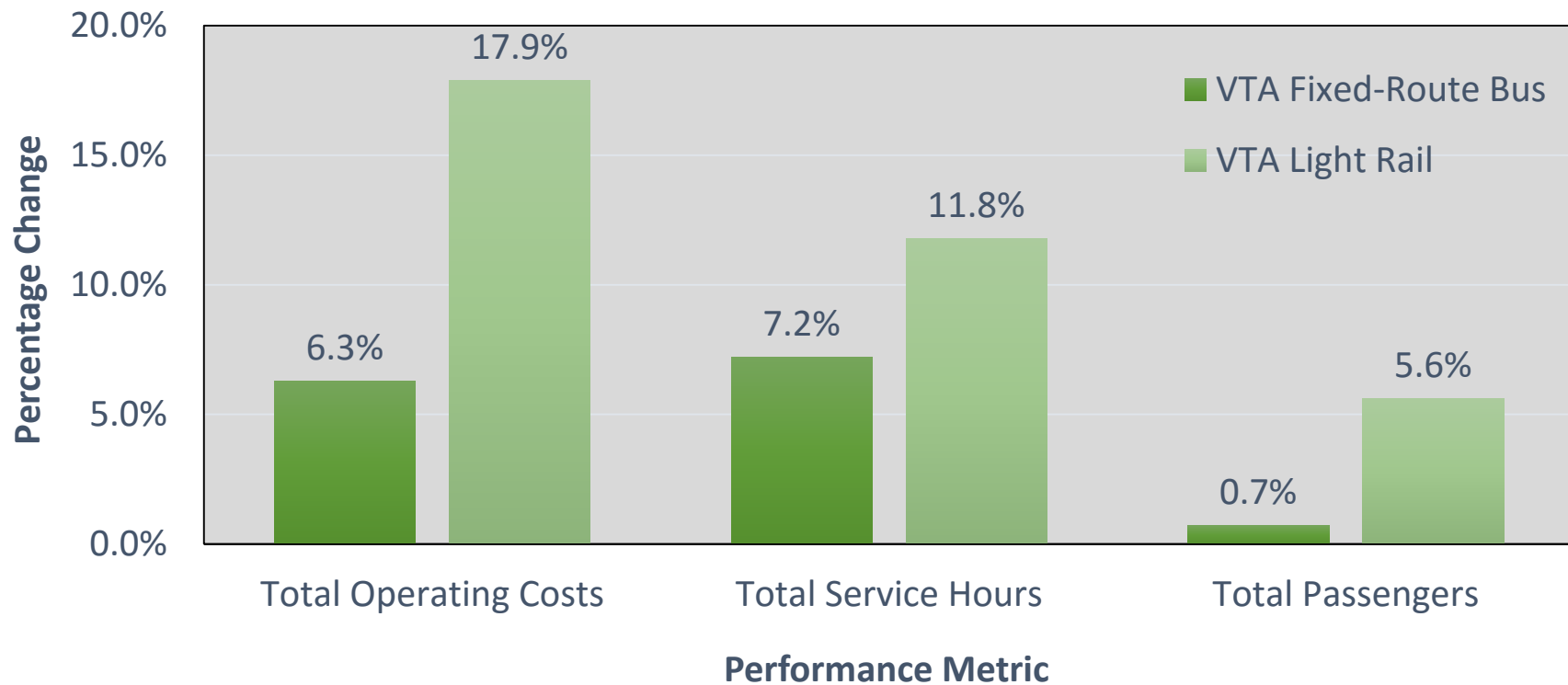
Three-year Trends



- Increase in bus operating costs due to a sharp rise in labor costs (9 percent) and fringe benefits (16 percent) during the audit period.
- Ridership decline on bus due to inaccurate results from Automatic Passenger Counting (APC) equipment.

VTA

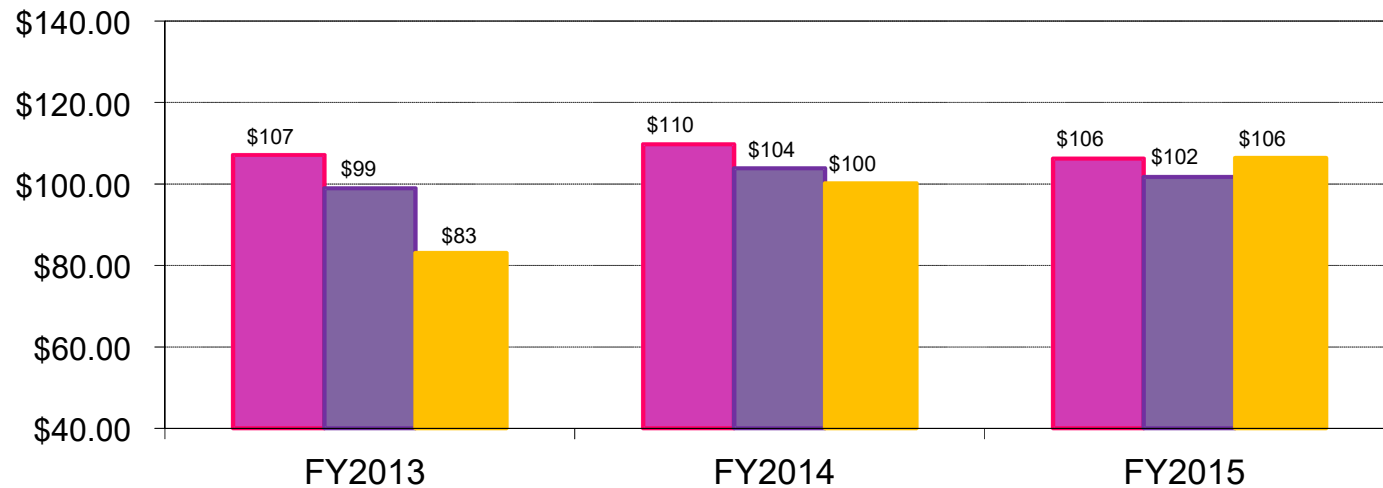
Three-year Trends



- Increase in light rail operating costs due to a sharp rise in labor costs (24 percent) and fringe benefits (9 percent) during the audit period.
- Ridership held steady on bus while light rail ridership increased an average of three percent per year during the audit period.

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



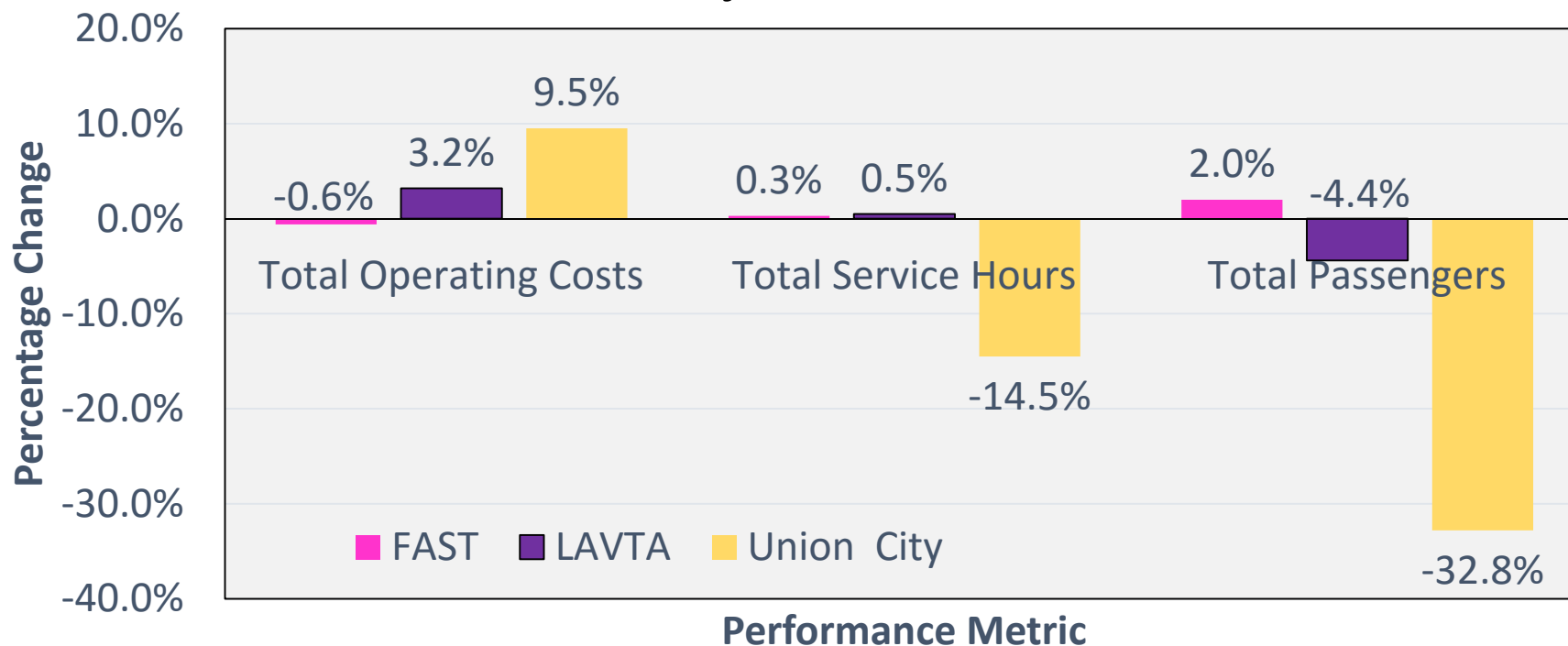
FY2013-FY2015 Average Annual Change (CPI = 2.4%)

■ FAST -0.4%	■ LAVTA 1.4%	■ Union City 13.1%
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- FAST's cost per vehicle service hour decreased by 3.2 percent in FY2015.
- LAVTA's cost per service hour increased at less than the rate of inflation.
- Union City's cost per hour increased more than 20 percent in FY2014, when a major service change was implemented.

