



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Dave Cortese, Chair Jake Mackenzie, Vice Chair

Wednesday, December 21, 2016

1:35 PM

Board Room - 1st Floor

PLEASE NOTE DATE & TIME

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 1:35 p.m. or immediately following the 1:30 p.m. BATA meeting.

1. Roll Call / Confirm Quorum

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

2. Chair's Report – Cortese

- 2a. [17-2183](#) MTC Resolution No. 4254, Resolution of Appreciation for Commissioner Tom Bates.
Action: Commission Approval
- 2b. [17-2184](#) MTC Resolution No. 4255, Resolution of Appreciation for Commissioner David Campos.
Action: Commission Approval
- 2c. [17-2185](#) MTC Resolution No. 4256, Resolution of Appreciation for Commissioner Steve Kinsey.
Action: Commission Approval
- 2d.. [17-2186](#) MTC Resolution No. 4257, Resolution of Appreciation for Commissioner Mark Luce.
Action: Commission Approval
- 2e. [17-2187](#) MTC Resolution No. 4258, Resolution of Appreciation for Commissioner Adrienne Tissier.
Action: Commission Approval
- 2f. [17-2188](#) MTC Resolution No. 4259, Resolution of Appreciation for Commissioner Scott Wiener.
Action: Commission Approval

3. Policy Advisory Council Report – Carlos Castellanos

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

6a. **15-2124** Minutes - November 16, 2016.

Action: Commission Approval

Attachments: 6a_Commission Minutes 11.16.16

Programming and Allocations Committee

6b. [15-2099](#) MTC Resolutions Nos. 3989 Revised and 4264. Agreement for the exchange of \$1.1 million in Contra Costa County Measure J funds with Surface Transportation Block Grant Program (STP) funds for the I-80/San Pablo Dam Road Interchange project; and programming of \$1.1 million in exchange funds for MTC's Commuter Parking Initiative.

Action: Commission Approval

Attachments: [6b PAC 2b Reso 3989 and 4264](#)
[2b Resos 3989 and 4264.pdf](#)

6c. [15-2100](#) MTC Resolution Nos. 4162, Revised, 4163, Revised, 4169, Revised, and 4212, Revised. Revisions to FY 2014-15 and FY 2015-16 Transit Capital Priorities, AB664, and BATA Project Savings Programs to reconcile 5339 small UA programming with FTA apportionments, and revise programming for Caltrain, LAVTA, and SFMTA.

Action: Commission Approval

Attachments: [6c PAC 2c Reso 4162-4163 4169 4212](#)
[2c HANDOUT Lebrun Comments.pdf](#)
[2c Resos 4162 4163 4169 4212.pdf](#)

6d. [15-2101](#) MTC Resolution Nos. 4230, Revised and 4231, Revised. Allocation of \$45 million in FY 2016-17 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Samtrans to support transit operations.

Action: Commission Approval

Attachments: [6d PAC 2d Reso 4230 4231](#)
[2d Resos 4230 and 4231.pdf](#)

- 6e. [15-2102](#) MTC Resolution No. 4239. Programming and allocation of \$4.5 million in Five Percent Unrestricted State Fund Revenues for the Water Emergency Transportation Authority (WETA).
- Action:** Commission Approval
- Attachments:** [6e PAC 2e Reso-4239 WETA Programming&Allocation 2e Reso 4239.pdf](#)
- 6f. [15-2103](#) MTC Resolution No. 4242, Revised. Minor revisions to FY 2016-17 through FY 2019-20 Transit Capital Priorities Process and Criteria.
- Action:** Commission Approval
- Attachments:** [6f PAC 2f Reso-4242 FY17-20 TCP Policy Revisions 2f Reso 4242.pdf](#)
- 6g. [15-2112](#) MTC Resolution No. 4252. Fund Expiration Date Extension of FY 2015-16 State Transit Assistance Funds.
- Action:** Commission Approval
- Attachments:** [6g PAC 2g Reso-4252 FY15-16 STA Fund ExpDate Extension 2g Reso 4252.pdf](#)
- 6h. [15-2116](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-03.
- Action:** Commission Approval
- Attachments:** [6h PAC 2h Reso-4275 TIP Amend 2017-03 2h Reso 4275.pdf](#)

Administration Committee

- 6i. [15-2126](#) MTC Resolution Nos. 4153, Revised, and 4154, Revised: Memorandum of Understanding, Employment Benefits and Salary Schedules from July 1, 2014 through June 30, 2018.
- Action:** Commission Approval
- Attachments:** [6i Admin 2g Resos 4153 and 4154 2g MTC Resos 4153 and 4154.pdf](#)
- 6j. [17-2156](#) MTC Resolution No. 4261 - Purchase Agreement with Bay Area Rapid Transit District for Office Space at 101 - 8th Street
- Action:** Commission Approval
- Attachments:** [6j Admin 2h Reso 4261 101 8th Street 2h Reso 4261 101 8th Street.pdf](#)

Committee Reports

7. Administration Committee – Tissier

- 7a. [15-2117](#) MTC Resolution No. 4224, Revised - FY 2016-17 Overall Work Program (OWP) Amendment No. 17-03.

Approval of amendments to the FY 2016-17 OWP to include \$3.9 million in carry-over federal planning funds from FY 2015-16.

Action: Commission Approval

Attachments: [7a Admin 3a Reso 4224 FY16OWP](#)
[3a Reso 4224 FY16OWP Memo and Res.pdf](#)

8. Programming and Allocations Committee – Glover

- 8a. [15-2105](#) MTC Resolution Nos. 3801, Revised, 4202, Revised, and 4250. Amendments to the Regional Measure 2 (RM2) Program and Allocations.

i. MTC Resolution Nos. 3801, Revised and 4202, Revised. RM2 Program Amendments - Public Comments and Recommendations: A summary of public comments received and recommendations to program \$74 million in RM2 funds to three existing projects, and modify the scope on the three 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.

ii. MTC Resolution No. 4250. Allocation of approximately \$2.3 million in RM2 funds to MTC for the Bay Bridge Forward project (RM2 project 29.7). MTC requests allocation of RM2 funds reassigned under agenda item 3a.i.

Action: Commission Approval

Attachments: [8ai PAC 3a.i Resos-3801-4202 RM2 Program Amendments](#)
[8aii PAC 3a.ii Reso-4250 RM2 Bay Bridge Forward Allocation](#)
[3a.i Resos 3801 and 4202.pdf](#)
[3a.ii Reso 4250.pdf](#)

- 8b.** [15-1320](#) MTC Resolution Nos. 3712, Revised, and 3649, Revised. RM2 allocations to SMART and TAM.
- Allocation Reserve of Regional Measure 2 (RM2) Capital funds: \$625,000 allocation to Sonoma-Marín Area Rail Transit (SMART) for the design phase of the SMART Downtown San Rafael to Larkspur Rail Extension; \$850,000 reserve to the Transportation Authority of Marin (TAM) for right-of-way for the North-South Greenway Project, pending completion of the environmental process.
- Action:** Commission Approval
- Attachments:** [8b PAC 3b Resos-3712-3649 RM2 SMART Larkspur.w.handout\(12.15.16\)](#)
[3b HANDOUT for Committee.pdf](#)
[3b Resos 3712 and 3649.pdf](#)
- 8c.** [15-2106](#) MTC Resolution No. 4260. Approve reallocation of funds from the Transit Oriented Affordable Housing (TOAH) fund to create the Affordable Housing Jumpstart program.
- Approval of reallocation of \$10 million investment in the TOAH investment to the Affordable Housing Jumpstart program.
- Action:** Commission Approval
- Attachments:** [8c PAC 3c tmp-4260 TOAH Affordable Housing Jumpstart](#)
[3c Reso 4260.pdf](#)
- 8d.** [15-1930](#) MTC Resolution Nos. 3925, Revised, 4035, Revised, and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant (OBAG 1) and OBAG 2 Programs.
- Revisions include programming \$1 million to the Sonoma Marin Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael; \$1 million to the US 101 Marin Sonoma Narrows Segment B2 Phase 2; formalizing a \$2.7 million funding plan to extend the Spare the Air Youth program through FY 2021-22; and various other changes to regional and county programs.
- Action:** Commission Approval
- Attachments:** [8d PAC 4a Reso-3925-4035-4202 STPCMAQ-OBAG1-OBAG2 Revisions](#)
[4a Resos 3925 4035 4202.pdf](#)

9. Legislation Committee - Aguirre

9a. [15-2063](#) 2017 Final Advocacy Program

Recommended state and federal legislative priorities for 2017.

Action: Commission Approval

Attachments: [9a 2017 Final Advocacy Program](#)
[3a 2017 Final Advocacy Program](#)

10. Planning Committee - Sperling

10a. [17-2155](#) Plan Bay Area 2040: Environmental Impact Report (EIR) Scoping Feedback and Alternatives.

Approval of alternatives to the proposed plan that will be analyzed in the programmatic EIR.

Action: Commission Approval

Attachments: [10a_PLNG-5a_PBA 2040-EIR Scoping Feedback and Alternatives_rev](#)

11. Other Business / Public Comment

12. Adjournment / Next Meeting

The next regular meeting of the Commission will be held on Wednesday, January 25, 2017 at 9:35 a.m. in the Bay Area Metro Center, Board Room, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2183 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 12/15/2016 **In control:** Metropolitan Transportation Commission
On agenda: 12/21/2016 **Final action:** 12/21/2016
Title: MTC Resolution No. 4254, Resolution of Appreciation for Commissioner Tom Bates.
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4254, Resolution of Appreciation for Commissioner Tom Bates.
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2184 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 12/15/2016 **In control:** Metropolitan Transportation Commission

On agenda: 12/21/2016 **Final action:**

Title: MTC Resolution No. 4255, Resolution of Appreciation for Commissioner David Campos.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4255, Resolution of Appreciation for Commissioner David Campos.
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2185 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 12/15/2016 **In control:** Metropolitan Transportation Commission

On agenda: 12/21/2016 **Final action:**

Title: MTC Resolution No. 4256, Resolution of Appreciation for Commissioner Steve Kinsey.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4256, Resolution of Appreciation for Commissioner Steve Kinsey.
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2186 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 12/15/2016 **In control:** Metropolitan Transportation Commission

On agenda: 12/21/2016 **Final action:**

Title: MTC Resolution No. 4257, Resolution of Appreciation for Commissioner Mark Luce.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4257, Resolution of Appreciation for Commissioner Mark Luce.
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2187 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 12/15/2016 **In control:** Metropolitan Transportation Commission

On agenda: 12/21/2016 **Final action:**

Title: MTC Resolution No. 4258, Resolution of Appreciation for Commissioner Adrienne Tissier.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4258, Resolution of Appreciation for Commissioner Adrienne Tissier.
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2188 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 12/15/2016 **In control:** Metropolitan Transportation Commission

On agenda: 12/21/2016 **Final action:**

Title: MTC Resolution No. 4259, Resolution of Appreciation for Commissioner Scott Wiener.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4259, Resolution of Appreciation for Commissioner Scott Wiener.
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2099 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/10/2016 **In control:** Programming and Allocations Committee

On agenda: 12/14/2016 **Final action:**

Title: MTC Resolutions Nos. 3989 Revised and 4264. Agreement for the exchange of \$1.1 million in Contra Costa County Measure J funds with Surface Transportation Block Grant Program (STP) funds for the I-80/San Pablo Dam Road Interchange project; and programming of \$1.1 million in exchange funds for MTC's Commuter Parking Initiative.

Sponsors:

Indexes:

Code sections:

Attachments: [6b PAC 2b Reso 3989 and 4264](#)
[2b Resos 3989 and 4264.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolutions Nos. 3989 Revised and 4264. Agreement for the exchange of \$1.1 million in Contra Costa County Measure J funds with Surface Transportation Block Grant Program (STP) funds for the I-80/San Pablo Dam Road Interchange project; and programming of \$1.1 million in exchange funds for MTC's Commuter Parking Initiative.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 6b

MTC Resolutions Nos. 3989 Revised and 4264

Subject: Agreement for the exchange of \$1.1 million in Contra Costa County Measure J funds with Surface Transportation Block Grant Program (STP) funds for the I-80/San Pablo Dam Road Interchange project; and programming of \$1.1 million in exchange funds for MTC's Commuter Parking Initiative.

Background: The first federal highway fund exchange was created in October 1997 when the Santa Clara County Traffic Authority (SCCTA) provided \$18.5 million in local funds to MTC in exchange for an advance of STP funds to complete the SR 17/RS 85 Interchange project. The exchange of local funds gave MTC the flexibility to apply these funds to other projects in the regional discretionary program that encountered problems meeting federal funding requirements. This exchange did not increase the total amount of funds available to the region, but rather changed the fund source for a portion of the STP program, allowing MTC greater funding flexibility for selected projects.

In recent years, MTC has entered into several agreements to exchange federal STP and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds with local funds.

1. Exchange Agreement

Staff recommends approval of a fund exchange agreement with Contra Costa Transportation Authority (CCTA) to exchange \$1.1 million in STP funds for an equal amount of Measure J funds. MTC Resolution No. 4264, attached, directs \$1.1 million in STP from the OBAG 1 Freeway Performance Initiative (FPI) to the I-80/San Pablo Dam Road Interchange project. In exchange, CCTA will pay \$1.1 million in Measure J funds to MTC's exchange fund.

On November 16, 2016, the CCTA Board voted to approve the staff recommendation to sign the agreement.

2. Exchange Commitments

Staff recommends the following commitments in MTC exchange funds:

- ***Bay Bridge Forward Commuter Parking Initiative***
Program \$1.1 million in exchange funds to MTC's Bay Bridge Forward Commuter Parking Initiative project. These funds are made available through the exchange agreement described under Item 1, above. The application of non-federal funds for this project will allow the project to advance more quickly.
- Additionally, staff recommends updating the name of the 2014 Transit Oriented Affordable Housing (TOAH) project in the

exchange program to the Affordable Housing Jumpstart program as described in agenda item 3c.