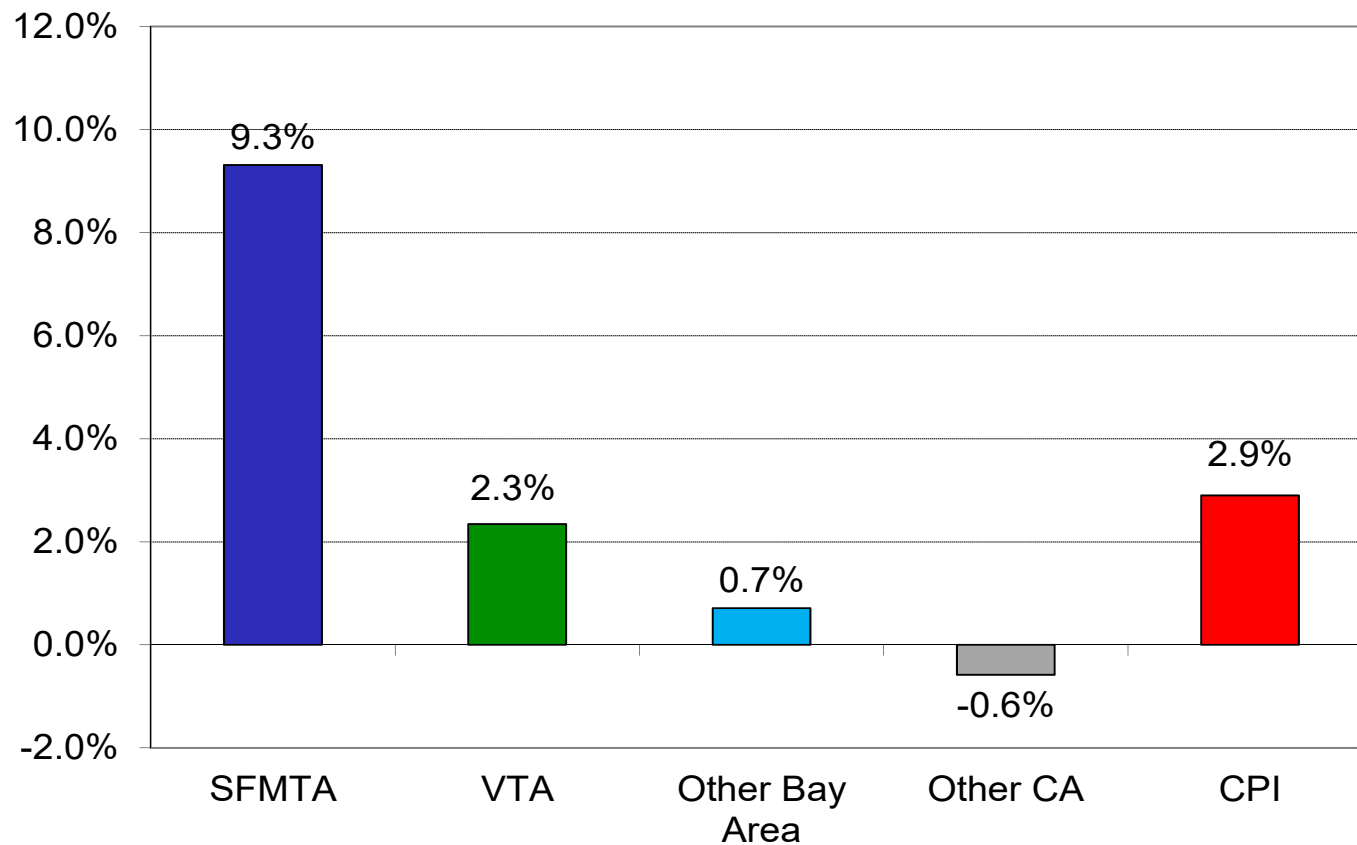
Fixed-Route Bus – Smaller Operators

Three-year Trends



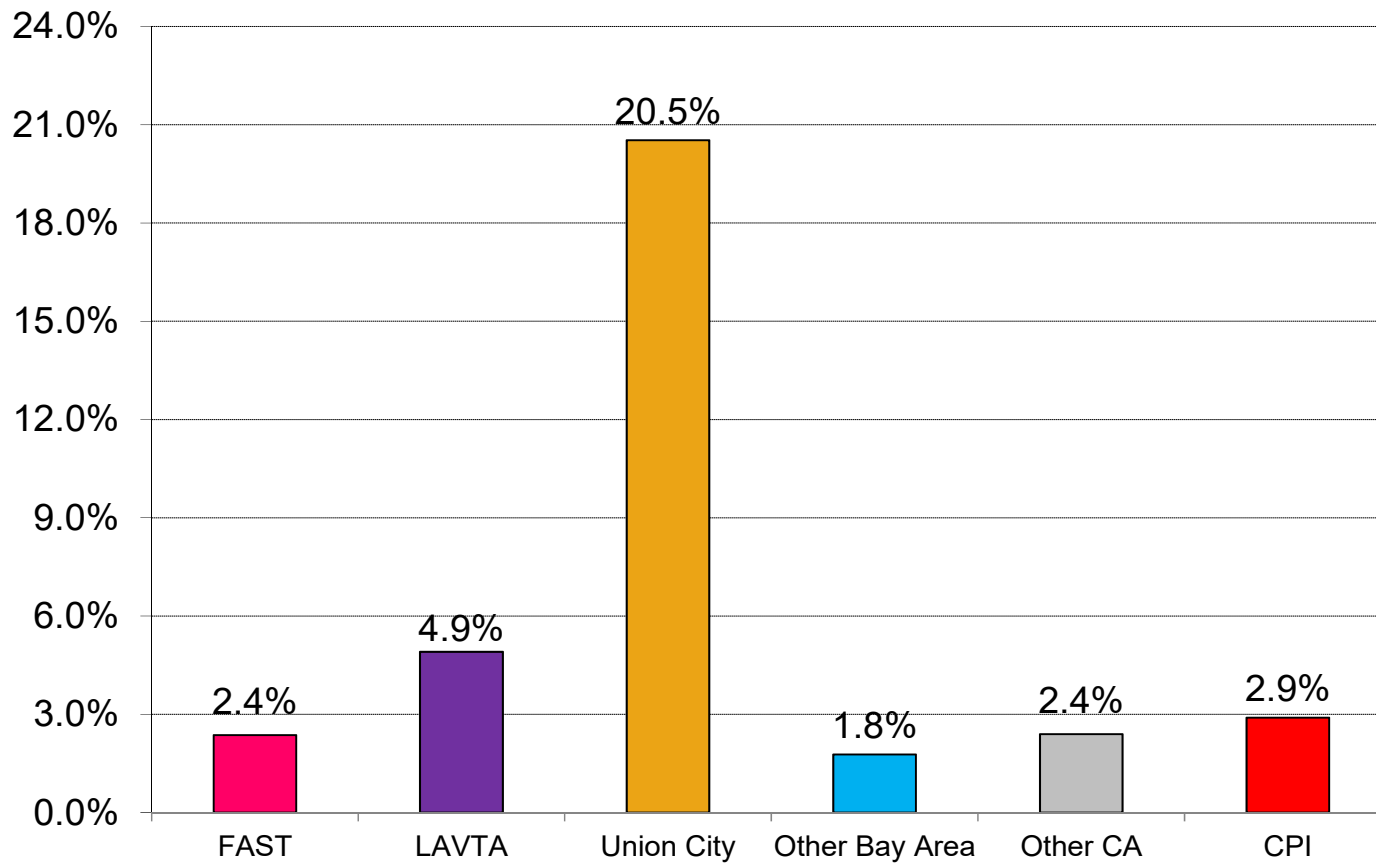
- FAST's operating costs and service levels held steady during the audit period, while ridership experienced a slight increase.
- Although LAVTA service levels remained steady, ridership declined in each year of the audit period.
- Union City's service change in FY2014 resulted in increased costs, reduced service levels and declining ridership.

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Larger Operators (Fixed-Route Bus - FY2013-FY2014)



“Other Bay Area”: AC Transit, CCCTA, GGBHTD, and SamTrans.

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Smaller Operators (Fixed-Route Bus - FY2013-FY2014)



“Other Bay Area”: Dixon, NCTPA, Petaluma, Rio Vista, Santa Rosa, SCT, Tri Delta, Vacaville, and WestCAT.