Attachments A and B to MTC Resolution No. 3989, Revised detail the funding agreements and commitments of MTC's Exchange Program to date.

Issues: This fund exchange and associated agreement are contingent on Commission approval of **Agenda Item 4a**. Additionally, as part of the exchange agreement with CCTA, an additional \$1.1 million in OBAG 1 Freeway Performance Initiative funds are being programmed to the CCTA State Route 4 Operational Improvements project, also in **Agenda Item 4a**. Furthermore, action on the TOAH name change is contingent upon Commission approval of **Agenda Item 3c**.

Recommendation: Refer MTC Resolution Nos. 3989 Revised, and 4264 to the Commission for approval.

Attachments: MTC Resolution No. 3989, Revised, Attachments A and B
MTC Resolution No. 4264

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C
02/26/14-C
12/21/16-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, and December 14, 2016.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and is the recipient for various federal fund sources for the San Francisco Bay Area; and

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

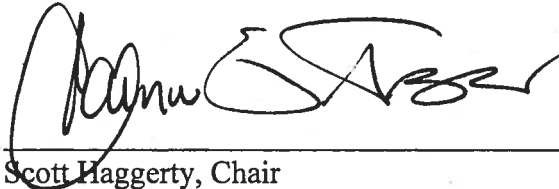
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Scott Haggerty", is written over a horizontal line.

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

**MTC Exchange Program
Funding Agreements
Attachment A**
as of: December 21, 2016

	Agency	Project	Res No.	Res Date	Funding Provided by MTC		Funding Provided by Others	
1	SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	CMAQ	\$1,500,000	Meas M	\$1,500,000
2	TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	CMAQ	\$12,500,000	Meas A	\$13,253,052
3	SFMTA	SFPark Parking Pricing	3963	5/26/2010	CMAQ	\$22,000,000	Parking Rev	\$22,799,802
4	CCTA	I-80 San Pablo Dam Road I/C	4264	12/21/2016	STP	\$1,100,000	Meas J	\$1,100,000
Total:						\$37,100,000		\$38,652,854

J:\PROJECT\Funding\Fund Exchanges and Swaps\Funding Exchanges Tracking 09-30-11.xls]3989 Attach A

MTC Exchange Program Funding Commitments Attachment B

as of: December 21, 2016

Committed Funding To-Date

	Agency	Project	Res No.	Date	Committed by MTC
1	MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000
2	SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000
3	MTC	Transit Oriented Affordable Housing (TOAH) <u>Affordable Housing Jumpstart</u>	4199 <u>4276</u>	2/26/2014 <u>12/21/2016</u>	\$10,000,000
4	MTC	Bay Bridge Forward Commuter Parking Initiative	4264	12/21/2016	\$1,100,000
Total Committed To-Date:					\$21,476,000

Revenue Received To-Date

			Res No.	Date	Revenue Received
1	SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	\$1,500,000
2	TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	\$12,500,000
3	SFMTA	SFPark Parking Pricing	3963	5/26/2010	\$22,000,000
4	CCTA	CCTA -I-80 San Pablo Dam Road Interchange	4264	6/30/2017 *	\$1,100,000
Total Received To-Date:					\$37,100,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\Dec PAC\[tmp-3989_Attachments_A_B_C.xlsx]Attach B 12-21-2016

* Expected repayment per agreement with CCTA

Date: December 21, 2016
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4264

This resolution establishes the conditions for the exchange of Contra Costa Transportation Authority (CCTA) unrestricted Measure J funds with regional discretionary Surface Transportation Block Grant Program (STP) funds. An agreement for the conditions of this exchange of funds between MTC and CCTA is included.

The resolution includes the following attachments:

Attachment A – Funding Exchange Agreement

Attachment B – CCTA Repayment Schedule

Further discussion of this action is contained in the Programming and Allocation summary sheet dated December 14, 2016.

Date: December 21, 2016
W.I.: 1515
Referred by: PAC

RE: Agreement to Exchange Contra Costa Transportation Authority Measure J funds with MTC Regional Discretionary Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4264

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) is the transportation authority responsible for administering and delivering Contra Costa County's Measure J program and projects including the I-80/San Pablo Dam Road project hereinafter referred to as the "Project"; and

WHEREAS, MTC has requested the assistance of CCTA to facilitate delivery of the Bay Bridge Forward program by providing restrictive federal Surface Transportation Block Grant Program (STP) funds hereinafter referred to as "STP funds" in the near term in exchange for unrestricted non-federal funds hereinafter referred to as "Measure funds" in the longer term; and

WHEREAS, CCTA has agreed to repay MTC for the STP funds pursuant to the terms set forth in an agreement between MTC and CCTA; and

WHEREAS, the agreement is substantially in the form set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the exchange of STP funds with CCTA Measure funds for the purposes and within the maximum amount established, and subject to the conditions, set forth in Attachment A; and, be it further

RESOLVED, that Attachment B sets forth the agreed-upon funding amounts for the exchange, and that the Executive Director may amend Attachment B within the limits set forth in Attachment A; and, be it further

RESOLVED, that the exchanged Measure funds shall be placed into an exchange account for programming to project(s) at the discretion of the Commission; and, be it further

RESOLVED, that MTC's Executive Director is authorized to execute Attachment A, and to make non-substantive changes or minor amendments as deemed appropriate: and, be it further

RESOLVED, that upon execution of Attachment A by the signatory agencies, MTC staff shall implement the exchange of the STP funds with CCTA Measure Funds.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

This resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on December 21, 2016.

Date: December 21, 2016
W.I.: 1515
Referred by: PAC

MTC Resolution No. 4264
Attachment A

Agreement for the exchange of Contra Costa Transportation Authority (CCTA) unrestricted Measure J funds with regional discretionary Surface Transportation Block Grant Program (STP) funds

**Agreement between the Metropolitan Transportation Commission and the
Contra Costa Transportation Authority for the Exchange of Regional Discretionary funds
for Measure J funds**

This AGREEMENT is entered into on the _____ day of _____, 2016, by and between the CONTRA COSTA TRANSPORTATION AUTHORITY, (“AUTHORITY”), created under California Public Utility Code 180000 *et seq.* and the METROPOLITAN TRANSPORTATION COMMISSION (“MTC”), a regional transportation agency created under California Government Code Sections 66500 *et seq.*

Recitals

- (1) AUTHORITY is the sponsoring agency for the I-80 San Pablo Dam Road Interchange Improvements Project identified in the Measure J Expenditure Plan for Contra Costa County, approved by voters on November 2, 2004 (“PROJECT”).
- (2) PROJECT is federalized and being phased into two phases due to limited funding, with Phase 1 currently under construction and expected to be completed in early 2017.
- (3) MTC has requested the assistance of AUTHORITY to expedite delivery of projects in the Bay Area (OTHER PROJECTS) by AUTHORITY providing \$1.1 million in Measure J funds in FY2016-17 to MTC in exchange for an equal amount of regional discretionary funds (STP FUNDS) provided by MTC to AUTHORITY for PROJECT, and upon the completion of a study to be undertaken by AUTHORITY, MTC shall provide AUTHORITY another \$1.1 million for near-term operational improvements on State Route 4 as agreed upon by MTC and AUTHORITY (“STUDY”).
- (4) MTC, the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, is eligible to program and assign STP FUNDS, and has discretionary funding authority of the \$2.2 million in STP FUNDS.
- (7) AUTHORITY agrees to provide unrestricted Measure J funds as specified in this Agreement, attached hereto and incorporated herein by reference.
- (8) AUTHORITY and MTC desire to proceed with the funding agreement immediately, as nothing in this Agreement adversely affects MTC's responsibility to program regional discretionary funds in the Bay Area.
- (9) AUTHORITY and MTC mutually desire to specify the terms and conditions under which AUTHORITY is to provide Measure J Funds to MTC, in exchange for MTC's assignment of STP FUNDS to PROJECT.

Now, therefore, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

Section I

MTC AGREES:

- (1) To indemnify, defend and hold harmless AUTHORITY, its Commissioners, directors, officers, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of MTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of OTHER PROJECTS under this Agreement.
- (2) To perform such actions and to deliver such documents as are necessary to complete the delivery of STP FUNDS to AUTHORITY in accordance with this Agreement.
- (3) Upon execution of this Agreement, to ensure the programming of a total of \$1.1 million of STP FUNDS to AUTHORITY in the Transportation Improvement Program (TIP) for implementation of PROJECT, contingent upon the availability of federal apportionment and Obligation Authority.
- (4) Upon completion of STUDY, to ensure the programming of another \$1.1 million of STP FUNDS to AUTHORITY in the Transportation Improvement Program (TIP) for implementation of STUDY recommendations as agreed upon by MTC and AUTHORITY, contingent upon the availability of federal apportionment and Obligation Authority.

Section II

AUTHORITY AGREES:

- (1) To indemnify, defend and hold harmless MTC, its Commissioners, directors, officers, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of AUTHORITY, its officers, employees or agents, or subcontractors or any of them in connection with its performance of PROJECT under this Agreement.
- (2) To make payment of Measure J in the amount of \$1.1 million on June 30, 2017, to MTC expressly subject to the AUTHORITY's continued authorization to collect and expend the sales tax proceeds provided by Measure J.
- (3) To seek obligation, extensions, and/or reprogramming of entire amount of the STP FUNDS.

Section III

IT IS MUTUALLY AGREED:

- (1) The term of this Agreement shall commence on _____, 2016. This Agreement shall terminate upon the satisfaction of MTC obligation to program STP FUNDS, and AUTHORITY payment to MTC with Measure J funds, as outlined in Section II of this Agreement. Notwithstanding the above, AUTHORITY may terminate this Agreement by written notice to MTC at any time prior to payment of Measure J funds. MTC in return will have the ability to withhold an equivalent amount of future discretionary funds from the AUTHORITY.
- (2) This Agreement shall bind and benefit the parties hereto and their heirs, successors, and permitted assigns.
- (3) MTC and AUTHORITY agree to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.
- (4) This Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.
- (5) All required or permitted payments, reports, demands and notices may be sent by regular mail or electronic mail. Notices that are mailed by regular mail shall be deemed delivered two (2) business days after deposited in the mail. Notices may be personally delivered and shall be deemed delivered at the time delivered to the appropriate address set forth below. Notices delivered by electronic mail shall be deemed received upon the sender's receipt of an acknowledgment from the intended recipient (such as by the "return receipt requested" function, as available, return electronic mail or other written acknowledgment of receipt); provided that, if such notice is not sent during normal business hours of the recipient, such notice shall be deemed to have been sent at the opening of business on the next business day of the recipient. Unless and until notified otherwise in writing, a party shall send or deliver all such communications relating to this Agreement to the following address:

Hisham Noeimi Contra Costa Transportation Authority 2999 Oak Road, Suite 100 Walnut Creek, CA 94597 hnoeimi@ccta.net	Kenneth Kao Metropolitan Transportation Commission 375 Beale St., Ste. 800 San Francisco, CA 94105 kkao@mtc.ca.gov
--	--
- (6) This Agreement is the entire agreement among MTC and AUTHORITY relating to the subject matter of this Agreement. MTC and AUTHORITY acknowledge they have not relied upon any promise, representation or warranty not expressly set forth in this Agreement in executing this Agreement.

- (7) Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of MTC or AUTHORITY to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.
- (8) No waiver by either party of any default or breach of any covenant by the other party shall be implied from any omission to take action on account of such default if such default persists or is repeated and no express waiver shall affect any default other than the default specified in such waiver and then such waiver shall be operative only for the time and to the extent stated in such waiver. Waivers of any covenant, term or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term or condition. No waiver of any provision under this Agreement shall be effective unless in writing and signed by the waiving party.
- (9) MTC and AUTHORITY represent and warrant that they are authorized to execute this Agreement.
- (10) This Agreement may be executed in counterparts.

IN WITNESS WHEREOF, MTC and AUTHORITY have executed this Agreement as of the date first written above.

CONTRA COSTA
TRANSPORTATION AUTHORITY

METROPOLITAN TRANSPORTATION
COMMISSION

David Hudson, Chair

Randell H. Iwasaki, Executive Director

Approved as to Form:

Steve Heminger, Executive Director

Malathy Subramanian, Legal Counsel

Date: December 21, 2016
W.I.: 1515
Referred by: PAC

MTC Resolution No. 4264
Page 1 of 1

Attachment B

Agreement for federal STP Funds

Payment Schedule

December 21, 2016

Exchange Fund Source	Exchange Funding Years and Payment Dates		
	Initial Amount	Year 1	TOTAL
	2016	2017	

31-Dec-2016

30-Jun-2017

Funds Provided by MTC				
STP		1,100,000		1,100,000
	Cumulative Total:	1,100,000		1,100,000

31-Dec-2016

30-Jun-2017

Exchange Funds Provided by CCTA				
CCTA Unrestricted Measure Funds - Principal			1,100,000	1,100,000
CCTA Unrestricted Measure Funds - Interest		No Payment	No Payment	0
	Total Payment:	0	1,100,000	1,100,000
	Cumulative Total:	0	1,100,000	1,100,000

J:\PROJECT\Funding\Fund Exchanges and Swaps\Funding Exchanges\MTC 3989 Exchange\[CCTA Exchange 12-21-16.xlsx]CCTA Annual Payment Sched

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 14, 2016

Agenda Item 2b

MTC Resolutions Nos. 3989 Revised and 4264

Subject: Agreement for the exchange of \$1.1 million in Contra Costa County Measure J funds with Surface Transportation Block Grant Program (STP) funds for the I-80/San Pablo Dam Road Interchange project; and programming of \$1.1 million in exchange funds for MTC's Commuter Parking Initiative.