Audit Recommendations

Transit Operator	Recommendations
SFMTA	<ul style="list-style-type: none"> • Continue efforts to improve automatic passenger counter data. • Ensure paratransit passenger trip data is consistent and accurate.
VTA	<ul style="list-style-type: none"> • Improve on-time performance of the fixed-route bus and light rail service and study decreased performance. • Develop a plan to address declining service reliability of the fixed-route bus and light rail service. • Address the significant increase in lost days due to industrial accidents for the light rail service.
FAST	<ul style="list-style-type: none"> • Develop strategies to address mechanical failure rates (bus service). • Continue to improve preventable accident rate. • Develop and implement strategies to reduce trip cancellations and passenger no-shows on the paratransit service.
LAVTA	<ul style="list-style-type: none"> • Ensure paratransit data is collected and reported accurately. • Develop strategies to improve on-time performance (fixed-route bus).
Union City	<ul style="list-style-type: none"> • Continue to return to 2014 service structure. No Recommendations.

Date: November 16, 2016
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4249

This resolution adopts MTC's FY2016-17 Productivity Improvement Program (PIP).

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet for November 9, 2016.

Date: November 16, 2016
W.I.: 1514
Referred By: PAC

Re: MTC Productivity Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4249

WHEREAS, Public Utilities Code (PUC) section 99244 provides that each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of transit operators within the area under its jurisdiction; and

WHEREAS, as provided for in Government Code sections 66500 et seq., the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, PUC section 99244 provides that recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in the triennial performance audits of transit operators conducted pursuant to PUC section 99246; and

WHEREAS, in accordance with PUC section 99244, MTC is required each fiscal year, to make a finding that a transit operator has made a reasonable effort in implementing productivity improvement recommendations prior to approving the allocation of Transportation Development Act (TDA) funds in an amount greater than was allocated to the operator in the preceding fiscal year; and

WHEREAS, in accordance with PUC section 99314.7, MTC is required each fiscal year, to make a finding that a transit operator has made reasonable effort in implementing productivity improvements pursuant to PUC section 99244, prior to approving the allocation of State Transit Assistance (STA) funds to the operator for operating purposes; and

WHEREAS, in accordance with PUC section 99233.2, MTC may support the regional transportation planning process by providing technical assistance funding to transit operators or other entities to implement transit productivity improvements; now, therefore, be it

RESOLVED, that MTC adopts the productivity improvement projects set forth in Attachment A to this resolution, and incorporated herein by reference; and

RESOLVED, that MTC finds that all transit operators identified in Attachment A have made reasonable effort in implementing productivity improvements and are eligible for allocations of TDA and STA funds next fiscal year in accordance with PUC sections 99244 and 99314.7.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on November 16, 2016.

Date: November 16, 2016
W.I.: 1514
Referred By: PAC

Attachment A
Resolution No. 4249
Page 1 of 14

Large Operators

Transit Operator: AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, SCVTA

Project Title: Transit Sustainability Project – Performance Measures

Project Goal: Progress towards achieving a 5% reduction by FY2016-17 in at least one of the three performance measures outlined in MTC Resolution 4060.

Project Description: MTC Resolution No. 4060 established performance measures and targets for the largest seven Bay Area transit operators to achieve a five percent (5%) reduction by FY2016-17 in one of three performance measures and with no growth beyond the Consumer Price Index (CPI) thereafter. These measures are:

- Cost Per Vehicle Service Hour;
- Cost Per Passenger; and
- Cost per Passenger Mile.

Each agency adopted a strategic plan in FY2012-13 that described how the agency intends to meet one or more of the performance targets. Beginning in FY2013-14, each agency is required to submit performance data on all three measures and targets as part of MTC's ongoing monitoring of progress towards meeting the targets.

Estimated Completion Date: End of FY 2016-17 and annual updates thereafter.

Small Operators

Regional

Transit Operator: Water Emergency Transportation Authority (WETA)

Project Title: Fare Program Transfer Policy

Project Goal: Encourage bus-to-ferry transfer at origin stations throughout the WETA system.

Project Description: Adopt WETA Fare Program Transfer Policy to reimburse ferry riders the cost of their bus trip to the terminal, reducing the overall cost of a linked transit trip. The cost for the transfer will be split between WETA and the terminal-serving transit agency.

Estimated Completion Date: March 2017

Transit Operator: Water Emergency Transportation Authority (WETA)

Project Title: Alameda Terminals Access Improvements

Project Goal: Improve opportunities for accessing both ferry terminals in Alameda, encouraging non-automotive modes such as transit, walking and biking.

Project Description: The Alameda Terminals Access Plan, currently underway and being developed, will identify a series of capital and programmatic improvements to encourage more riders to take the ferry in Alameda. The Access Improvements will likely range from bike lane gap closures, bicycle parking, pedestrian safety improvements and bus routing and scheduling changes.

Estimated Completion Date: June 2017

Alameda County

Transit Operator: Livermore Amador Valley Transit Authority (LAVTA)

Project Title: Paratransit Service Data Improvement Project (NEW)

Project Goal: Ensure that data is collected and reported accurately by LAVTA's Paratransit Contractor and that this data is then reported accurately to NTD.

Project Description: LAVTA's data definitions and collection comply with TDA requirements; however, the actual reporting of the data by the paratransit contractor has some flaws. Specifically, the data on vehicle service hours and miles, paratransit trip cancellations and passenger no shows, and late trip cancellations. LAVTA will examine the data collection and reporting activities of its paratransit contractor and implement any corrective actions needed to ensure that operating data are being accurately collected and reported. Further, LAVTA will ensure that requirements concerning data collection will be a part of any future request for proposals and resulting service contracts going forward.

Estimated Completion Date: December 2016

Transit Operator: Livermore Amador Valley Transit Authority (LAVTA)

Project Title: Fixed Route Bus Service On-Time Performance Improvement Project (*NEW*)

Project Goal: Examine causes and prepare a plan for improving on-time performance of the fixed route bus service.

Project Description: LAVTA's fixed-route on-time performance for the three years of the most current TDA audit period was consistently in the 80 percent range. The previous Short Range Transit Plan included a standard of 90 percent. LAVTA has examined its fixed-route bus service to determine the cause(s) for the underperforming on-time scheduled bus service through the process of a comprehensive operations analysis that was completed in FY16. LAVTA will implement the changes over the course of the next 18 months, with the goal of reaching 85% within that timeframe.

Estimated Completion Date: November 2017

Transit Operator: Union City

Project Title: Paratransit Plus Trip Productivity

Project Goal: Increase productivity of non-ADA paratransit plus trips

Project Description: Increase the productivity of Paratransit Plus trips by linking all non-ADA trips with an ADA paratransit trip. Develop and implement dispatching standards for paratransit plus trips.

Estimated Completion Date: December 2016

Transit Operator: Union City

Project Title: Implement Clipper

Project Goal: Make electronic fare payment available to make fare payment easier.

Project Description: Union City is eager to implement the Bay Area's regional smart card based fare payment system to make it easier for their riders who may also use other transit systems.

Estimated Completion Date: Spring 2017

Transit Operator: Union City

Project Title: Evaluate Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) Technology

Project Goal: Cost-effectively enhance service performance via remote system monitoring and providing real-time information to customers.

Project Description: Project on hold to focus on new scheduling software and Clipper implementation. Project will evaluate feasibility of an integrated CAD/AVL system that allows for a multi-functional single point login. Ideally the system would be used to monitor vehicles and assist with scheduling while also providing real-time arrival information to the public to facilitate trip planning. All vehicle information would be compatible with 511.org trip planner and Google Transit.

Estimated Completion Date: December 2017

Contra Costa County

Transit Operator: Central Contra Costa Transit Authority (CCCTA)/ County Connection

Project Title: Bus Stop Access Improvement Project (*NEW*)

Project Goal: Improve access to bus stops by providing passenger amenities, improved signage, and ADA accessibility.

Project Description: Recommendations in the Bus Stop Access Improvement Study will be implemented to improve passenger amenities, provide additional information to the public, and improve ADA accessibility.

Estimated Completion Date: June 2017

Transit Operator: Eastern Contra Costa Transit Authority/Tri-Delta

Project Title: Increase Passenger Productivity and Cost-effectiveness of Paratransit Service

Project Goal: Examine and develop strategies to improve paratransit productivity.

Project Description: Continuing effort to improve the recurring, TDA Performance Audit recommendation to improve paratransit efficiency which continues to slip as demand in the sub-region grows. New paratransit contract starting in FY 2016-17 includes financial incentives for improved productivity. TriDelta will monitor whether these incentives improve productivity.

Estimated Completion Date: December 2017

Transit Operator: Western Contra Costa Transit Authority (WestCat)

Project Title: Implement timed transfers at Hercules Transit Center (*NEW*)

Project Goal: The project seeks to improve the predictability and convenience of transfers between local feeder routes and express services. The project will also allow WCCTA to gauge the effectiveness of feeder connections and to make adjustments accordingly.

Project Description: WCCTA proposes to implement a new comprehensive local & express bus schedule in September 2016. The schedule will focus on creating a pulse system where local &

express routes converge on a transit hub to maximize transfer opportunities. Ridership data from before and after the schedule is implemented will be analyzed to assess the ability of the new system to increase transfer activity and to increase the use of local feeder routes.

Estimated Completion Date: December 2017

Marin County

Transit Operator: Marin Transit

Project Title: Participate in San Rafael Bettini Transit Center Relocation Study

Project Goal: SMART train service to San Rafael and Larkspur

Project Description: When SMART service extends to Larkspur, the SMART tracks will travel north-south through the Bettini Transit Center and divide it into two sides, requiring a plan to fully or partially relocate the Transit Center in order to maintain the current level of service and to accommodate potential new bus service resulting from the opening of SMART. This study will build on the conceptual work completed in the Downtown Station Area Plan which identified a need to integrate rail and bus transit, potentially in a consolidated transit complex. The City of San Rafael is the lead agency for the study with GGBHTD and Marin Transit as partner agencies.

Estimated Completion Date: October 2016

Transit Operator: Marin Transit

Project Title: Clipper Improvements (*NEW*)

Project Goal: Increase Clipper usage on local Marin Transit services.

Project Description: Since 2007 Marin Transit has monitored Clipper usage on its routes and has observed a very low rate of participation by riders. Between FY15 and FY16 Clipper usage dropped from 10% of ridership in FY15 to just 7.5% of ridership in FY2016. The reason for the decline appears to be a preference on the part of Marin Transit riders for other pass options. This project aims to increase use of Clipper by simplifying the system, increasing availability of Clipper cards and decreasing the minimum value required to be added to cards.

Estimated Completion Date: June 2017

Transit Operator: Marin Transit

Project Title: Scheduling software for demand responsive transportation services (*NEW*)

Project Goal: Implement technology solutions to increase productivity on demand responsive services.

Project Description: Marin Transit recognizes that advances in technology and increased rates of internet and smart phone use present the opportunity for more seamless experiences and new options for travel. Marin Access riders are adopting technology, and have expressed interest in the benefits technology has to offer for transportation. The District will identify, procure, or develop technology tools that will best address identified technology needs included in the 2016 report on Marin Access Strategic Analysis and Recommendations.

Estimated Completion Date: September 2017

Napa County

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Bus Stop Informational Signs Upgrade (*NEW*)

Project Goal: Replace existing bus signage with new signs containing more customer service options and information.

Project Description: The new bus stop signs will inform riders at the stop of automated phone and text lines for information relating to bus service at the specific stop. The signs will also contain information for those possessing smart phones on access to service information via internet or phone application. The purpose of this is to direct some customer service questions to automated sources to reduce the amount of time spent answering routine questions by VINE staff therefore increasing customer service efficiency.

Estimated Completion Date: June 2017

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: Computer Aided Dispatch (CAD)/ Automatic Vehicle Locator (AVL) system

Project Goal: AVL and CAD capabilities will provide the agencies with an essential tool to help improve on-time performance, improve dispatch reliability and efficiency, increase ridership, improve scheduling and planning, and improve data management and reporting.

Project Description: Napa County Transportation and Planning Agency has 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 AVL System and CAD for their fixed route and demand response fleets of vehicles. All vehicle information will be compatible with 511.org trip planner and Google Transit.

Estimated Completion Date: December 2016

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Transit Comprehensive Operational Analysis (COA) (*NEW*)

Project Goal: The goal of the COA is to find inefficiencies in the transit system and recommend corrective or mitigating actions. The study will also give NVTa potential areas where service is lacking and what can be done to increase service in those areas. This study will cover fixed route as well as on demand services. It will exclude express services but will incorporate findings from the Vine Transit Express Bus Study.

Project Description: NVTa will hire a consultant to gather data regarding Vine's current fixed and on demand services. The consultants will then analyze the data to find areas of potential change that will result in greater service efficiencies.

Estimated Completion Date: November 2018

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Transit Express Bus Study (*NEW*)

Project Goal: The goal of the VINE Transit Express Bus Study is to identify potential areas for expansion of service, capital improvements and efficiency enhancements.

Project Description: NVTa will hire a consultant to survey current conditions, gather data and make suggestions for future improvements to the Vine Express Bus network.

Estimated Completion Date: July 2017

Solano County

Transit Operator: Solano Transportation Authority for all Solano County Operators (Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: Solano County Mobility Management Program Enhancements

Project Goal: Implement a Mobility Management Plan for Seniors, People with Disabilities and the Low-Income to assist individuals find the right transportation to maintain and/or develop their mobility.

Project Description: The four components of the Mobility Management are 1) One Stop Call Center; 2) Travel Training Program; 3) Countywide In-Person ADA Eligibility Determination; and 4) Intercity Taxi Scrip. The first three have been implemented. Solano Transportation Authority will now administer the Intercity Taxi Scrip Program and incorporate non-ambulatory service into the program.

Estimated Completion Date: July 2017

Transit Operator: Solano Transportation Authority for all Solano County Operators (Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: I-80/I-680/I-780/State Route 12 Transit Corridor Study Update

Project Goal: Develop a service plan and identify capital improvements that will provide faster transit speeds, better service frequencies, and improved connections intra- and inter-regionally to support the future service projections in Solano County. Implement service changes in two phases.

Project Description: The I-80/I-680/I-780/State Route 12 Transit Corridor Study updates the Transit Corridor Studies completed in 2004 and 2006 and addresses current and future travel demand in the corridor, existing service and alternatives for serving the corridor and a recommended phased implementation plan. The Transit Corridor Study not only addresses transit services but also identifies facilities and connection improvements needed to support these services into the future. The Transit Corridor Plan will provide guidance and coordination for future investments in Solano County. Operational changes will be implemented in two phases.

Estimated Completion Date: June 2017

Transit Operator: Solano County Transit (SolTrans)

Project Title: Implement Automatic Call-back System for Paratransit Customers

Project Goal: Implement an automatic call-back system for Paratransit customers to remind them of appointments in order to reduce the number of no-shows.

Project Description: Implement an automatic call-back system from Trapeze Novus to work with the Trapeze scheduling software to call paratransit customers to remind them of upcoming appointments. This will allow the customer to connect with Dispatch if they need to cancel or reschedule and should reduce the number of no-shows.

Estimated Completion Date: June 2017

Transit Operator: Solano County Transit (SolTrans)

Project Title: Compressed Natural Gas (CNG) Fueling Facility

Project Goal: Design and Build a compressed natural gas fueling facility at SolTrans' operations and maintenance facility.

Project Description: SolTrans needs to replace their commuter fleet over the next four years and has determined that compressed natural gas is the best alternative fuel source at this time. SolTrans will design and build a CNG fueling facility at their Operations and Maintenance Facility to be ready for the new CNG buses that SolTrans will begin procuring later this year. The new CNG buses will increase operational efficiency with less maintenance needed for new buses and lower fuel costs.

Estimated Completion Date: March 2017

Transit Operator: Solano County Transit (SolTrans)

Project Title: Computer Aided Dispatch (CAD)/ Automatic Vehicle Locator (AVL) system

Project Goal: The project's goals include the ability to produce and provide to riders "real-time" predictive bus arrival information, also, the capture and access to a complete spectrum of planning data, ADA compliant visual and audible stop announcements, NTD (National Transit Database) accepted ridership data (via automatic passenger counters installed at bus doorways) and expanded dispatch to bus communications.

Project Description: An AVL/CAD system will allow real-time monitoring for dispatchers, showing the location of current buses, who is driving, how many passengers are on board, and if the route is on-time, late, early, etc. Planners use the data to identify productive and unproductive segments of routes (using APCs) and segments needing time adjustments. Additional functions of AVL/CAD systems include data communications between bus and dispatch, automatic announcements of approaching bus stops (ADA compliance), interaction with head sign controllers, provision of data to real-time bus arrival systems (LED signs and smartphones), etc. All vehicle information will be compatible with 511.org trip planner and Google Transit.

Estimated Completion Date: December 2017

Transit Operator: City of Vacaville

Project Title: Research Block Party Public Outreach Concept

Project Goal: Increase general public transit ridership

Project Description: Research, survey, discuss with public and local representatives a "block-party outreach" concept similar to a National Night Out event - designed to encourage more ridership on City Coach Transit. Began outreach in November 2015 and planned 12 months of events in conjunction with new service in Leisure Town that started in January 2016.

Estimated Completion Date: November 2016

Transit Operator: City of Vacaville

Project Title: Zero Emissions Bus Research (*NEW*)

Project Goal: Investigate transitional issues for City Coach to move from Compressed Natural Gas (CNG) to a Zero Emissions Bus (ZEB) fleet for fixed route and paratransit buses.

Project Description: Research the available technologies and issues Vacaville will face in moving from our current fuel type Compressed Natural Gas (CNG) to a ZEB. Develop a fuel replacement policy to aid in guiding City Coach Transit through 2040.

Estimated Completion Date: June 2017

Sonoma County

Transit Operator: City of Petaluma

Project Title: SMART Service Coordination Project

Project Goal: Adjust schedules for existing route serving the SMART station to better serve passengers connecting to the train station

Project Description: SMART is anticipated to begin running service in 2016. Petaluma Transit currently serves the Transit Mall adjacent to the station, but adjustments in both the stop location and schedule should be considered in order to provide the best possible service to interagency riders. With SMART not anticipating to provide funding for local bus transit, extensive analysis will be required to ascertain how much additional SMART-focused service can be provided without reducing service to other routes.