Background: The first federal highway fund exchange was created in October 1997 when the Santa Clara County Traffic Authority (SCCTA) provided \$18.5 million in local funds to MTC in exchange for an advance of STP funds to complete the SR 17/RS 85 Interchange project. The exchange of local funds gave MTC the flexibility to apply these funds to other projects in the regional discretionary program that encountered problems meeting federal funding requirements. This exchange did not increase the total amount of funds available to the region, but rather changed the fund source for a portion of the STP program, allowing MTC greater funding flexibility for selected projects.

In recent years, MTC has entered into several agreements to exchange federal STP and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds with local funds.

1. Exchange Agreement

Staff recommends approval of a fund exchange agreement with Contra Costa Transportation Authority (CCTA) to exchange \$1.1 million in STP funds for an equal amount of Measure J funds. MTC Resolution No. 4264, attached, directs \$1.1 million in STP from the OBAG 1 Freeway Performance Initiative (FPI) to the I-80/San Pablo Dam Road Interchange project. In exchange, CCTA will pay \$1.1 million in Measure J funds to MTC's exchange fund.

On November 16, 2016, the CCTA Board voted to approve the staff recommendation to sign the agreement.

2. Exchange Commitments

Staff recommends the following commitments in MTC exchange funds:

- ***Bay Bridge Forward Commuter Parking Initiative***
Program \$1.1 million in exchange funds to MTC's Bay Bridge Forward Commuter Parking Initiative project. These funds are made available through the exchange agreement described under Item 1, above. The application of non-federal funds for this project will allow the project to advance more quickly.
- Additionally, staff recommends updating the name of the 2014 Transit Oriented Affordable Housing (TOAH) project in the

exchange program to the Affordable Housing Jumpstart program as described in agenda item 3c.

Attachments A and B to MTC Resolution No. 3989, Revised detail the funding agreements and commitments of MTC's Exchange Program to date.

Issues: This fund exchange and associated agreement are contingent on Commission approval of **Agenda Item 4a**. Additionally, as part of the exchange agreement with CCTA, an additional \$1.1 million in OBAG 1 Freeway Performance Initiative funds are being programmed to the CCTA State Route 4 Operational Improvements project, also in **Agenda Item 4a**. Furthermore, action on the TOAH name change is contingent upon Commission approval of **Agenda Item 3c**.

Recommendation: Refer MTC Resolution Nos. 3989 Revised, and 4264 to the Commission for approval.

Attachments: MTC Resolution No. 3989, Revised, Attachments A and B
MTC Resolution No. 4264

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C
02/26/14-C
12/21/16-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, and December 14, 2016.

Date: February 23, 2011
W.L.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and is the recipient for various federal fund sources for the San Francisco Bay Area; and

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

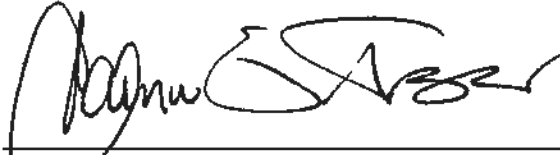
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

**MTC Exchange Program
Funding Agreements
Attachment A**

as of: December 21, 2016

Agency	Project	Res No.	Res Date	Funding Provided by MTC		Funding Provided by Others	
1 SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	CMAQ	\$1,500,000	Meas M	\$1,500,000
2 TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	CMAQ	\$12,500,000	Meas A	\$13,253,052
3 SFMTA	SFPark Parking Pricing	3963	5/26/2010	CMAQ	\$22,000,000	Parking Rev	\$22,799,802
4 CCTA	I-80 San Pablo Dam Road I/C	4264	12/21/2016	STP	\$1,100,000	Meas J	\$1,100,000
Total:					\$37,100,000		\$38,652,854

J:\PROJECT\Funding\Fund Exchanges and Swaps\Funding Exchanges Tracking 09-30-11.xls]3989 Attach A

MTC Exchange Program Funding Commitments Attachment B

as of: December 21, 2016

Committed Funding To-Date

	Agency	Project	Res No.	Date	Committed by MTC
1	MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000
2	SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000
3	MTC	Transit Oriented Affordable Housing (TOAH) <u>Affordable Housing Jumpstart</u>	4199 <u>4276</u>	2/26/2014 <u>12/21/2016</u>	\$10,000,000
4	MTC	Bay Bridge Forward Commuter Parking Initiative	4264	12/21/2016	\$1,100,000
Total Committed To-Date:					\$21,476,000

Revenue Received To-Date

			Res No.	Date	Revenue Received
1	SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	\$1,500,000
2	TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	\$12,500,000
3	SFMTA	SFPark Parking Pricing	3963	5/26/2010	\$22,000,000
4	CCTA	CCTA -I-80 San Pablo Dam Road Interchange	4264	6/30/2017 *	\$1,100,000
Total Received To-Date:					\$37,100,000

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* Expected repayment per agreement with CCTA

Date: December 21, 2016
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4264

This resolution establishes the conditions for the exchange of Contra Costa Transportation Authority (CCTA) unrestricted Measure J funds with regional discretionary Surface Transportation Block Grant Program (STP) funds. An agreement for the conditions of this exchange of funds between MTC and CCTA is included.

The resolution includes the following attachments:

Attachment A – Funding Exchange Agreement

Attachment B – CCTA Repayment Schedule

Further discussion of this action is contained in the Programming and Allocation summary sheet dated December 14, 2016.

Date: December 21, 2016
W.L.: 1515
Referred by: PAC

RE: Agreement to Exchange Contra Costa Transportation Authority Measure J funds with MTC Regional Discretionary Funds

Metropolitan Transportation Commission
Resolution No. 4264

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) is the transportation authority responsible for administering and delivering Contra Costa County's Measure J program and projects including the I-80/San Pablo Dam Road project hereinafter referred to as the "Project"; and

WHEREAS, MTC has requested the assistance of CCTA to facilitate delivery of the Bay Bridge Forward program by providing restrictive federal Surface Transportation Block Grant Program (STP) funds hereinafter referred to as "STP funds" in the near term in exchange for unrestricted non-federal funds hereinafter referred to as "Measure funds" in the longer term; and

WHEREAS, CCTA has agreed to repay MTC for the STP funds pursuant to the terms set forth in an agreement between MTC and CCTA; and

WHEREAS, the agreement is substantially in the form set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the exchange of STP funds with CCTA Measure funds for the purposes and within the maximum amount established, and subject to the conditions, set forth in Attachment A; and, be it further

RESOLVED, that Attachment B sets forth the agreed-upon funding amounts for the exchange, and that the Executive Director may amend Attachment B within the limits set forth in Attachment A; and, be it further

RESOLVED, that the exchanged Measure funds shall be placed into an exchange account for programming to project(s) at the discretion of the Commission; and, be it further

RESOLVED, that MTC's Executive Director is authorized to execute Attachment A, and to make non-substantive changes or minor amendments as deemed appropriate; and, be it further

RESOLVED, that upon execution of Attachment A by the signatory agencies, MTC staff shall implement the exchange of the STP funds with CCTA Measure Funds.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

This resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on December 21, 2016.

Date: December 21, 2016
W.I.: 1515
Referred by: PAC

MTC Resolution No. 4264
Attachment A

Agreement for the exchange of Contra Costa Transportation Authority (CCTA) unrestricted Measure J funds with regional discretionary Surface Transportation Block Grant Program (STP) funds

**Agreement between the Metropolitan Transportation Commission and the
Contra Costa Transportation Authority for the Exchange of Regional Discretionary funds
for Measure J funds**

This AGREEMENT is entered into on the _____ day of _____, 2016, by and between the CONTRA COSTA TRANSPORTATION AUTHORITY, ("AUTHORITY"), created under California Public Utility Code 180000 *et seq.* and the METROPOLITAN TRANSPORTATION COMMISSION ("MTC"), a regional transportation agency created under California Government Code Sections 66500 *et seq.*

Recitals

- (1) AUTHORITY is the sponsoring agency for the I-80 San Pablo Dam Road Interchange Improvements Project identified in the Measure J Expenditure Plan for Contra Costa County, approved by voters on November 2, 2004 ("PROJECT").
- (2) PROJECT is federalized and being phased into two phases due to limited funding, with Phase 1 currently under construction and expected to be completed in early 2017.
- (3) MTC has requested the assistance of AUTHORITY to expedite delivery of projects in the Bay Area (OTHER PROJECTS) by AUTHORITY providing \$1.1 million in Measure J funds in FY2016-17 to MTC in exchange for an equal amount of regional discretionary funds (STP FUNDS) provided by MTC to AUTHORITY for PROJECT, and upon the completion of a study to be undertaken by AUTHORITY, MTC shall provide AUTHORITY another \$1.1 million for near-term operational improvements on State Route 4 as agreed upon by MTC and AUTHORITY ("STUDY").
- (4) MTC, the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, is eligible to program and assign STP FUNDS, and has discretionary funding authority of the \$2.2 million in STP FUNDS.
- (7) AUTHORITY agrees to provide unrestricted Measure J funds as specified in this Agreement, attached hereto and incorporated herein by reference.
- (8) AUTHORITY and MTC desire to proceed with the funding agreement immediately, as nothing in this Agreement adversely affects MTC's responsibility to program regional discretionary funds in the Bay Area.
- (9) AUTHORITY and MTC mutually desire to specify the terms and conditions under which AUTHORITY is to provide Measure J Funds to MTC, in exchange for MTC's assignment of STP FUNDS to PROJECT.

Now, therefore, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

Section I

MTC AGREES:

- (1) To indemnify, defend and hold harmless AUTHORITY, its Commissioners, directors, officers, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of MTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of OTHER PROJECTS under this Agreement.
- (2) To perform such actions and to deliver such documents as are necessary to complete the delivery of STP FUNDS to AUTHORITY in accordance with this Agreement.
- (3) Upon execution of this Agreement, to ensure the programming of a total of \$1.1 million of STP FUNDS to AUTHORITY in the Transportation Improvement Program (TIP) for implementation of PROJECT, contingent upon the availability of federal apportionment and Obligation Authority.
- (4) Upon completion of STUDY, to ensure the programming of another \$1.1 million of STP FUNDS to AUTHORITY in the Transportation Improvement Program (TIP) for implementation of STUDY recommendations as agreed upon by MTC and AUTHORITY, contingent upon the availability of federal apportionment and Obligation Authority.

Section II

AUTHORITY AGREES:

- (1) To indemnify, defend and hold harmless MTC, its Commissioners, directors, officers, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of AUTHORITY, its officers, employees or agents, or subcontractors or any of them in connection with its performance of PROJECT under this Agreement.
- (2) To make payment of Measure J in the amount of \$1.1 million on June 30, 2017, to MTC expressly subject to the AUTHORITY's continued authorization to collect and expend the sales tax proceeds provided by Measure J.
- (3) To seek obligation, extensions, and/or reprogramming of entire amount of the STP FUNDS.

Section III

IT IS MUTUALLY AGREED:

- (1) The term of this Agreement shall commence on _____, 2016. This Agreement shall terminate upon the satisfaction of MTC obligation to program STP FUNDS, and AUTHORITY payment to MTC with Measure J funds, as outlined in Section II of this Agreement. Notwithstanding the above, AUTHORITY may terminate this Agreement by written notice to MTC at any time prior to payment of Measure J funds. MTC in return will have the ability to withhold an equivalent amount of future discretionary funds from the AUTHORITY.
- (2) This Agreement shall bind and benefit the parties hereto and their heirs, successors, and permitted assigns.
- (3) MTC and AUTHORITY agree to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.
- (4) This Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.
- (5) All required or permitted payments, reports, demands and notices may be sent by regular mail or electronic mail. Notices that are mailed by regular mail shall be deemed delivered two (2) business days after deposited in the mail. Notices may be personally delivered and shall be deemed delivered at the time delivered to the appropriate address set forth below. Notices delivered by electronic mail shall be deemed received upon the sender's receipt of an acknowledgment from the intended recipient (such as by the "return receipt requested" function, as available, return electronic mail or other written acknowledgment of receipt); provided that, if such notice is not sent during normal business hours of the recipient, such notice shall be deemed to have been sent at the opening of business on the next business day of the recipient. Unless and until notified otherwise in writing, a party shall send or deliver all such communications relating to this Agreement to the following address:

Hisham Noeimi	Kenneth Kao
Contra Costa Transportation Authority	Metropolitan Transportation Commission
2999 Oak Road, Suite 100	375 Beale St., Ste. 800
Walnut Creek, CA 94597	San Francisco, CA 94105
hnoeimi@ccta.net	kkao@mtc.ca.gov
- (6) This Agreement is the entire agreement among MTC and AUTHORITY relating to the subject matter of this Agreement. MTC and AUTHORITY acknowledge they have not relied upon any promise, representation or warranty not expressly set forth in this Agreement in executing this Agreement.

- (7) Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of MTC or AUTHORITY to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.
- (8) No waiver by either party of any default or breach of any covenant by the other party shall be implied from any omission to take action on account of such default if such default persists or is repeated and no express waiver shall affect any default other than the default specified in such waiver and then such waiver shall be operative only for the time and to the extent stated in such waiver. Waivers of any covenant, term or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term or condition. No waiver of any provision under this Agreement shall be effective unless in writing and signed by the waiving party.
- (9) MTC and AUTHORITY represent and warrant that they are authorized to execute this Agreement.
- (10) This Agreement may be executed in counterparts.

IN WITNESS WHEREOF, MTC and AUTHORITY have executed this Agreement as of the date first written above.

CONTRA COSTA
TRANSPORTATION AUTHORITY

METROPOLITAN TRANSPORTATION
COMMISSION

David Hudson, Chair

Randell H. Iwasaki, Executive Director

Steve Heminger, Executive Director

Approved as to Form:

Malathy Subramanian, Legal Counsel

Attachment B

Agreement for federal STP Funds

Payment Schedule

December 21, 2016

Exchange Fund Source	Exchange Funding Years and Payment Dates		
	Initial Amount	Year 1	TOTAL
	2016	2017	

31-Dec-2016

30-Jun-2017

Funds Provided by MTC				
STP		1,100,000		1,100,000
Cumulative Total:		1,100,000		1,100,000

31-Dec-2016

30-Jun-2017

Exchange Funds Provided by CCTA				
CCTA Unrestricted Measure Funds - Principal			1,100,000	1,100,000
CCTA Unrestricted Measure Funds - Interest		No Payment	No Payment	0
Total Payment:		0	1,100,000	1,100,000
Cumulative Total:		0	1,100,000	1,100,000

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	15-2100	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	11/10/2016	In control:		Programming and Allocations Committee	
On agenda:	12/14/2016	Final action:			
Title:	MTC Resolution Nos. 4162, Revised, 4163, Revised, 4169, Revised, and 4212, Revised. Revisions to FY 2014-15 and FY 2015-16 Transit Capital Priorities, AB664, and BATA Project Savings Programs to reconcile 5339 small UA programming with FTA apportionments, and revise programming for Caltrain, LAVTA, and SFMTA.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6c PAC 2c Reso 4162-4163 4169 4212 2c HANDOUT Lebrun Comments.pdf 2c Resos 4162 4163 4169 4212.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4162, Revised, 4163, Revised, 4169, Revised, and 4212, Revised. Revisions to FY 2014-15 and FY 2015-16 Transit Capital Priorities, AB664, and BATA Project Savings Programs to reconcile 5339 small UA programming with FTA apportionments, and revise programming for Caltrain, LAVTA, and SFMTA.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 6c

Resolution Nos. 4162, Revised, 4163, Revised, 4169, Revised, and 4212, Revised

Subject: Revisions to FY2014-15 and FY2015-16 Transit Capital Priorities, AB664, and BATA Project Savings Programs to reconcile 5339 small urbanized area (UA) programming with FTA apportionments, and revise programming for Caltrain, LAVTA, and SFMTA.

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

Small UA Adjustments: This item proposes to revise the FY2014-15 and FY2015-16 TCP programs to reflect FTA Section 5339 apportionments that were different from our preliminary program, resulting in minor changes for VTA. Additionally, LAVTA has requested shifting funds among projects to reflect actual costs of their bus procurement and the removal of a Trapeze software upgrade project from the program. The action to shift LAVTA funds reduces their overall request in that year, making available additional funding in the Concord urbanized area to be used for other eligible operators. The above changes are consistent with the TCP Process and Criteria and have no negative impact on other operators in the region.

Caltrain: Caltrain has requested that \$28 million in FY2014-15 and FY2015-16 funding for their railcar replacement project be shifted to the South San Francisco Station project, with the railcar funds being replaced by SMCTA local sales tax funds transferred from the station project, due to fund eligibility issues. The board resolution from SMCTA certifying the transfer of funds from the South San Francisco Station project to the railcar replacement project is attached. The programming continues to count toward meeting MTC's commitment of \$315 million for the railcars.

SFMTA: In January 2015, SFMTA requested \$210 million from MTC to allow SFMTA to exercise a 40 LRV option on a base contract with Siemens, Inc. in order to keep their place in the production queue and to achieve savings in escalation costs. To meet this need, MTC programmed \$44 million in AB 664 bridge tolls and \$84 million in BATA Project Savings, and temporarily reprogrammed \$25 million of TCP funds from other projects. SFMTA also committed to fund \$57 million of the costs of the LRV option with local funds. All of these sources would otherwise be directed to SFMTA's rehabilitation and replacement needs, rather than to fleet expansion.

The \$153 million in MTC funds were intended to serve as a backstop for the receipt of future Cap and Trade funds via the Transit and Intercity Rail Capital Program (TIRCP), administered by the California State Transportation Agency (CalSTA). The regional funds were advanced with the following conditions for repayment: 1) SFMTA would pursue Cap and Trade funds and be required to repay the regional

investment if these funds were not secured; 2) SFMTA would also be required to develop an agreement with MTC on the terms of the replacement funding if Cap and Trade funds are not secured; and 3) SFMTA was to provide \$57 million in local funds to complete the \$210 million funding plan for the LRV option.

In June 2015, a grant of \$41 million in TIRCP funds was awarded to SFMTA by CalSTA, allowing the Commission to restore the TCP funds to the fixed guideway rehabilitation projects they were originally programmed to and restore \$16 million of the AB 664 funds for future programming to SFMTA's fleet replacement. In summer 2016, a second grant of \$45.1 million in TIRCP funds was awarded to SFMTA. As before, staff is proposing to restore \$22.1 million of AB 664 funds and \$23 million of BATA Project Savings for future SFMTA fleet replacement projects. A portion of the BATA Project Savings (\$61 million) will stay on the LRV project pending additional Cap and Trade awards. See Attachment A for a summary of these programming actions.

Issues:

1. Uncertainty of Cap and Trade funding for LRVs: SFMTA's LRV fleet expansion should be a strong candidate for additional TIRCP funds. The recent awards totaling \$86 million illustrate this, however the amount and timing of funding for the LRV project in future years is uncertain. SFMTA staff will continue to seek future Cap and Trade funds for the LRV project.

2. Uncertainty of funding for other vehicle replacement projects: SFMTA staff anticipates using non-federal SFMTA funds for the vehicle replacement projects in the event that Cap and Trade funds are not secured for LRV expansion, but the amounts and length of time required to meet this commitment remain uncertain at this time.

Staff therefore recommends keeping the conditions for repayment on the remaining \$61 million in BATA Project Savings for the LRV project.

Recommendation: Refer MTC Resolution Nos. 4162, Revised; 4163, Revised; 4169, Revised; and 4212, Revised, to the Commission for approval.

Attachments: Attachment A – Summary of SFMTA LRV Programming;
Attachment B – SMCTA Board Resolution No. 2016-29; and
MTC Resolution Nos. 4162, Revised; 4163, Revised; 4169, Revised; and 4212, Revised

Attachment A – Summary of SFMTA LRV Programming

\$ Millions

Date	Action	TIRCP	FTA	AB 664 Bridge Tolls ¹	BATA Project Savings ²	SFMTA	SFCTA	Total
Dec-13	Orig. Core Capacity Challenge Grant commitment	210						210
Jan-15	Backstop Action		25	44	84	57		210
2015 & 2016	TIRCP awards	86						86
	Program revisions to reflect TIRCP awards		(25)	(44)	(23)		6	(86)
Dec-16	Current Project Funding	86	-	-	61	57	6	210

Notes:

1. \$22 million of AB 664 bridge tolls programmed to SFMTA motor coach replacement in FY2015-16, leaving \$22 million available for future programming.
2. \$23 million of BATA Project Savings available for future programming.

RESOLUTION NO. 2016 – 29

**BOARD OF DIRECTORS SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

*** * ***

**RE-PROGRAMMING \$27,854,836 IN NEW MEASURE A FUNDS FROM THE
SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENT PROJECT TO THE
PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as "Measure A," which increased the local sales tax in San Mateo County by one-half percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the New Measure A half-cent sales tax transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (TEP) beginning January 1, 2009; and

WHEREAS, Caltrain improvements are qualified expenditures and designated the number one priority under the 1988 TEP, and the 2004 TEP designated 16 percent of the New Measure A revenues to fund Caltrain projects; and

WHEREAS, at its February 5, 2015 meeting, by Resolution No. 2015-04, the TA programmed and allocated \$49.1 million of Measure A Caltrain Program Category funds to the South San Francisco (SSF) Caltrain Station Improvement Project; and

WHEREAS, staff from the Peninsula Corridor Joint Powers Board (JPB) have requested that \$27,854,836 of these Measure A Caltrain Program funds be re-programmed from the SSF Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project (PCEP); and

WHEREAS, JPB staff's request followed their being informed that the PCEP is not eligible for Federal Transit Administration (FTA) Section 5337 State of Good Repair grant funds previously programmed to the PCEP by the Metropolitan Transportation Commission (MTC), thereby creating a funding gap that puts the JPB and PCEP at risk of losing eligibility for a \$647 million Core Capacity Full Funding Grant Agreement with the FTA; and

WHEREAS, the SSF Caltrain Station Improvement Project is eligible for Section 5337 funds, and JPB and MTC staff have indicated that MTC intends to redirect the Section 5337 funds to the SSF Caltrain Station Improvement Project; and

WHEREAS, in light of the foregoing, the Executive Director recommends the TA re-program \$27,854,836 of Measure A Caltrain Program Category funds from the SSF Caltrain Station Improvement Project to the PCEP.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby re-programs \$27,854,836 of Measure A Caltrain Program Category funds from the South San Francisco Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary documents, and to take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 1st day of December, 2016 by the following vote:

AYES: FRESCHET, IBARRA, JOHNSON, NIHART, MATSUMOTO

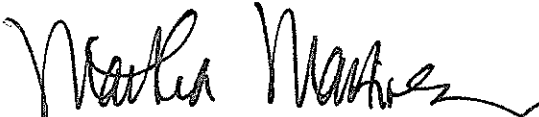
NOES: NONE

ABSENT: GROOM, HORSLEY

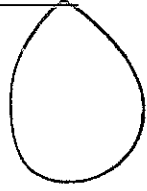


Chair, San Mateo County Transportation Authority

ATTEST:



Authority Secretary



Date: December 17, 2014
W.I.: 1512
Referred By: PAC
Revised: 01/28/15-C 03/25/15-C
05/27/15-C 07/22/15-C
09/23/15-C 10/28/15-C
01/27/16-C 04/27/16-C
09/28/16-C 12/21/16-C

ABSTRACT

Resolution No. 4162, Revised

This resolution approves the FY2014-15 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues are programmed in MTC Resolution No. 4163 for FY2014-15 Transit Capital Priorities projects.

This Resolution includes the following attachment:

Attachment A – FY2014-15 Program of Projects

This resolution was revised on January 28, 2015 to reprogram \$24.8 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on March 25, 2015 to program \$10.5 million in San Jose urbanized area 5337 funds, previously held in a vehicle procurement reserve for Caltrain's Railcar Replacement project, to VTA for preventive maintenance.

This resolution was revised on May 27, 2015 to make minor programming changes requested by the operators, which are consistent with the TCP policy.

This resolution was revised on July 22, 2015 to make minor programming changes, to transfer funds between SolTrans' projects, which are consistent with the TCP policy.

This resolution was revised on September 23, 2015 to reprogram \$24.7 million from SFMTA's LRV purchase (previously programmed on January 28, 2015 to serve as a back-stop for the

ABSTRACT

MTC Resolution No. 4162, Revised

Page 2

receipt of Cap and Trade funds), back to the fixed guideway rehabilitation projects they were originally programmed to.

This resolution was revised on October 28, 2015 to make minor revisions to the Transit Capital Priorities program for FY2014-15 to reconcile the program to final FTA Apportionments.

This resolution was revised on January 27, 2016 to re-program \$10,770,994 previously reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures and Signal/Communication Rehab and Upgrades projects.

This resolution was revised on April 27, 2016 to make minor revisions, including transfers of funding between projects and reductions in programming to reflect changes in project scope. The changes have been highlighted under Attachment A to this resolution.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

This resolution was revised on December 21, 2016 to make minor revisions to the Transit Capital Priorities program for FY2014-15 to reconcile the program to final FTA Apportionments and to transfer programming between projects for Caltrain.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, March 11, 2015, May 13, 2015, July 8, 2015, September 9, 2015, October 14, 2015, January 13, 2016, April 13, 2016, September 14, 2016, and December 14, 2016.

Date: December 17, 2014
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4162

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 17, 2014.

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			208,447,779	171,411,774	13,021,534
Previous Year Carryover			7,663,919	0	536,502
Funds Available for Programming			216,111,698	171,411,774	13,558,036
Lifeline Set-Aside (JARC Projects)					
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,913,691		
ALA050042	ACE	Preventive Maintenance	8,836		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,563,197		
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267		
CC-99T001	CCCTA	ADA Set-aside	1,178,716		
CC-030035	ECCTA	ADA Set-aside	523,153		
MRN130015	GGBHTD	Transit System Enhancements	307,963		
ALA990077	LAVTA	ADA Set-aside	335,328		
MRN110047	Marin Transit	ADA Set-aside	461,944		
NAP030004	Napa VINE	ADA Set-aside	38,496		
SON150007	Petaluma Transit	ADA Set-aside	82,649		
SM-990026	SamTrans	ADA Set-aside	1,112,576		
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200		
SF-990022	SFMTA	ADA Set-aside	3,990,682		
SOL110025	SolTrans	ADA Set-aside	302,177		
SON030005	Sonoma City Transit	Preventive Maintenance	28,888		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,645,530		
CC-990045	WestCat	ADA Set-aside	243,804		
REG090057	WETA	Ferry Major Component Rehab/Replacement	5,133		
Total Program Set-asides and Commitments			22,531,086	0	0
Funds Available for Capital Programming			193,580,612	171,411,774	13,558,036
Capital Projects					
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594		
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433		
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720		
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,645		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,363,034		
REG110044	ACE	Positive Train Control		1,240,810	
REG050020	BART	BART Car Exchange Preventive Maintenance	1,345,875	51,469,449	
BRT030004	BART	Train Control		11,000,000	
BRT030005	BART	Traction Power		4,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		14,875,097	
ALA090065	BART	Fare Collection Equipment		4,679,456	
REG090037	BART	Railcar Replacement		500,000	
SM-050005	BART	Preventive Maintenance		1,320,544	
SF-010028	Caltrain	Railcar Replacement		5,234,766	
NEW	Caltrain	South San Francisco Caltrain Station Improvements		5,234,766	
SM-03006B	Caltrain	Systemwide Track Rehab and Related Structures		10,210,994	
SM-050041	Caltrain	Signal/Communication Rehab & Upgrades		560,000	
CC-150006	CCCTA	Replace (18) 30' Buses	5,995,811		852,829
CC-150007	CCCTA	Replace (13) 35' Buses	5,106,140		
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823		
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957		
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228	
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052	
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958	
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907	
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,038,393		450,307
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400		
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000		
SOL010006	Fairfield	Fairfield Operating Assistance	2,417,873		
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		4,200,000	
MRN150015	GGBHTD	Replacement of Ferry Propulsion Systems		500,000	
MRN150014	GGBHTD	Ferry Major Components Rehab		500,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		4,000,000	