Estimated Completion Date: December 2016

Transit Operator: City of Petaluma

Project Title: Adopt a Transit Asset Management Plan (TAM) (*NEW*)

Project Goal: Better manage transit asset and comply with Federal law.

Project Description: Petaluma Transit will coordinate with MTC and its regional efforts to adopt a Transit Asset Management Plan for small transit operators.

Estimated Completion Date: September 2018

Transit Operator: Santa Rosa

Project Title: Implement Reimagining CityBus (NEW)

Project Goal: The Reimagining CityBus project has redesigned the existing fixed-route system with extensive public input making it more frequent and direct service. The City will advertise, promote and implement the Reimagining CityBus project.

Project Description: "Reimagining Santa Rosa CityBus" is the first comprehensive re-design of Santa Rosa's transit system in over 25 years. It is a complete redesign of the CityBus system with improved more frequent and more direct service. Staff will expand awareness of this reimagined CityBus service through an expansive, enthusiastic, coordinated marketing campaign. This newly designed system operates 15-minute service on the major corridors with strong anchor points at both ends making travelling throughout the city much easier and faster. It will provide excellent service to major shopping areas, local schools, the junior college, the SMART station, businesses and major medical facilities.

Estimated Completion Date: April 2017

Transit Operator: Santa Rosa

Project Title: Implement Paratransit Efficiency Recommendations Tier One

Project Goal: Implement Council-approved recommendations for increasing efficiency of paratransit service delivery to improve the level of paratransit service utilizing existing resources.

Project Description: This project involves implementation and monitoring of Paratransit efficiency review tier one recommendations focused on reducing demand during peak service hours, including: 1) Reducing level of subscription trips through the implementation of a moratorium on new requests 2) Negotiating requested trip times 3) Reducing level of demand for

paratransit service to Earle Baum Center for the Blind 4) Limiting level of paratransit service to the Oakmont Community.

Estimated Completion Date: July 2017

Transit Operator: Sonoma County

Project Title: Adopt Transit Asset Management Plan

Project Goal: Better manage transit assets

Project Description: Sonoma County Transit will coordinate with MTC and its regional efforts to adopt a Transit Asset Management Plan for smaller transit operators.

Estimated Completion Date: September 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2016 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/6/2016 **In control:** Programming and Allocations Committee
On agenda: 11/9/2016 **Final action:**
Title: Regional Measure 2: Capital Program Monitoring

Semi-annual update on the Regional Measure 2 Capital Program.

Sponsors:

Indexes:

Code sections:

Attachments: [4b_RM2_Capital_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Measure 2: Capital Program Monitoring

Semi-annual update on the Regional Measure 2 Capital Program.

Presenter:

Craig Bosman

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

November 9, 2016

Agenda Item 4b

Regional Measure 2: Capital Program Monitoring

Subject: Semi-annual update on the Regional Measure 2 Capital Program.

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

Allocation/Expenditure Status

The RM2 Capital Program has a programmed amount of \$1.5 billion. As of October 2016, MTC has approved more than \$1.4 billion in capital allocations, of which over \$1.2 billion has been expended.

Project Status

The majority of projects are completed or are on track and under construction. Projects highlighted in this report include the BART Warm Springs Extension, which is expected to open in late 2016; the Fairfield/Vacaville Intermodal Train Station project, which achieved a major milestone with the opening of the Peabody Road overpass; and e-BART, which received its first vehicle deliveries. The Transbay Terminal is making major construction progress toward the completion of Phase 1 and adopted a revised budget of \$2.3 billion in June, with additional financing provided by the City and County of San Francisco and BATA. The opening of SMART has been delayed to spring 2017, primarily due to its train engines requiring a rebuild due to a manufacturing defect.

Staff continues to work with sponsors to move projects with remaining unallocated funds, toward construction. Overall, staff continues to monitor projects to ensure continued progress.

Please refer to the attached presentation for more information.

Issues: None

Recommendation: Information

Attachments: Presentation Slides

Regional Measure 2: Capital Program Update

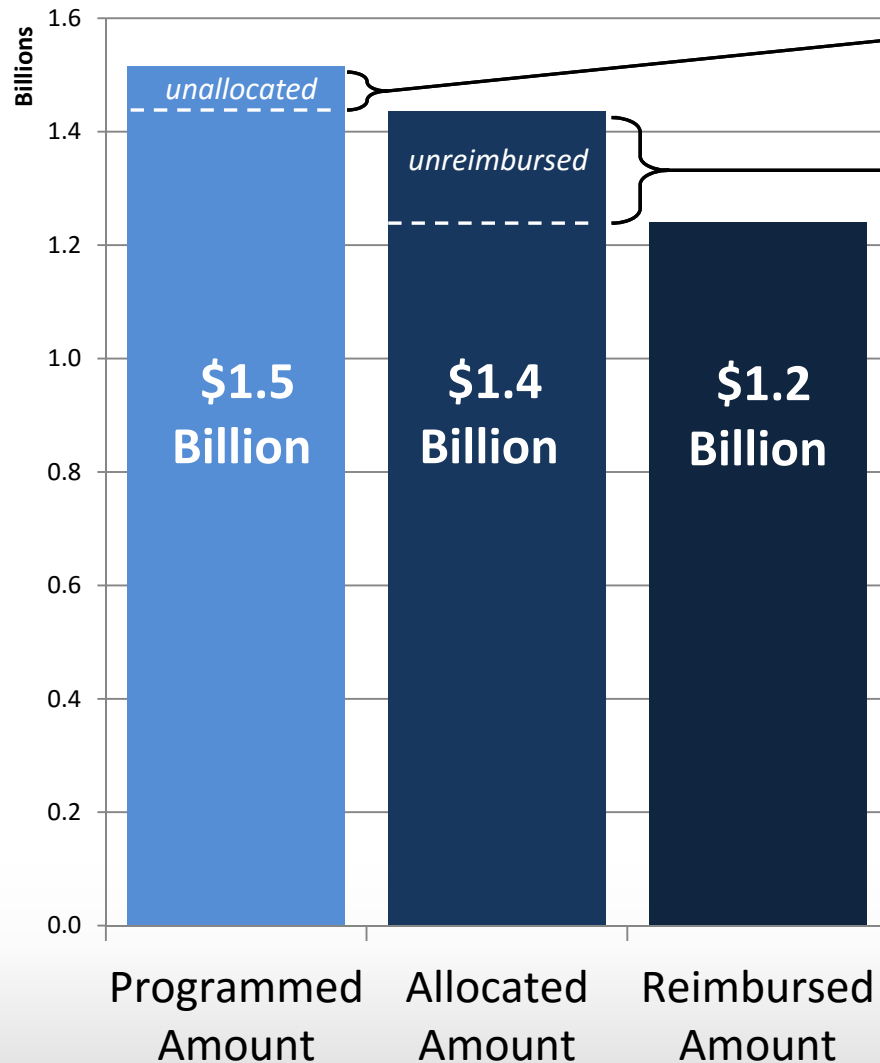
Programming and Allocations Committee

November 9, 2016



METROPOLITAN
TRANSPORTATION
COMMISSION

Capital Program Summary



Much of the \$80 million not yet allocated is due to the following projects:

- SMART Larkspur Extension (\$14M)
- Downtown SF Ferry Terminal Expansion (\$20 M)
- North South Greenway - Marin (\$15M)
- I-580 Transit Improvements (\$12M)

Much of the \$190 million not yet reimbursed is due to the following projects currently under construction:

- AC Transit BRT (\$47M)
- BART Extension to Warm Springs (\$28M)
- Caltrain Electrification (\$20M)
- Ferry Vessels incl. Richmond (\$16M)
- Fairfield/Vacaville Train Station (\$11M)
- I-680 HOV Lane Connector (\$8M)
- E-BART (\$5M)
- Dumbarton Express Bus Replacement (\$2M)
- Vallejo Station (\$1M)

Program Assessment

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

BART to Warm Springs Extension

- Construction largely complete, in systems testing phase
- Revenue service expected in fall 2016