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,345,200		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,139,360		
MRN150001	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680		
MRN150002	Marin Transit	Replace (3) Stage Coach Vehicles	364,080		
MRN150003	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260		
MRN150003	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960		
MRN150003	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440		
MRN150001	Marin Transit	Replace Paratransit Radios	49,200		
MRN150001	Marin Transit	Replace Paratransit MDTs	29,520		
NAP900008	Napa Vine	Equipment Replacement & Upgrades			174,228
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,477,490		
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,859
SON090030	Petaluma	AVL/CAD Communications System	352,302		
SON150005	Petaluma	Purchase new Bus Radios	1,476		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	20,000,000		
SM-110068	Samtrans	Replacement of (55) NABI articulated buses	20,000,000		
SON150008	Santa Rosa	Replace 40' New Flyer buses with new 40' Diesel Buses	154,203		273,017
SON150008	Santa Rosa	Equip new fixed route fleet buses with farebox	24,000		
SON150008	Santa Rosa	Equip new fixed route fleet buses with radio systems	60,000		
SON030012	Santa Rosa	Security improvements for access at bus stops	43,724		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,645,512		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	408,030		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,379		
SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		
SF-95037B	SFMTA	Muni Rail Replacement		6,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		10,481,371	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		1,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-150005	SFMTA	Replacement of (67) 40' Motor Coaches	5,625,263		6,874,737
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	5,584,630		
SOL090033	Soltrans	Maintenance Facility			387,398
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,248,007		
SON110049	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	442,294		197,701
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	17,654		
ALA130033	Union City	Union City: Replacement of Two (2) Transit Buses	588,728		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL050045	VTA	ADA Bus Stop Improvements	358,222		
SCL050001	VTA	(61) 40' Hybrid Bus Procurement	30,683,245		3,028,424
SCL990046	VTA	Preventive Maintenance	1,845,840	10,625,493	
SCL050002	VTA	Rail Replacement Program		943,088	
SCL110104	VTA	Light Rail Track Crossovers and Switches		2,179,440	
SCL150011	VTA	North First Street Corridor Light Rail Speed Improvements		400,000	
SCL150005	VTA	Train to Wayside Communication System Upgrade		200,000	
SCL150007	VTA	Upgrade Ohlone/Chynoweth Interlocking		960,000	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
SCL150009	VTA	LR Signal Shop Modification		396,000	
SCL150010	VTA	Upgrade LR Ring #1 Communications Equipment		1,760,000	
SCL150006	VTA	Back-up Power Devices for Elevated Station		320,000	
CC-150001	WestCat	Replacement of (10) Cut Away Vans	984,000		
CC-150004	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	427,220		
CC-150005	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	497,740		
CC-150002	WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	8,000		
CC-150003	WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	28,498		
CC-030025	WestCat	Preventive Maintenance	232,200		
REG090057	WETA	Ferry Major Component Rehab/Replacement		3,496,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,288,000	
REG090067	WETA	Fixed Guideway Connectors		376,000	
Total Capital Projects			190,465,424	170,871,625	13,163,963
Total Programmed			212,996,510	170,871,625	13,163,963
Fund Balance			3,115,188	540,149	394,073

Date: 12/17/2014
W.I.: 1512
Referred by: PAC
Revised: 01/28/15-C 03/25/15-C
05/27/15-C 07/22/15-C
09/23/15-C 01/27/16-C
04/27/16-C 09/28/16-C
12/21/16-C

Attachment A
Resolution No. 4162
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FY2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1.	Apportionment projections are based on 0% escalation relative to FY14 apportionments provided by the current extension of MAP-21. The program will be reconciled to the final apportionments after they are released by FTA.
2.	Operators in the Fairfield, Napa, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3.	Programming for Santa Rosa CityBus and Sonoma County Transit in FY15 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
4.	AC Transit: \$5M provisionally programmed for CAD-AVL System project pending discussions with AC Transit and ACTC on funding plan for CCCGP projects that were to be funded with Cap & Trade and local funds in CCCGP funding plan.
5.	ACE: \$146,190 of FY15 FG cap deferred by formula based on grant balances to FY17.
6.	BART: \$13,194,931 of FY15 FG cap deferred by formula based on grant balances to FY18.
7.	Caltrain: \$1,835,506 of FG cap deferred by formula based on grant balances to FY17.
8.	Caltrain: Reserved \$10.7 million FG cap for Electrification consistent with HSR/CalMod MOU, pending potential revision of Electrification funding plan. On January 27, 2016, this resolution was revised to program this \$10.7 million reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures and Signal/Communication Rehabilitation and Upgrades projects.
9.	<p>Caltrain/VTA:</p> <p>On December 17, 2014, the Commission directed staff to withhold programming these funds into the TIP. Staff is directed to return in two months with an update on the schedule and funding plan for Caltrain's railcars and Electrification project that reflects additional work by MTC and the Joint Powers Board member agencies, and to confirm the programming approach for the \$10.5 million for the railcar vehicles.</p> <p>On March 25, 2015, the Commission programmed the \$10,469,721 that were held in a Vehicle Procurement Reserve for Caltrain's Railcar Replacement project, to VTA for Preventive Maintenance with the following conditions:</p> <p>1. VTA's agreement that one-third of Caltrain's Transit Capital Priorities (TCP) programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy-Morgan Hill urbanized area (UA) funds. The VTA share of the railcars may be higher than one-third in certain years to help resolve shortfalls in the San Francisco – Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regionalall-funded cost is currently estimated at \$365 million.</p> <p>2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project.</p> <p>In December 2016, Caltrain requested that funds be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward meeting MTC's commitment of \$315M for the railcars.</p>
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY11 through FY15 to FY17. These funds will have priority for programming in FY17 as a prior-year commitment.
11.	SFMTA: Voluntarily deferred \$15,000,000 of its FY15 fixed guideway cap to FY18; also deferred their 21 40ft Trolley Coach procurement to FY15-16 in response to MTC's request for deferral of projects to reduce shortfall. An additional \$1,518,629 of SFMTA's FY15 FG Cap was deferred by formula based on grant balances to FY17.
12.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
13.	WestCAT exercised the Capital Exchange element of the TCP policy by deferring replacement of six 2002 40' diesel vehicles until FY16-17. Total savings to the region equals \$464,600. WestCAT will utilize the option for using 50% (\$232,300) of these savings for a non Score 16 project, preventive maintenance.
14.	WETA: Voluntarily deferred \$3,424,000 of FG cap to FY17.
15.	SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds (\$24.7 million), that were intended as a back-stop for the Cap and Trade funds, were therefore reprogrammed to the projects they were originally programmed to (i.e. SFMTA's fixed guideway rehabilitation projects). As a result of this, note 15 no longer applies and was therefore deleted.
16.	Union City Transit elected to defer \$128,318 of ADA Set-aside from FY15 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

Date: December 17, 2014
W.I.: 1514
Referred By: PAC
Revised: 01/28/15-C 07/22/15-C
09/23/15-C 10/28/15-C
01/27/16-C 12/21/16-C

ABSTRACT

Resolution No. 4163, Revised

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2014-15. The initial program consists of \$5,219,167 being programmed to AC Transit towards their fleet replacement consistent with the Core Capacity Challenge Grant Program funding plan. The initial program also consists of \$67,304 in savings from the original allocation to the region for the Regional Transit Capital Inventory project in FY2006-07 that has lapsed and is now being re-programmed towards the same project. This resolution will be amended to add the remainder of the FY2014-15 AB 664 program in conjunction with final revisions to the FY2014-15 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2014-15

This resolution was revised on January 28, 2015 to program \$44 million towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on July 22, 2015 to re-program \$237,424 in expired funds to SFMTA.

This resolution was revised on September 23, 2015 to reduce the programming of the AB 664 funds previously programmed to SFMTA for their LRV project on January 28, 2015, by \$16,422,657.

This resolution was revised on October 28, 2015, to add the remainder of the FY2014-15 AB 664 program based on the final revisions to the FY2014-15 Transit Capital Priorities program. This resolution was also revised to reprogram approximately \$1.3 million in lapsed funds to BART from the FY11-12 program.

This resolution was revised on January 27, 2016, to reprogram \$601,223 in lapsed funds to SFMTA from the FY11-12 program and \$389,114 in lapsed funds to AC Transit from the FY11-12 program. This resolution was also revised to reduce the programming of the AB 664 funds previously programmed to SFMTA for their LRV project on January 28, 2015, by \$5,500,000.

This resolution was revised on December 21, 2016, to de-program the remainder of AB 664 funds previously programmed to SFMTA for their LRV project (\$22,077,343).

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, July 8, 2015, September 9, 2015, October 14, 2015, January 13, 2015, and December 14, 2016.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2014-15

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4163

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

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

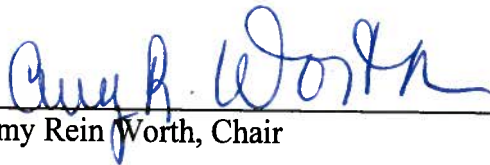
WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

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

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

RESOLVED, that MTC approves the FY2014-15 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California on December 17, 2014.

Date: December 17, 2014

W.I.: 1514

Referred by: PAC

Revised 01/28/15-C 07/22/15-C

09/23/15-C 10/28/15-C

01/27/16-C 12/21/16-C

Attachment A

Resolution No. 4163

Page 1 of 2

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2014-15 Program			East Bay	West Bay
	Revenue Projections		\$6,819,167	\$22,777,343
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		\$1,759,419	\$868,647
	Total Funds Available		\$8,578,586	\$23,645,990
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
AC Transit	Replace (25) 40ft Urban Buses - Hybrids	AB664		
	Total Amount Programmed to AC Transit		5,219,167	
AC Transit	CAD-AVL Project	AB664		
	Total Amount Programmed to AC Transit - Other projects⁷		389,114	
Region	Regional Transit Capital Inventory ¹	AB664		
	Total Amount Programmed to the Region		37,304	30,000
SFMTA	Light Rail Vehicle Purchase ^{2,4}	AB664		
	Total Amount Programmed to SFMTA's Light Rail Vehicle Purchase project			0
SFMTA	Cable Car Vehicle Renovation	AB664		
SFMTA	Cable Car System Rehabilitation	AB664		
SFMTA	Central Control & Communication (C3)	AB664		
SFMTA	Escalator Rehabilitation	AB664		
SFMTA	Historic Vehicle Rehabilitation	AB664		
SFMTA	ITS Radio System Replacement	AB664		
SFMTA	Potrero-Presidio Hoists	AB664		
SFMTA	Light Rail Vehicle Safety Modifications	AB664		
SFMTA	Motor Coach Replacement	AB664		
SFMTA	Paratransit Van Replacement	AB664		
SFMTA	Rail Replacement Projects	AB664		
SFMTA	Security Projects	AB664		
SFMTA	Safety Projects	AB664		
SFMTA	Trolley Car Replacement	AB664		
SFMTA	Trolley Overhead Rehabilitation Projects	AB664		
SFMTA	Wayside Train Control Equipment Rehab and Replacement	AB664		
SFMTA	Wayside Fare Collection Equipment Rehab and Replacement	AB664		
	Total Amount Programmed to SFMTA - Other projects^{3,6}			838,647
CCCTA	Replace (18) 30' Buses	AB664		
CCCTA	Replace (13) 35' Buses	AB664		
CCCTA	Replace (3) Paratransit Vans	AB664		
	Total Amount Programmed to CCCTA		512,363	
ECCTA	Replace (5), 45' diesel, over the road coaches	AB664		
ECCTA	Replace (20) Ford four year gas cutaway/vans	AB664		
ECCTA	Replace (30) MDTs for paratransit fleet	AB664		
	Total Amount Programmed to ECCTA		178,139	
LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	AB664		
LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	AB664		
LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	AB664		
LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	AB664		
	Total Amount Programmed to LAVTA		519,943	
Soltrans	Maintenance Facility	AB664		
	Total Amount Programmed to Soltrans		16,203	
Union City	Union City: Replacement of Two (2) Transit Buses	AB664		
	Total Amount Programmed to Union City		24,624	
WestCat	Replacement of (10) Cut Away Vans	AB664		
WestCat	Replacement of (1) 40 Ft Revenue Vehicle	AB664		
WestCat	Replacement of (1) 40 Ft Revenue Vehicle	AB664		
WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	AB664		
WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	AB664		
WestCat	Preventive Maintenance	AB664		
	Total Amount Programmed to WestCAT		91,082	
WETA	Ferry Major Component Rehab/Replacement - Gemini & Pisces	AB664		
WETA	Ferry Major Component Rehab/Replacement - Scorpio & Taurus	AB664		
WETA	Ferry Propulsion System Replacement	AB664		
WETA	Ferry Major Component Rehab/Replacement - Solano	AB664		
WETA	Fixed Guideway Connectors	AB664		
	Total Amount Programmed to WETA		257,646	
SamTrans	Replacement of (60) 2003 Gillig Buses	AB664		
SamTrans	Replacement of (55) NABI articulated buses	AB664		
	Total Amount Programmed to SamTrans			700,000
BART	Preventive Maintenance	AB664		
BART	ADA Paratransit Capital Accessibility Improvements	AB664		
BART	Traction Power	AB664		
BART	Track Replacement Rehabilitation	AB664		
BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	AB664		
	Total Amount Programmed to BART⁵		1,333,001	
Fund Balance			\$0	\$22,077,343

Notes:

1. Includes reallocation of lapsed savings of \$79,000 from #07-3768-8/5850 and 07-3768-13/5850 07/26/06.
 2. This programming action is conditioned on:
 - a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.
 - b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.
 - c. If C&T funds are secured for the expansion LRVs, the \$22 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.
 - d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$22 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.
 - e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.
- MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.
3. Includes reallocation of lapsed savings of \$237,424 from #11-4014-08/5850 06/22/11.
 4. SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in FY2014-15 and \$45.1 million in FY2015-16. The TCP funds and the AB 664 funds programmed to the LRV project on January 28, 2015, were intended as a backstop for the Cap and Trade funds (see note 2 above). After restoring the \$24.7 million of TCP funds to SFMTA's fixed guideway rehabilitation projects, \$16.4 million in AB664 funds were de-programmed for future programming to SFMTA's fleet replacement projects in accordance with the Core Capacity Challenge Grant Program. This \$16.4 million was programmed to SFMTA's fleet replacement project as part of Resolution No. 4213 in January 2016. In January 2016, \$5.5 million of the AB664 funds on the LRV project were de-programmed and replaced with SF Prop B General Fund set-aside funds; this \$5.5 million was programmed to SFMTA's fleet replacement project as part of Resolution No. 4213 in January 2016, conditioned on budgeting of \$5.5 million of Prop B funds by SFMTA to replace AB 664 for the LRVs. In December 2016, \$22.1 million of the AB664 funds on the LRV project were de-programmed and replaced with TIRCP funding from FY2015-16.
 5. Includes reprogramming of lapsed savings of \$1,333,001 from 12-4044-03/5850 06/27/12.
 6. Includes reprogramming of lapsed savings of \$101,498 from 12-4044-01/5850 and \$499,725 from 12-4044-09/5850 06/27/12.
 7. Includes reprogramming of lapsed savings of \$389,114 from 12-4044-02/5850 06/27/12.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C
01/27/16-C
12/21/16-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A. Program of Projects

Attachment B. Allocations of BATA Project Savings will be added to this resolution when the resolution is amended to allocate the programmed funds.