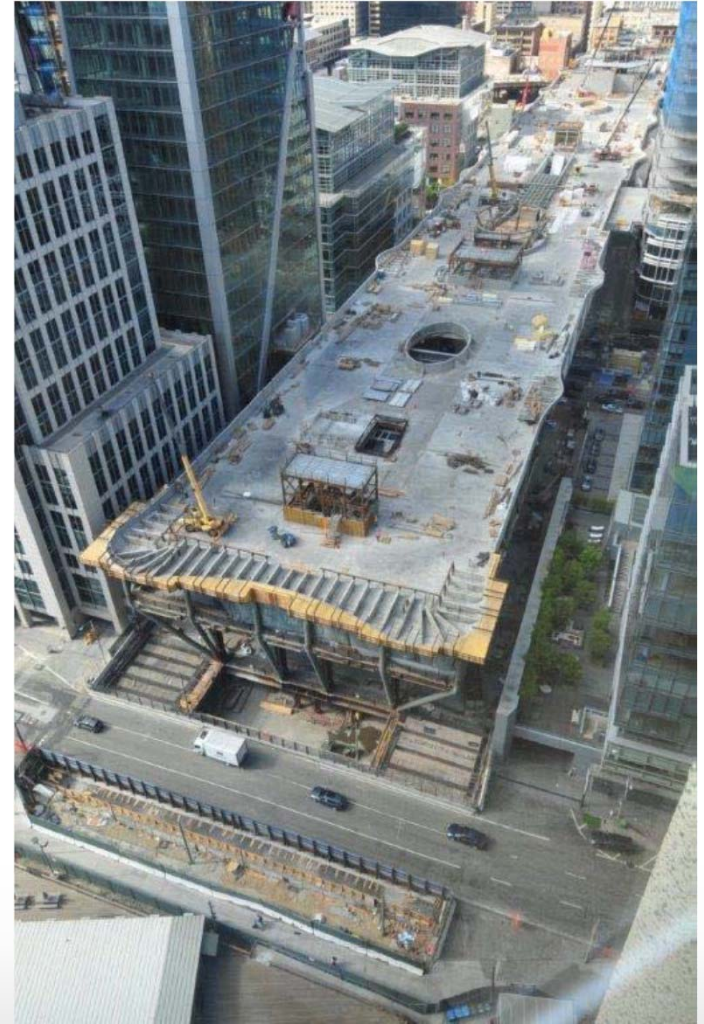
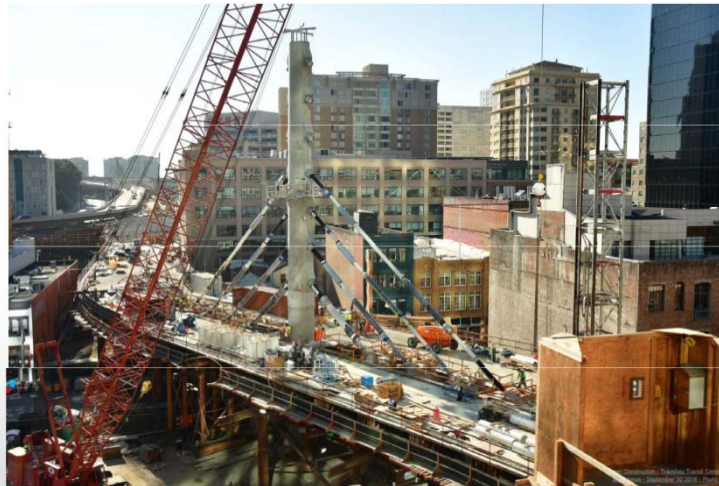
Fairfield/Vacaville Intermodal Train Station

- Construction under progress:
 - Peabody Road overpass opened to traffic
 - Second set of tracks installed
 - North portal/pedestrian underpass excavation begun
- Progressing on time and on budget



Transbay Terminal

- Construction Progress:
 - Above-grade steel is installed, decks are underway
 - Bus ramp structures under construction – cable-stayed bridge progressing
 - Mechanical, electrical, plumbing underway
- Budget of \$2.3 billion adopted in June 2016, including financing from SF and MTC/BATA



eBART

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



SMART

Preparing for Operations

- Initial Operating Segment track construction complete and under testing – design/build contracts largely complete
- Station platform finish construction underway
- Announced delay of revenue service until spring 2017 – train engines require rebuild, crossing signals require more testing/adjustments



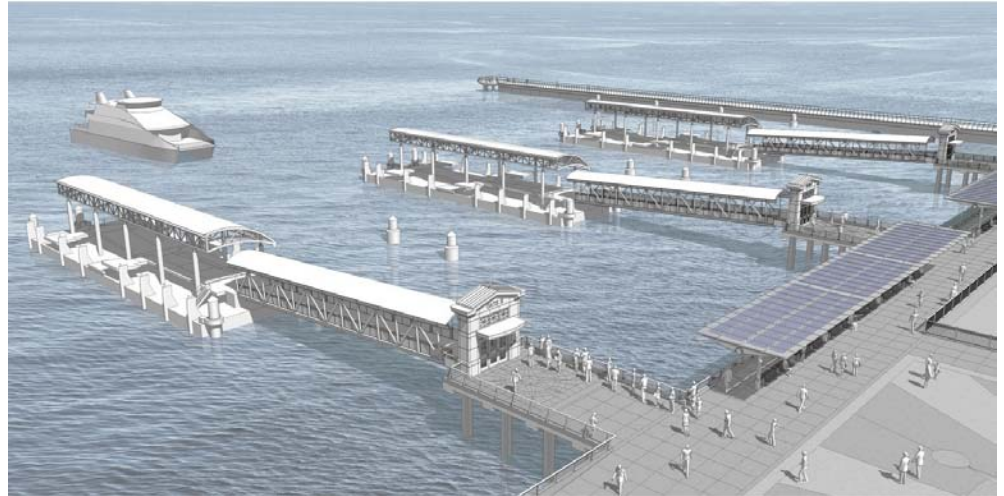
Caltrain Electrification

- Funding plan for Caltrain Modernization Program approved (electrification, positive train control, electric trains)
- Design/Build and vehicle procurement contracts awarded with limited notices to proceed
- Working with FTA regarding federal Core Capacity funding



Ferry Projects

- Replacement vessels (Harbor Bay Express II, Encinal) construction well underway
- Contract awarded for new Richmond vessels; Richmond Terminal construction to begin 2017
- SF Terminal expansion design complete, procurement for construction manager at-risk contractor is underway



Rendering courtesy Incat Crowther

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

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



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I-880 North Safety Improvements

- Construction approximately 30% complete
- Reconstruction of 29th Ave overcrossing continues through 2016 – current focus on superstructure and deck construction



AC Transit East Bay BRT

- Advanced utilities, off-street parking, traffic mitigation packages completed
- Groundbreaking ceremony held in August
- Full notice-to-proceed issued for major construction package
- Revenue service target late 2017



Other Projects - Recent Milestones

- SolTrans Curtola Park & Ride Hub (Vallejo) opened – January 2016
- Central Marin Ferry Connection Multi-use pathway opened – May 2016
- Dumbarton Express Bus replacements delivered
- Yountville and American Canyon Park and Rides now open
- Tri-Delta transit real-time info now integrated with 511
- Safe Routes to Transit Cycle 4 projects mostly complete





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

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On agenda: 11/9/2016 **Final action:**
Title: Presidio Parkway Supplemental STIP Funds Position. Update on CTC Supplemental Funds Request for the Presidio Parkway Project in San Francisco.

At the September 14 meeting, the Committee requested formalizing MTC's oppose position on the involuntary commitment of supplemental regional STIP funds on the Presidio Parkway project. This item includes strategies to address this issue and to prevent future conflicts, and authorization for the MTC chair to submit letters to the State supporting MTC's position.

Sponsors:

Indexes:

Code sections:

Attachments: [5a_Presidio_Pkwy_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Presidio Parkway Supplemental STIP Funds Position. Update on CTC Supplemental Funds Request for the Presidio Parkway Project in San Francisco.

At the September 14 meeting, the Committee requested formalizing MTC's oppose position on the involuntary commitment of supplemental regional STIP funds on the Presidio Parkway project. This item includes strategies to address this issue and to prevent future conflicts, and authorization for the MTC chair to submit letters to the State supporting MTC's position.

Presenter:

Kenneth Kao

Recommended Action:

Committee Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2016

Agenda Item 5a

Presidio Parkway Supplemental Funds Update

Subject: Update on CTC Supplemental Funds Request for the Presidio Parkway Project in San Francisco.

Background: At the September 14, 2016 Programming and Allocations Committee meeting, the Committee directed staff to prepare materials for the Commission to take a position on the Presidio Parkway project as it relates to funding from the State Transportation Improvement Program (STIP).

CTC Assigns SF's STIP Funds to Cost Increase

In June and again in August, the California Transportation Commission (CTC) approved supplemental funds for the Presidio Parkway Public-Private Partnership (P3) project to cover cost increases. In the 2010 cooperative and 2012 funding agreements for the Presidio Parkway project between the California Department of Transportation (Caltrans) and the San Francisco County Transportation Authority (SFCTA), both parties agreed to cooperate to seek and secure additional funding if needed, and that SFCTA's financial contribution outlined in the agreements was its maximum obligation unless otherwise agreed to in writing. These agreements were the result of lengthy and complex negotiations between Caltrans, SFCTA, MTC, and the private contractor. In accordance with those terms, Caltrans agreed to fund any cost increases through the State Highway Operations and Protection Program (SHOPP). However, this summer, CTC allocated roughly 6% of the supplemental funds from San Francisco's STIP county share, which directly affected San Francisco's limited and fully-committed discretionary funds. Further, neither MTC nor SFCTA were given advance notice of CTC staff's recommendation to deduct San Francisco's STIP shares for this increase, and both opposed it once the action was known.

STIP Guidelines vs. Cooperative/Funding Agreements

The CTC asserts that the STIP Guidelines overrule any other agreements entered into between a project sponsor and Caltrans, acting as the State of California. The CTC also maintains that since it was not a party to the Presidio Parkway agreements, CTC cannot be held to the terms of those agreements. Instead, the CTC relies on the STIP Guidelines which, under Section 49, stipulate that any cost increases are shared proportionally if STIP funds were originally allocated to the project (if the CTC had not approved an alternate cost sharing methodology at the time of the original allocation).

Subsequent Discussions

Both MTC and SFCTA submitted letters in advance of the August CTC meeting requesting that the CTC not apply San Francisco's STIP shares to the supplemental funds vote. Both letters are attached, and cite references to SFCTA's agreements with the State through Caltrans. CTC staff also met with representatives from San Francisco and MTC; however, CTC has so far been unwilling to consider alternatives to STIP funds for the increase.

Options

Staff is pursuing a few options to address the involuntary sequester of STIP funds and to ensure conflicts do not occur in the future:

- Continue discussions with CTC regarding alternate funding in place of STIP funds.
- Discussions with Caltrans regarding its full commitment of SHOPP funds for cost increases, and how SHOPP funds might supplement San Francisco STIP projects.
- Work with other Regional Transportation Planning Agencies and CTC to amend the 2018 STIP Guidelines. Revision should include language recognizing CTC's role in P3 projects funded through the STIP, and expand exceptions to Section 49 of the STIP Guidelines.
- Ensure that any future P3 authorizing legislation include parameters for P3 agreements' overriding power over other state guidelines.

Issues: The CTC's actions have the potential to jeopardize future P3 and alternative delivery method projects, reducing the viability of P3s around the state due to increased uncertainty.

Recommendation: Staff recommends referring this item to the Commission to direct staff to pursue the above options regarding the Presidio Parkway project issue as well as to prevent future P3/STIP conflicts, and to authorize MTC's Chair or Executive Director to submit letters to the State supporting this position starting with the draft included as Attachment 3.

Attachments:

1. Letter from MTC to Ms. Bransen, Executive Director of CTC, re: Presidio Parkway Project, dated August 15, 2016
2. Letter from SFCTA to Mr. Alvarado, Chair of CTC, re: Presidio Parkway Project, dated August 16, 2016
3. Draft Letter from MTC to Ms. Bransen, Executive Director of CTC, re: Presidio Parkway Project, pending Commission action
4. Excerpts from applicable California statutes related to STIP



METROPOLITAN
TRANSPORTATION
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Attachment 1

Bay Area Metro Center
375 Beale Street, Suite 800
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www.mtc.ca.gov

Dave Cortese, Chair
Santa Clara County

August 15, 2016

Joel Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azunbrado
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spring
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Premier
Deputy Executive Director, Operations

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: CTC Proposed Allocation for Presidio Parkway Project

Susan
Dear Ms. Bransen:

At the California Transportation Commission meeting scheduled for August 17-18, 2016 in San Diego, the CTC will consider a supplemental funds allocation to the Presidio Parkway Public-Private Partnership (P3) project. The California Department of Transportation (Caltrans) requests allocation of \$91.1 million in non-State Transportation Improvement Program (STIP) funds from the State Highway Account (Budget Act Item 2660-302-0042) and Federal Trust Fund (Budget Act Item 2660-302-0890), per Caltrans's recommendation under agenda tab 55. MTC supports Caltrans's recommendation as consistent with the cooperative agreement that governs this unique P3 funding framework.

SFCTA and the State of California, acting through Caltrans, entered into a cooperative agreement and funding agreement on the Presidio Parkway project earlier this decade. The agreements spell out each partner's role, including agreement "to cooperate to seek to secure any additional funds... that are necessary to complete the project." As you know, the agreements for the Presidio Parkway Public-Private Partnership – the first such P3 in California – are the result of lengthy negotiations by the State and were informed by many actions and debates at seven California Transportation Commission meetings.

MTC appreciates the advance dialogue about this month's CTC staff recommendation, which was regrettably omitted in the June supplemental funds allocation action for the same project. MTC understands that CTC staff will continue to recommend a portion of the supplemental funds come from San Francisco's STIP county share, citing Article 49 of CTC's STIP Guidelines. However, we have concerns about this approach for this and future P3 projects. Given the non-traditional nature of this project and its agreements, CTC should consider amending the STIP guidelines to explicitly address the special nature of P3 projects to acknowledge that the agreements take precedent where they conflict with the guidelines. Further, in situations where a P3 project includes funding that CTC allocates, such as regional STIP funds, CTC should consider being a signatory to those funding agreements with the local agency and Caltrans. This would recognize and honor the importance of the complex project agreements and avoid inconsistencies in state agency actions.

To that end, MTC supports Caltrans's proposal to fund the increase through non-STIP funds, as reflected in the memo under agenda tab 55, and encourages the CTC to honor the State's signed commitment through Caltrans. SFCTA and the region continue to support the project, and will work in close cooperation with Caltrans to identify other appropriate fund sources to offset unexpected cost increases, such as San Francisco local sales tax funds and funding from the Presidio Trust. This is consistent with the P3 agreement, which calls for project partners "to cooperate to seek to secure additional funds." We urge CTC to reconsider their allocation recommendation for the August meeting, recognizing the unique nature of this P3 project and agreements.

Thank you for your efforts in resolving the financial issues for this project. Please contact me at (415) 778-5250 if you would like to discuss this letter or the Presidio Parkway project.

Best regards,



Alix A. Bockelman
Deputy Executive Director, Policy

cc: Tilly Chang, Executive Director, San Francisco County Transportation Authority
Malcolm Dougherty, Director, California Department of Transportation
Bijan Sartipi, District Director, California Department of Transportation District 4
Brian Kelly, Secretary, California State Transportation Agency
Scott Wiener, Supervisor and Board Chair, San Francisco County Transportation Authority
Bob Alvarado, Chair, California Transportation Commission
Jim Earp, Commissioner, California Transportation Commission
Jim Ghielmetti, Commissioner, California Transportation Commission
Carl Guardino, Commissioner, California Transportation Commission

AAB:KK

Attachment 2

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

August 16, 2016

Mr. Bob Alvarado, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Supplemental Funds for Presidio Parkway P3 Project (Resolution FA-16-03)

Dear Chair Alvarado and Members of the Commission:

On behalf of the San Francisco County Transportation Authority (Transportation Authority), I am writing to urge the California Transportation Commission (CTC) to approve the California Department of Transportation's (Department's) supplemental funding request for the Presidio Parkway P3 Project (Item 2.5e.(3) on the August 17-18 CTC meeting agenda). As described in the Department's memorandum, the Department's \$90.1 million request is for a proposed settlement with Golden Link concessionaire, LLC (the P3 contractor or Developer) that would facilitate completion of the project and include dismissal of pending litigation commenced by the Developer. In light of the risks and delay associated with addressing claims made by the Developer in excess of \$225 million, we believe this is a sound business decision for the State, and urge your support.

The Transportation Authority has partnered with the Department on all phases of the Presidio Parkway. We are proud that Phase 2 of the project, which is the first project in California delivered as a P3 project under SB2, was opened to the public on schedule last July, allowing the public to enjoy a seismically safe, new facility. The proposed settlement will bring certainty to all parties, enabling the project to move forward to completion and realize its full public benefits.

The Transportation Authority participated in negotiations with the Department and the Developer, and has played a convener role with the adjacent land owner, the Presidio Trust. In keeping with our responsibilities under the Project Funding Agreement (attached), we have been supporting the Department's efforts to integrate the remaining Presidio Parkway P3 Project landscaping work with the Presidio Parklands project as efficiently as possible and are seeking contributions from the Presidio Trust for this work.

We respectfully disagree with the CTC staff recommendation that the Transportation Authority contribute 6% of its future STIP shares toward all Presidio Parkway Project supplemental allocations, including the \$91.1 million supplemental allocation requested by the Department. According to the May 2012 Project Funding Agreement between the State of California, acting by and through its Department of Transportation, and the Transportation Authority, the Transportation Authority's contribution to the project was capped and our obligation in the event of cost overruns was limited to helping the Department to identify additional resources.



Plan, Fund, Deliver

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Katy Tang

Norman Yee

Tilly Chang
EXECUTIVE DIRECTOR

As stated by key provisions from the Funding Agreement (emphasis in **bolded text** added):

- i. Recitals Section C – “...**In the event of any conflict** between provisions of any other agreement and this Agreement, **the provisions of this Agreement shall govern.**”
- ii. Article 1.3 – “...Should State and Authority hereafter mutually agree that Project costs, will exceed amounts identified within the Funding Summary, **State and Authority agree to cooperate to seek and secure** any additional funds, beyond those committed in this Agreement, that are necessary to complete the Project.”
- iii. Article 1.8 – “**Amounts shown in Part 2 in the Funding Summary constitute the Authority's maximum obligation for the Project** unless otherwise provided for in this Agreement or agreed to in writing between the Parties.”

Based on this clear language, we believe the Transportation Authority is not responsible for providing funding to cover cost over-runs. Given the extent to which multiple public agencies relied upon this Funding Agreement to take their funding actions, we believe there is a strong basis for recognizing the provisions of the Agreement and exempting the Presidio Parkway from the STIP guidelines.

To not honor the Funding Agreement would set a negative precedent for sponsors or regions that are considering partnering with the Department on future projects using their STIP shares. In addition, the unreliability of the Agreement may have an especially dampening effect on future P3 projects in California. We respectfully ask the Commission to support the Department's recommendation for \$91.1 million in State Highway Account funds and to direct staff to work cooperatively with the Transportation Authority to secure other potential local contributions that could subsequently off-set the supplemental funds.