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, and December 14, 2016.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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, 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, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings 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 and B.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in blue ink, appearing to read "Amy Rein Worth", is written over a horizontal line.

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C
01/27/16-C
12/21/16-C

Attachment A
Resolution No. 4169
Page 1 of 2

PROGRAM OF PROJECTS

BATA Project Savings Project Commitments

Project	Date	Total	Conditions
SFMTA Fleet Expansion (Light Rail Vehicle purchase)	January 28, 2015	\$60,985,343	<p>a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.</p> <p>b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.</p> <p>c. If C&T funds are secured for the expansion LRVs, the \$61 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.</p> <p>d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$61 million of BATA project savings for SFMTA's LRV replacement project with local funds.</p> <p>e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.</p> <p>MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.</p>

Project	Date	Total	Conditions
AC Transit (Purchase 10 Double-Deck Diesel Buses)	January 27, 2016	\$1,493,237	Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed herein.
AC Transit (Purchase (10) 40ft Urban Buses - Zero- emission Fuel Cell)	January 27, 2016	\$4,957,547	Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed herein.
AC Transit (Replace (29) 60ft Artic Urban Buses – Diesels)	January 27, 2016	\$18,472,132	Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed herein.
<i>Total</i>		\$85,908,259	

Date: January 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 04/27/16-C 05/25/16-C
06/22/16-C 12/21/16-C

ABSTRACT

Resolution No. 4212, Revised

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

This Resolution includes the following attachment:

Attachment A – FY2015-16 Program of Projects

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

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

This resolution was revised on June 22, 2016 to program funds that had previously been reserved for Caltrain Electrification to Caltrain's Railcar Replacement and infrastructure rehab projects.

This resolution was revised on December 21, 2016 to make minor revisions to the Transit Capital Priorities program for FY2015-16: transferring programming between projects for LAVTA and Caltrain, and reducing the programmed amount for FTA Section 5339 funding in the small urbanized areas to reflect actual apportionments.

ABSTRACT

MTC Resolution No. 4212, Revised

Page 2

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016, April 13, 2016, May 11, 2016, June 8, 2016 and December 14, 2016.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4212

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

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

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

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

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

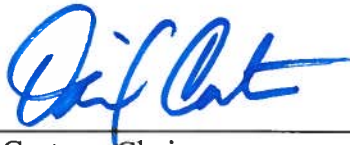
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 27, 2016.

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			211,278,509	196,480,438	12,019,586
Previous Year Carryover			2,662,039	24,863,868	394,073
Funds Available for Programming			213,940,548	221,344,306	12,413,659

Lifeline Set-Aside (JARC Projects)

Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093		
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ADA Operating Set-Aside

ALA990076	AC Transit	ADA Set-aside	3,984,138		
ALA050042	ACE	Preventive Maintenance		8,996	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements		2,727,176	
REG090051	Caltrain	Revenue Vehicle Rehab Program		166,206	
CC-99T001	CCCTA	ADA Set-aside	1,199,933		
CC-030035	ECCTA	ADA Set-aside	532,570		
MRN130015	GGBHTD	Transit System Enhancements	156,753		
ALA990077	LAVTA	ADA Set-aside	341,367		
MRN110047	Marin Transit	ADA Set-aside	627,012		
NAP030004	Napa VINE	ADA Set-aside	41,320		
SON150007	Petaluma Transit	ADA Set-aside	84,261		
SM-990026	SamTrans	ADA Set-aside	1,584,235		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	296,800		
SF-990022	SFMTA	ADA Set-aside	4,062,514		
SOL110025	SolTrans	ADA Set-aside	324,344		
SON030005	Sonoma City Transit	Preventive Maintenance	29,452		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,711,401		
CC-990045	WestCat	ADA Set-aside	248,192		
REG090067	WETA	Fixed Guideway Connectors	5,225		

Reserved for Future Programming

SM-03006B	Caltrain	Positive Train Control/Electrification-		12,606,500	
SF-010028	Caltrain	Railcar Replacement (Electrification)		17,174,630	

Total Program Set-asides and Commitments	20,165,610	20,077,008	0
Funds Available for Capital Programming	193,774,938	201,267,298	12,413,659

Capital Projects

REG110044	ACE	Positive Train Control		1,387,000	
ALA150038	AC Transit	Purchase (10) Double-Deck Diesel Buses	3,636,463	1,500,000	
ALA150040	AC Transit	Replace (10) 40ft Urban Buses - Diesels	4,081,000		
ALA150039	AC Transit	Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell (PM swap)	979,153		
ALA150041	AC Transit	Replace (29) 60ft Artic Urban Buses - Diesels	753,998		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,319,762		
BRT97100B	BART	Rail, Way & Structures program	11,317,223	5,752,805	
REG050020	BART	BART Car Exchange Preventive Maintenance	0	47,116,668	
BRT030004	BART	Train Control		13,000,000	
BRT030005	BART	Traction Power		13,000,000	
ALA090065	BART	Fare Collection Equipment		6,000,000	
REG090037	BART	Railcar Replacement		500,000	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Struct.		11,406,500	
SM-050041	Caltrain	Signal/Communication Rehab. & Upgrades		1,200,000	
SF-010028	Caltrain	Railcar Replacement		22,620,000	
NEW	Caltrain	South San Francisco Caltrain Station Improvements		22,620,000	
MTC99002A	Clipper	Replacement of legacy Clipper fare collection system		5,000,000	
CC-070092	ECCTA	Replace (25), Ford Cutaways	1,392,642		411,358
CC-070092	ECCTA	Replace (3), Ford Cutaways	216,480		
SOL010006	Fairfield	Fairfield Operating Assistance	2,470,825		
SOL110041	Fairfield	2 Gillig Bus Replacements			262,709
MRN050025	GGBHTD	Misc Facilities Rehab	1,529,895		
ALA150031	LAVTA	Replacement purchase (11) 40' Hybrids	6,017,771		936,649
ALA150032	LAVTA	Replacement purchase (9) 30' Hybrids	5,357,880		
ALA150033	LAVTA	Service vehicles (2) trucks	81,600		
ALA150036	LAVTA	Service vehicles (3) road supervisor vehicles	122,400		
ALA150037	LAVTA	Service vehicles (4) shift trade vehicles	163,200		
ALA150034	LAVTA	Trapeze Upgrade	130,000		
ALA030030	LAVTA	Preventive Maintenance	1,313,720		
ALA150035	LAVTA	Farebox Replacement	398,242		

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
MRN150011	Marin Transit	Replace (2) Cutaways for FR Service	200,080		
MRN150012	Marin Transit	Replacement Purchase (10) 40' Hybrid, (2) 35' electric, and (1) 30' diesel bus	7,899,880		
MRN150003	Marin Transit	On Board Vehicle Equipment for (15) replaced vehicles	172,200		
MRN150013	Marin Transit	Emergency Radio System	285,360		
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,865,913		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	14,635		160,663
SON150014	Petaluma	(2) 35' Diesel Hybrid Bus Replacement	1,072,534		116,982
SON150015	Petaluma	Clipper for (3) FR Buses	14,400		
SON150016	Petaluma	Communication equipment for (3) FR Buses	27,244		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	6,914,860		
SM-110068	Samtrans	Replacement of (55) NABI Articulated Buses	20,157,000		
SM-150010	Samtrans	Replacement of (9) Cutaway Buses	900,360		
SM-150011	Samtrans	Replacement of (10) Minivans	418,200		
SON070020	Santa Rosa	Diesel Bus Purchase	247,595		243,709
SON150017	Santa Rosa	Miscellaneous Capital Equipment	56,000		
SON030012	Santa Rosa	Bus Stop ADA Improvements	16,433		
SON150018	Santa Rosa	Garage Hoist for Bus Repairs	288,000		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,324,057		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventive Maintenance	400,000		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	3,347,163		6,364,945
SF-150006	SFMTA	Replacement of 60' Motor Coaches	45,417,750		
SF-090035	SFMTA	Replacement of (27) Type II Paratransit Vans	1,948,320		
SF-150014	SFMTA	30-Foot Motor Coach Mid-Life Overhaul	13,125,926		
SF-150007	SFMTA	Farebox Replacement	2,228,800		
SF-95037B	SFMTA	Muni Rail Replacement		5,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		6,684,663	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		2,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		988,800	
SF-150004	SFMTA	Station Area and Pedestrian Improvements		500,000	
SF-150015	SFMTA	Replacement of (21) 40' Trolley Coaches		20,000,000	
SOL090034	Soltrans	Bus Purchase (4) 45' CNG Commuter Coaches	2,436,729		357,236
SOL070032	Soltrans	Preventive Maintenance	711,997		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,221,660		
SON150013	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	467,090		176,479
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	0		
ALA150046	Union City	Union City: Midlife Rehab of (2) 35' CNG Vehicles	410,000		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL150019	VTA	Radio System Upgrade	0		
SCL050001	VTA	40' Hybrid Bus Procurement	33,824,944		2,805,456
SCL050049	VTA	Rail Substation Rehab/ Replacement		3,000,000	
SCL050002	VTA	Rail Replacement Program		3,600,000	
SCL110104	VTA	Light Rail Track Crossovers and Switches		777,500	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
CC-150014	WestCat	Replacement of (1) 40-Foot Revenue Vehicle	434,600		
CC-150015	WestCat	Fast Fare Electronic Farebox (1)	14,249		
REG090055	WETA	Ferry Propulsion System Replacement		2,880,000	
REG090057	WETA	Ferry Major Component Rehab/Replacement		7,912,000	
REG090067	WETA	Ferry Passenger Float/Gangway		74,790	
SF-110053	WETA	Ferry Vessel Replacement		11,449,600	
Total Capital Projects			190,001,233	201,267,298	11,836,186
Total Programmed			210,166,843	221,344,306	11,836,186
Fund Balance			3,773,705	0	577,473

Date: 1/27/2016

W.L.: 1512

Referred by: PAC

Revised: 04/27/16-C 05/25/16-C

06/22/16-C 12/21/16-C

Attachment A

Resolution No. 4212, Revised

Page 3 of 3

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

1.	Program is based on final apportionments issued by FTA in February 2016.
2.	AC Transit: \$6.4M of BATA project savings have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCGP projects in order to resolve the shortfall in the San Francisco - Oakland urbanized area. BATA Project Savings are being programmed in lieu of AB664 plus BATA Project Savings (both part of CCCGP funding plan) in order to reduce the number of fund sources. In the next program year, AB664 funds can be programmed in lieu of BATA project savings.
3.	SFMTA: \$8.2M of AB664 funds have been programmed to SFMTA's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCGP projects to enable SFMTA to execute a contract option that would result in earlier delivery of buses.
4.	SFMTA: \$15.3M of FY15 FG (Fixed Guideway) Cap deferred by formula based on grant balances to FY18 as SFMTA did not meet their fixed guideway spending target. This deferral is reduced to \$5.3M due to a \$10M voluntary deferral.
5.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
6.	Caltrain: Caltrain did not meet their FG spending target. However, they were exempted from a deferral of their FG Cap because Caltrain's FG Caps were still committed to the Electrification project at the time the preliminary program was adopted. The preliminary program was revised in June 2016 to program the full \$12.6 million FG cap to rehab projects. Caltrain's FY17 FG cap will be adjusted to reflect missing the FG spending target.
7.	Clipper: \$14.2M of Clipper's request for \$19.2M is being deferred to FY17 in order to reduce shortfall in the San Francisco Oakland Urbanized Area, as this would not from a cash flow standpoint impede Clipper's ability to fund current equipment replacement or contracts.
8.	BART Car Exchange PM: \$26.9M of BART's request for \$74.5M for the BART Car Replacement Project is being deferred to future years in order to reduce shortfall in the San Francisco Oakland Urbanized Area.
9.	Caltrain: The program reserved \$39.8M in a vehicle procurement reserve for future programming. \$22.6M of this reserve was reprogrammed to the EMU procurement project in FY16, with the remainder reserved for future programming. Also, by agreement with VTA, SFMTA, and Caltrain, EMUs are being funded from San Jose in this cycle to help address the shortfall. Future EMU programming will come more from SF-O to maintain a 2/3-1/3 split overall. In December 2016, Caltrain requested that \$22.6 million be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward meeting MTC's commitment of \$315M for the railcars.
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY12 through FY16 to FY19. These funds will have priority for programming in FY19 as a prior-year commitment. GGBHTD voluntarily deferred their 67 40' Diesel Bus procurement to FY17; also exercised the Capital Exchange element of the TCP policy by deferring replacement of these vehicles until FY16-17. Total savings to the region equals \$3,529,895, GGBHTD will utilize the option for using these savings towards their ACIS and Miscellaneous Facilities Rehab projects.
11.	LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of seven 2002 40' diesel vehicles for life. Total savings to the region equals \$1,769,700. LAVTA will utilize the option for using these savings towards their Service Vehicle Replacement and Preventive Maintenance projects.
12.	WETA: Voluntarily deferred \$1,517,210 of FG cap to FY17. These funds will have priority for programming in FY17 as a prior-year commitment. WETA also transferred \$5,392,000 from Ferry Vessel Replacement (M/V Vallejo) to two fixed guideway rehab projects, reversing the deferral of \$5,392,000 in FY14 fixed guideway caps. The remaining \$11.5 million programmed for Ferry Vessel Replacement completes the regional share of the M/V Vallejo replacement project.
13.	Union City Transit elected to defer \$130,627 of ADA Set-aside from FY16 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

Roland Lebrun
ccss@msn.com
December 12th 2016

MTC Commission
December 14th 2016 Programming & Allocations Committee meeting
item 2.c Revised Caltrain Programming

Dear Honorable Chair Cortese and MTC Commissioners,

Please be aware of serious issues with the staff memo for item 2.c

- “Caltrain has requested that \$28 million in FY2014-15 and FY2015-16 funding for their railcar replacement project be shifted to the South San Francisco Station project.”

This is false. The memo is from SMCTA, not from the Caltrain JPB which never did and never would approve shifting railcar replacement funds to this project without public input followed by Board approval.

- “With the railcar funds being replaced by SMCTA local sales tax funds transferred from the station project, due to fund eligibility issues”

This is false: the real issue is lack of funds, not “fund eligibility issues”.

- “The programming continues to count toward meeting MTC's commitment of \$315 million for the railcars.”

Please remember that this \$315M is what is left of the \$440M FTA formula funds earmarked for Caltrain replacement vehicles after SamTrans “borrowed” \$125M for so-called “State Of Good Repair” projects which are nothing more than San Mateo County pet projects which have nothing to do with SOGR focused on improving Caltrain capacity and safety.

Recommendation

This is the latest episode in a long list of Caltrain fund misallocations by the SMCTA and I am requesting that MTC entertain a motion directing the JPB to transfer responsibility for Caltrain administration from SamTrans to the VTA subject to section 6.b (Managing Agency; Delegation of Authority) of the 1996 agreement:

http://www.caltrain.com/Assets/Public/JPA_Agreement_and_Amendment_10-03-1996.pdf

Respectfully submitted for your consideration

Roland Lebrun

Cc

Caltrain Board of Directors

VTA Board of Directors

SFCTA Board of Supervisors

TJPA Board of Directors

Caltrain CAC

Caltrain BPAC

SFCTA CAC

TJPA CAC

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 14, 2016

Agenda Item 2c

Resolution Nos. 4162, Revised, 4163, Revised, 4169, Revised, and 4212, Revised

Subject: Revisions to FY2014-15 and FY2015-16 Transit Capital Priorities, AB664, and BATA Project Savings Programs to reconcile 5339 small urbanized area (UA) programming with FTA apportionments, and revise programming for Caltrain, LAVTA, and SFMTA.

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

Small UA Adjustments: This item proposes to revise the FY2014-15 and FY2015-16 TCP programs to reflect FTA Section 5339 apportionments that were different from our preliminary program, resulting in minor changes for VTA. Additionally, LAVTA has requested shifting funds among projects to reflect actual costs of their bus procurement and the removal of a Trapeze software upgrade project from the program. The action to shift LAVTA funds reduces their overall request in that year, making available additional funding in the Concord urbanized area to be used for other eligible operators. The above changes are consistent with the TCP Process and Criteria and have no negative impact on other operators in the region.

Caltrain: Caltrain has requested that \$28 million in FY2014-15 and FY2015-16 funding for their railcar replacement project be shifted to the South San Francisco Station project, with the railcar funds being replaced by SMCTA local sales tax funds transferred from the station project, due to fund eligibility issues. The board resolution from SMCTA certifying the transfer of funds from the South San Francisco Station project to the railcar replacement project is attached. The programming continues to count toward meeting MTC's commitment of \$315 million for the railcars.

SFMTA: In January 2015, SFMTA requested \$210 million from MTC to allow SFMTA to exercise a 40 LRV option on a base contract with Siemens, Inc. in order to keep their place in the production queue and to achieve savings in escalation costs. To meet this need, MTC programmed \$44 million in AB 664 bridge tolls and \$84 million in BATA Project Savings, and temporarily reprogrammed \$25 million of TCP funds from other projects. SFMTA also committed to fund \$57 million of the costs of the LRV option with local funds. All of these sources would otherwise be directed to SFMTA's rehabilitation and replacement needs, rather than to fleet expansion.

The \$153 million in MTC funds were intended to serve as a backstop for the receipt of future Cap and Trade funds via the Transit and Intercity Rail Capital Program (TIRCP), administered by the California State Transportation Agency (CalSTA). The regional funds were advanced with the following conditions for repayment: 1) SFMTA would pursue Cap and Trade funds and be required to repay the regional

investment if these funds were not secured; 2) SFMTA would also be required to develop an agreement with MTC on the terms of the replacement funding if Cap and Trade funds are not secured; and 3) SFMTA was to provide \$57 million in local funds to complete the \$210 million funding plan for the LRV option.

In June 2015, a grant of \$41 million in TIRCP funds was awarded to SFMTA by CalSTA, allowing the Commission to restore the TCP funds to the fixed guideway rehabilitation projects they were originally programmed to and restore \$16 million of the AB 664 funds for future programming to SFMTA's fleet replacement. In summer 2016, a second grant of \$45.1 million in TIRCP funds was awarded to SFMTA. As before, staff is proposing to restore \$22.1 million of AB 664 funds and \$23 million of BATA Project Savings for future SFMTA fleet replacement projects. A portion of the BATA Project Savings (\$61 million) will stay on the LRV project pending additional Cap and Trade awards. See Attachment A for a summary of these programming actions.

Issues:

1. Uncertainty of Cap and Trade funding for LRVs: SFMTA's LRV fleet expansion should be a strong candidate for additional TIRCP funds. The recent awards totaling \$86 million illustrate this, however the amount and timing of funding for the LRV project in future years is uncertain. SFMTA staff will continue to seek future Cap and Trade funds for the LRV project.

2. Uncertainty of funding for other vehicle replacement projects: SFMTA staff anticipates using non-federal SFMTA funds for the vehicle replacement projects in the event that Cap and Trade funds are not secured for LRV expansion, but the amounts and length of time required to meet this commitment remain uncertain at this time.

Staff therefore recommends keeping the conditions for repayment on the remaining \$61 million in BATA Project Savings for the LRV project.

Recommendation: Refer MTC Resolution Nos. 4162, Revised; 4163, Revised; 4169, Revised; and 4212, Revised, to the Commission for approval.

Attachments: Attachment A – Summary of SFMTA LRV Programming;
Attachment B – SMCTA Board Resolution No. 2016-29; and
MTC Resolution Nos. 4162, Revised; 4163, Revised; 4169, Revised; and 4212, Revised

Attachment A – Summary of SFMTA LRV Programming

\$ Millions

Date	Action	TIRCP	FTA	AB 664 Bridge Tolls ¹	BATA Project Savings ²	SFMTA	SFCTA	Total
Dec-13	Orig. Core Capacity Challenge Grant commitment	210						210
Jan-15	Backstop Action		25	44	84	57		210
2015 & 2016	TIRCP awards	86						86
	Program revisions to reflect TIRCP awards		(25)	(44)	(23)		6	(86)
Dec-16	Current Project Funding	86	-	-	61	57	6	210

Notes:

1. \$22 million of AB 664 bridge tolls programmed to SFMTA motor coach replacement in FY2015-16, leaving \$22 million available for future programming.
2. \$23 million of BATA Project Savings available for future programming.

RESOLUTION NO. 2016 – 29

**BOARD OF DIRECTORS SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

*** * ***

**RE-PROGRAMMING \$27,854,836 IN NEW MEASURE A FUNDS FROM THE
SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENT PROJECT TO THE
PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as "Measure A," which increased the local sales tax in San Mateo County by one-half percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the New Measure A half-cent sales tax transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (TEP) beginning January 1, 2009; and

WHEREAS, Caltrain improvements are qualified expenditures and designated the number one priority under the 1988 TEP, and the 2004 TEP designated 16 percent of the New Measure A revenues to fund Caltrain projects; and

WHEREAS, at its February 5, 2015 meeting, by Resolution No. 2015-04, the TA programmed and allocated \$49.1 million of Measure A Caltrain Program Category funds to the South San Francisco (SSF) Caltrain Station Improvement Project; and

WHEREAS, staff from the Peninsula Corridor Joint Powers Board (JPB) have requested that \$27,854,836 of these Measure A Caltrain Program funds be re-programmed from the SSF Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project (PCEP); and

WHEREAS, JPB staff's request followed their being informed that the PCEP is not eligible for Federal Transit Administration (FTA) Section 5337 State of Good Repair grant funds previously programmed to the PCEP by the Metropolitan Transportation Commission (MTC), thereby creating a funding gap that puts the JPB and PCEP at risk of losing eligibility for a \$647 million Core Capacity Full Funding Grant Agreement with the FTA; and

WHEREAS, the SSF Caltrain Station Improvement Project is eligible for Section 5337 funds, and JPB and MTC staff have indicated that MTC intends to redirect the Section 5337 funds to the SSF Caltrain Station Improvement Project; and

WHEREAS, in light of the foregoing, the Executive Director recommends the TA re-program \$27,854,836 of Measure A Caltrain Program Category funds from the SSF Caltrain Station Improvement Project to the PCEP.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby re-programs \$27,854,836 of Measure A Caltrain Program Category funds from the South San Francisco Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project; and

BE IT FURTHER RESOLVED that the Executive Director or his designee is authorized to execute any necessary documents, and to take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 1st day of December, 2016 by the following vote:

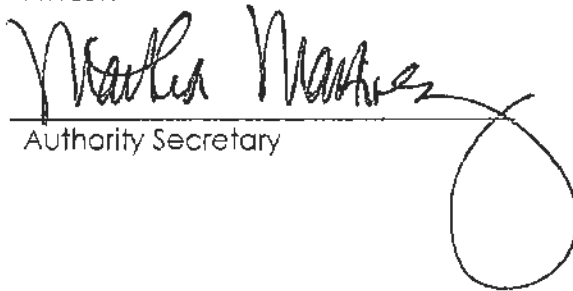
AYES: FRESCHET, IBARRA, JOHNSON, NIHART, MATSUMOTO

NOES: NONE

ABSENT: GROOM, HORSLEY


Chair, San Mateo County Transportation Authority

ATTEST:


Authority Secretary

Date: December 17, 2014
W.I.: 1512
Referred By: PAC
Revised: 01/28/15-C 03/25/15-C
05/27/15-C 07/22/15-C
09/23/15-C 10/28/15-C
01/27/16-C 04/27/16-C
09/28/16-C 12/21/16-C

ABSTRACT

Resolution No. 4162, Revised

This resolution approves the FY2014-15 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues are programmed in MTC Resolution No. 4163 for FY2014-15 Transit Capital Priorities projects.

This Resolution includes the following attachment:

Attachment A – FY2014-15 Program of Projects

This resolution was revised on January 28, 2015 to reprogram \$24.8 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on March 25, 2015 to program \$10.5 million in San Jose urbanized area 5337 funds, previously held in a vehicle procurement reserve for Caltrain's Railcar Replacement project, to VTA for preventive maintenance.

This resolution was revised on May 27, 2015 to make minor programming changes requested by the operators, which are consistent with the TCP policy.

This resolution was revised on July 22, 2015 to make minor programming changes, to transfer funds between SolTrans' projects, which are consistent with the TCP policy.

This resolution was revised on September 23, 2015 to reprogram \$24.7 million from SFMTA's LRV purchase (previously programmed on January 28, 2015 to serve as a back-stop for the

ABSTRACT

MTC Resolution No. 4162, Revised

Page 2

receipt of Cap and Trade funds), back to the fixed guideway rehabilitation projects they were originally programmed to.

This resolution was revised on October 28, 2015 to make minor revisions to the Transit Capital Priorities program for FY2014-15 to reconcile the program to final FTA Apportionments.

This resolution was revised on January 27, 2016 to re-program \$10,770,994 previously reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures and Signal/Communication Rehab and Upgrades projects.

This resolution was revised on April 27, 2016 to make minor revisions, including transfers of funding between projects and reductions in programming to reflect changes in project scope. The changes have been highlighted under Attachment A to this resolution.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

This resolution was revised on December 21, 2016 to make minor revisions to the Transit Capital Priorities program for FY2014-15 to reconcile the program to final FTA Apportionments and to transfer programming between projects for Caltrain.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, March 11, 2015, May 13, 2015, July 8, 2015, September 9, 2015, October 14, 2015, January 13, 2016, April 13, 2016, September 14, 2016, and December 14, 2016.

Date: December 17, 2014
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4162

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

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

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

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

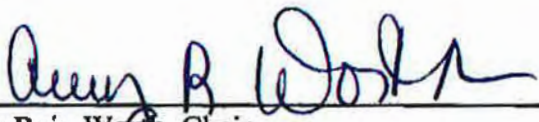
WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4140; and

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 17, 2014.