I appreciate the CTC's consideration of these requests. Please don't hesitate to contact Director Chang with any questions. She can be reached at (415) 522-4832.

Sincerely,



Scott Wiener
Chair, San Francisco County Transportation Authority

Attachment:

1. May 2012 Presidio Parkway Funding Agreement [Not attached for this item]

cc: SFCTA Commissioner Farrell
M. Dougherty, K. Ajise – Caltrans Headquarters
B. Sartipi – Caltrans District 4
S. Heminger, A. Bockelman, A. Richman, K. Kao, R. McKeown – MTC
TC, EC, ALF, MEL



METROPOLITAN
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Attachment 3

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November 16, 2016

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Presidio Parkway Project Supplemental Allocations

Dear Ms. Bransen:

At the California Transportation Commission meeting on August 18, the CTC allocated supplemental funds to the Presidio Parkway Public-Private Partnership (P3) project. Of the \$91 million requested by the California Department of Transportation (Caltrans), about 6% came from San Francisco County's State Transportation Improvement Program (STIP) share. While CTC maintains this action was consistent with CTC's STIP Guidelines, it was inconsistent with various agreements between the San Francisco County Transportation Authority (SFCTA) and the State of California, acting through Caltrans. MTC submitted a letter on August 15 opposing the allocation of STIP funds, and instead supported Caltrans's recommendation that the supplemental funds come from the State Highway Operations and Protection Program (SHOPP). This letter re-affirms MTC's position against the use of STIP funds for cost increases on the Presidio Parkway project.

SFCTA and the State of California, acting through Caltrans, entered into a cooperative agreement and funding agreement on the Presidio Parkway project earlier this decade. The agreements spell out each partner's role, including agreement "to cooperate to seek to secure any additional funds... that are necessary to complete the project." As you know, the agreements for the Presidio Parkway Public-Private Partnership – the first P3 authorized under SB 2X 4 – are the result of lengthy negotiations by the State and were informed by many actions and debates at seven California Transportation Commission meetings.

MTC continues to oppose the use of STIP funds for cost increases on the Presidio Parkway project, given the prior agreements between SFCTA and the State of California. The position was re-affirmed by MTC Commission action on November 16, 2016. While the STIP Guidelines lay out cost sharing procedures for general STIP projects, given the non-traditional nature of this project and its agreements, CTC should consider amending the STIP guidelines to acknowledge that the agreements take precedent where they conflict with the guidelines. Further, in situations where a P3 project includes funding that CTC allocates, such as regional STIP funds, CTC should consider being a signatory to those funding agreements with the local agency and Caltrans. This would recognize and honor the importance of the complex project agreements and avoid inconsistencies in subsequent state agency actions.

SFCTA and the region continue to support the project, and will work in close cooperation with Caltrans to identify other appropriate fund sources to offset unexpected cost increases, such as San Francisco local sales tax funds and funding from the Presidio Trust. This is consistent with the P3 agreement, which calls for project partners “to cooperate to seek to secure additional funds.” We urge CTC to honor the agreements entered into for the Presidio Parkway project, and not allocate any further STIP funds to the project without prior agreement from SFCTA and MTC.

Thank you for your efforts and attention to this important project. Please contact me or Steve Heminger at (415) 778-5210 if you would like to discuss this letter or the Presidio Parkway project.

Best regards,

Dave Cortese
Chair

cc: Tilly Chang, Executive Director, San Francisco County Transportation Authority
Malcolm Dougherty, Director, California Department of Transportation
Bijan Sartipi, District Director, California Department of Transportation District 4
Brian Kelly, Secretary, California State Transportation Agency
Scott Wiener, Supervisor and Board Chair, San Francisco County Transportation Authority
Bob Alvarado, Chair, California Transportation Commission
Jim Earp, Commissioner, California Transportation Commission
Jim Ghielmetti, Commissioner, California Transportation Commission
Carl Guardino, Commissioner, California Transportation Commission

SH:KK

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Attachment 4 to Agenda Item 5a - November 9, 2016
California Statutes Related to STIP

Statute Language	Staff Interpretation
<p>Government Code s. 14527(d) A regional transportation planning agency and a county transportation commission shall have sole authority for determining whether any of the project nominations or recommendations are accepted and included in the regional transportation improvement program adopted and submitted pursuant to this section. This authority provided to a regional transportation planning agency or to a county transportation commission extends only to a project located within its jurisdiction.</p>	<p>State law gives the MTC, as the Bay Area's Regional Transportation Planning Agency, the authority to nominate projects for inclusion in the Regional Transportation Improvement Program (RTIP).</p>
<p>Government Code s. 14529.12(a) The department and the regional planning agencies shall consult and seek consensus on state highway projects to be proposed for inclusion in the state transportation improvement program under Sections 14526 and 14527.</p>	<p>For projects on the State Highway System, the RTPA and Caltrans will consult and seek consensus on projects to be included in the STIP. In the case of Presidio Parkway, MTC (through SFCTA) and Caltrans agreed that the supplemental funds will come from the SHOPP.</p>
<p>Government Code s. 14530.1(b) The guidelines shall include, but not be limited to, all of the following: ... (4) Programming methods for increases and schedule changes.</p>	<p>The California Transportation Commission must adopt STIP Guidelines that include programming methods for cost increases and schedule changes. CTC Guidelines do identify how cost increases will be shared.</p>
<p>Government Code s. 14533 The [California Transportation] commission shall allocate funds for transportation projects consistent with those provisions of the current and prior Budget Acts that apply to the use of the appropriated funds to be allocated. The commission shall not allocate funds for major projects required to be in a state transportation improvement program, or in the department's highway systems operation and protection plan, that are not included in the adopted state transportation improvement program or in the department's highway systems operation and protection plan, except as follows: ... (d) The allocation is to supplement funding for an advertised project.</p>	<p>The California Transportation Commission has the authority to allocate funds for projects, including for projects or amounts not programmed in the STIP, if the allocation will be used to supplement funding for an existing project. This could include situations such as Presidio Parkway, where supplemental funds are required.</p>



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	15-2017	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	10/6/2016	In control:		Programming and Allocations Committee	
On agenda:	11/9/2016	Final action:			
Title:	CTC Update				

Update on the October 2016 California Transportation Commission Meeting.

Sponsors:

Indexes:

Code sections:

Attachments: [6a CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

CTC Update

Update on the October 2016 California Transportation Commission Meeting.

Presenter:

Kenneth Kao

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 9, 2016

Agenda Item 6a

California Transportation Commission Update

Subject: Update on the October 2016 California Transportation Commission Meeting.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Chair Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

October CTC Meeting (October 19-20, San José, California)

The Commission discussed the following issues of significance to the region:

ATP Fund Estimate and Guidelines Revision

The Governor recently signed AB 613 into law, which appropriated \$10 million from the Greenhouse Gas Reduction Fund (GGRF) for the Active Transportation Program. This addition required the CTC to amend the ATP Fund Estimate (FE) and Guidelines to reflect the additional funds from GGRF and federal sources, and additional restrictions of the GGRF monies. The MTC region will see a \$1.5 million increase to the programming capacity available for the regional share of ATP. Revised programming targets will be considered with the regional ATP programming action item, for consideration in December.

STIP Allocation for SR-92/El Camino Real Interchange in San Mateo

The CTC allocated \$5 million in STIP funds for the SR-92/SR-82 (El Camino Real) Interchange project in San Mateo County. The project was originally delayed to next fiscal year due to lack of funds in the 2016 STIP; however, the State had additional capacity due to other delays which allowed for the funds to be advanced.

Other CTC Actions / Items

The CTC also discussed the following:

- **NEPA Assignment.** The Federal Highway Administration currently assigns approval of federal environmental documents (complying with the National Environmental Policy Act (NEPA)) to California. However, California's "waiver of sovereign immunity" expires at the end of this calendar year, and requires a legislative fix. Without an emergency bill to renew California's waiver, approval of federal environmental documents may be greatly delayed. The CTC will continue to work with the Legislature on a fix to prevent unnecessary delays to environmental document consideration and approval.
- **Transit and Intercity Rail Capital Program (TIRCP).** In August, the California State Transportation Agency announced the award of

\$390 million in TIRCP grants, of which \$85 million will benefit Bay Area transit operators (Caltrain, SF MTA, and VTA).

- **Approval of Airspace Lease Agreement.** The CTC approved a below-market value lease to the Transbay Joint Powers Authority and the Golden Gate Bridge, Highway, and Transportation District for bus parking under I-80 in San Francisco. The lease will allow bus parking near the Transbay Terminal and avoid bus deadheading.
- **STIP Funding Allocations.** CTC allocated STIP funds for the Concord BART Bicycle/Pedestrian Access Improvement project in Contra Costa County.
- **ATP Funding Allocations.** CTC allocated ATP funds to two projects in the Bay Area: one in Berkeley, and one in Contra Costa County.
- **Deadline Extensions.** The CTC approved various deadline extensions, including for ATP award (Alameda County), ITIP Completion (Emeryville), and SLPP Completion (VTA).

The next CTC meeting is scheduled for December 7-8, 2016 in Riverside, CA.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.