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			208,447,779	171,411,774	13,021,534
Previous Year Carryover			7,663,919	0	536,502
Funds Available for Programming			216,111,698	171,411,774	13,558,036
Lifeline Set-Aside (JARC Projects)					
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,913,691		
ALA050042	ACE	Preventive Maintenance	8,836		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,563,197		
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267		
CC-99T001	CCCTA	ADA Set-aside	1,178,716		
CC-030035	ECCTA	ADA Set-aside	523,153		
MRN130015	GGBHTD	Transit System Enhancements	307,963		
ALA990077	LAVTA	ADA Set-aside	335,328		
MRN110047	Marin Transit	ADA Set-aside	461,944		
NAP030004	Napa VINE	ADA Set-aside	38,496		
SON150007	Petaluma Transit	ADA Set-aside	82,649		
SM-990026	SamTrans	ADA Set-aside	1,112,576		
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200		
SF-990022	SFMTA	ADA Set-aside	3,990,682		
SOL110025	SolTrans	ADA Set-aside	302,177		
SON030005	Sonoma City Transit	Preventive Maintenance	28,888		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,645,530		
CC-990045	WestCat	ADA Set-aside	243,804		
REG090067	WETA	Ferry Major Component Rehab/Replacement	5,133		
Total Program Set-asides and Commitments			22,531,086	0	0
Funds Available for Capital Programming			193,580,612	171,411,774	13,558,036
Capital Projects					
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594		
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433		
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720		
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,648		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,363,034		
REG110044	ACE	Positive Train Control		1,240,810	
REG050020	BART	BART Car Exchange Preventive Maintenance	1,345,875	51,489,449	
BRT030004	BART	Train Control		11,000,000	
BRT030005	BART	Traction Power		4,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		14,875,097	
ALA090065	BART	Fare Collection Equipment		4,679,456	
REG090037	BART	Railcar Replacement		500,000	
SM-050005	BART	Preventive Maintenance		1,320,544	
SF-040028	Caltrain	Railcar Replacement		5,234,766	
NEW	Caltrain	South San Francisco Caltrain Station Improvements		5,234,766	
SM-03006B	Caltrain	Systemwide Track Rehab and Related Structures		10,210,994	
SM-050041	Caltrain	Signal/Communication Rehab & Upgrades		560,000	
CC-150006	CCCTA	Replace (18) 30' Buses	5,995,811		852,629
CC-150007	CCCTA	Replace (13) 35' Buses	5,108,140		
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823		
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957		
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228	
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052	
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958	
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907	
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,038,393		450,307
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400		
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000		
SOL010006	Fairfield	Fairfield Operating Assistance	2,417,873		
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		4,200,000	
MRN150015	GGBHTD	Replacement of Ferry Propulsion Systems		500,000	
MRN150014	GGBHTD	Ferry Major Components Rehab		500,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		4,000,000	

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,345,200		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,139,360		
MRN150001	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680		
MRN150002	Marin Transit	Replace (3) Stage Coach Vehicles	364,080		
MRN150003	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260		
MRN150003	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960		
MRN150003	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440		
MRN150001	Marin Transit	Replace Paratransit Radios	49,200		
MRN150001	Marin Transit	Replace Paratransit MDTs	29,520		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			174,228
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,477,490		
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,869
SON090030	Petaluma	AVL/CAD Communications System	352,302		
SON150005	Petaluma	Purchase new Bus Radios	1,476		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	20,000,000		
SM-110068	Samtrans	Replacement of (55) NABI articulated buses	20,000,000		
SON150008	Santa Rosa	Replace 40' New Flyer buses with new 40' Diesel Buses	154,203		273,017
SON150008	Santa Rosa	Equip new fixed route fleet buses with farebox	24,000		
SON150008	Santa Rosa	Equip new fixed route fleet buses with radio systems	50,000		
SON030012	Santa Rosa	Security improvements for access at bus stops	43,724		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,645,512		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	408,030		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,379		
SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		
SF-950378	SFMTA	Muni Rail Replacement		6,318,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		10,481,371	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		1,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-150005	SFMTA	Replacement of (67) 40' Motor Coaches	5,825,263		6,874,737
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	5,564,630		
SOL090033	Soltrans	Maintenance Facility			387,398
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,248,007		
SON110049	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	442,294		197,701
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	17,654		
ALA130033	Union City	Union City: Replacement of Two (2) Transit Buses	588,728		
SOL100007	Vacaville	Operating Assistance	985,000		
SCL050045	VTa	ADA Bus Stop Improvements	358,222		
SCL050001	VTa	(51) 40' Hybrid Bus Procurement	30,683,245		3,026,424
SCL090046	VTa	Preventive Maintenance	1,845,840	10,625,493	
SCL050002	VTa	Rail Replacement Program		943,088	
SCL110104	VTa	Light Rail Track Crossovers and Switches		2,179,440	
SCL150011	VTa	North First Street Corridor Light Rail Speed Improvements		400,000	
SCL150005	VTa	Train to Wayside Communication System Upgrade		200,000	
SCL150007	VTa	Upgrade Ohlone/Chynoweth Interlocking		960,000	
SCL150008	VTa	Track Intrusion Abatement		1,600,000	
SCL150009	VTa	LR Signal Shop Modification		396,000	
SCL150010	VTa	Upgrade LR Ring #1 Communications Equipment		1,760,000	
SCL150006	VTa	Back-up Power Devices for Elevated Station		320,000	
CC-150001	WestCat	Replacement of (10) Cut Away Vans	984,000		
CC-150004	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	427,220		
CC-150005	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	497,740		
CC-150002	WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	8,000		
CC-150003	WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	28,498		
CC-030025	WestCat	Preventive Maintenance	232,200		
REG090057	WETA	Ferry Major Component Rehab/Replacement		3,496,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,288,000	
REG090067	WETA	Fixed Girdeway Connectors		376,000	
Total Capital Projects			190,465,424	170,871,625	13,163,963
Total Programmed			212,996,510	170,871,625	13,163,963
Fund Balance			3,115,188	540,149	394,073

FY2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1.	Apportionment projections are based on 0% escalation relative to FY14 apportionments provided by the current extension of MAP-21. The program will be reconciled to the final apportionments after they are released by FTA.
2.	Operators in the Fairfield, Napa, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3.	Programming for Santa Rosa CityBus and Sonoma County Transit in FY15 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
4.	AC Transit: \$5M provisionally programmed for CAD-AVL System project pending discussions with AC Transit and ACTC on funding plan for CCCGP projects that were to be funded with Cap & Trade and local funds in CCCGP funding plan.
5.	ACE: \$146,190 of FY15 FG cap deferred by formula based on grant balances to FY17.
6.	BART: \$13,194,931 of FY15 FG cap deferred by formula based on grant balances to FY18.
7.	Caltrain: \$1,835,506 of FG cap deferred by formula based on grant balances to FY17.
8.	Caltrain: Reserved \$10.7 million FG cap for Electrification consistent with HSR/CalMod MOU, pending potential revision of Electrification funding plan. On January 27, 2016, this resolution was revised to program this \$10.7 million reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures and Signal/Communication Rehabilitation and Upgrades projects.
9.	<p>Caltrain/VTA:</p> <p>On December 17, 2014, the Commission directed staff to withhold programming these funds into the TIP. Staff is directed to return in two months with an update on the schedule and funding plan for Caltrain's railcars and Electrification project that reflects additional work by MTC and the Joint Powers Board member agencies, and to confirm the programming approach for the \$10.5 million for the railcar vehicles.</p> <p>On March 25, 2015, the Commission programmed the \$10,469,721 that were held in a Vehicle Procurement Reserve for Caltrain's Railcar Replacement project, to VTA for Preventive Maintenance with the following conditions:</p> <ol style="list-style-type: none"> 1. VTA's agreement that one-third of Caltrain's Transit Capital Priorities (TCP) programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy-Morgan Hill urbanized area (UA) funds. The VTA share of the railcars may be higher than one-third in certain years to help resolve shortfalls in the San Francisco – Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regional-funded cost is currently estimated at \$365 million. 2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project. <p>In December 2016, Caltrain requested that funds be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward meeting MTC's commitment of \$315M for the railcars.</p>
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY11 through FY15 to FY17. These funds will have priority for programming in FY17 as a prior-year commitment.
11.	SFMTA: Voluntarily deferred \$15,000,000 of its FY15 fixed guideway cap to FY18; also deferred their 21 40ft Trolley Coach procurement to FY15-16 in response to MTC's request for deferral of projects to reduce shortfall. An additional \$1,518,629 of SFMTA's FY15 FG Cap was deferred by formula based on grant balances to FY17.
12.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
13.	WestCAT exercised the Capital Exchange element of the TCP policy by deferring replacement of six 2002 40' diesel vehicles until FY16-17. Total savings to the region equals \$464,600. WestCAT will utilize the option for using 50% (\$232,300) of these savings for a non Score 16 project, preventive maintenance.
14.	WETA: Voluntarily deferred \$3,424,000 of FG cap to FY17.
15.	SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds (\$24.7 million), that were intended as a back-stop for the Cap and Trade funds, were therefore reprogrammed to the projects they were originally programmed to (i.e. SFMTA's fixed guideway rehabilitation projects). As a result of this, note 15 no longer applies and was therefore deleted.
16.	Union City Transit elected to defer \$128,318 of ADA Set-aside from FY15 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

Date: December 17, 2014
W.I.: 1514
Referred By: PAC
Revised: 01/28/15-C 07/22/15-C
09/23/15-C 10/28/15-C
01/27/16-C 12/21/16-C

ABSTRACT

Resolution No. 4163, Revised

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2014-15. The initial program consists of \$5,219,167 being programmed to AC Transit towards their fleet replacement consistent with the Core Capacity Challenge Grant Program funding plan. The initial program also consists of \$67,304 in savings from the original allocation to the region for the Regional Transit Capital Inventory project in FY2006-07 that has lapsed and is now being re-programmed towards the same project. This resolution will be amended to add the remainder of the FY2014-15 AB 664 program in conjunction with final revisions to the FY2014-15 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2014-15

This resolution was revised on January 28, 2015 to program \$44 million towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on July 22, 2015 to re-program \$237,424 in expired funds to SFMTA.

This resolution was revised on September 23, 2015 to reduce the programming of the AB 664 funds previously programmed to SFMTA for their LRV project on January 28, 2015, by \$16,422,657.

This resolution was revised on October 28, 2015, to add the remainder of the FY2014-15 AB 664 program based on the final revisions to the FY2014-15 Transit Capital Priorities program. This resolution was also revised to reprogram approximately \$1.3 million in lapsed funds to BART from the FY11-12 program.

This resolution was revised on January 27, 2016, to reprogram \$601,223 in lapsed funds to SFMTA from the FY11-12 program and \$389,114 in lapsed funds to AC Transit from the FY11-12 program. This resolution was also revised to reduce the programming of the AB 664 funds previously programmed to SFMTA for their LRV project on January 28, 2015, by \$5,500,000.

This resolution was revised on December 21, 2016, to de-program the remainder of AB 664 funds previously programmed to SFMTA for their LRV project (\$22,077,343).

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, July 8, 2015, September 9, 2015, October 14, 2015, January 13, 2015, and December 14, 2016.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2014-15

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4163

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

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

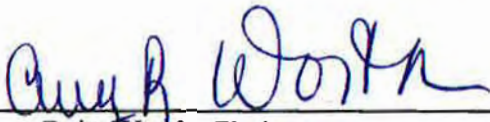
WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

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

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

RESOLVED, that MTC approves the FY2014-15 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California on December 17, 2014.

Date: December 17, 2014

W.L.: 1514

Referred by: PAC

Revised 01/28/15-C 07/22/15-C

09/23/15-C 10/28/15-C

01/27/16-C 12/21/16-C

Attachment A

Resolution No. 4163

Page 1 of 2

PROGRAM OF AB 684 NET BRIDGE TOLL REVENUE PROJECTS

FY2014-15 Program			East Bay	West Bay
	Revenue Projections		\$6,819,167	\$22,777,343
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		\$1,759,419	\$888,647
	Total Funds Available		\$8,578,586	\$23,645,990
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
AC Transit	Replace (25) 40ft Urban Buses - Hybrids	AB664		
	Total Amount Programmed to AC Transit		5,219,167	
AC Transit	CAD-AVL Project	AB664		
	Total Amount Programmed to AC Transit - Other projects ⁷		389,114	
Region	Regional Transit Capital Inventory ¹	AB664		
	Total Amount Programmed to the Region		37,304	30,000
SFMTA	Light Rail Vehicle Purchase ^{2,4}	AB664		
	Total Amount Programmed to SFMTA's Light Rail Vehicle Purchase project			0
SFMTA	Cable Car Vehicle Renovation	AB664		
SFMTA	Cable Car System Rehabilitation	AB664		
SFMTA	Central Control & Communication (C3)	AB664		
SFMTA	Escalator Rehabilitation	AB664		
SFMTA	Historic Vehicle Rehabilitation	AB664		
SFMTA	ITS Radio System Replacement	AB664		
SFMTA	Potrero-Presidio Hoists	AB664		
SFMTA	Light Rail Vehicle Safety Modifications	AB664		
SFMTA	Motor Coach Replacement	AB664		
SFMTA	Paratransit Van Replacement	AB664		
SFMTA	Rail Replacement Projects	AB664		
SFMTA	Security Projects	AB664		
SFMTA	Safety Projects	AB664		
SFMTA	Trolley Car Replacement	AB664		
SFMTA	Trolley Overhead Rehabilitation Projects	AB664		
SFMTA	Wayside Train Control Equipment Rehab and Replacement	AB664		
SFMTA	Wayside Fare Collection Equipment Rehab and Replacement	AB664		
	Total Amount Programmed to SFMTA - Other projects ^{3,8}			838,647
CCCTA	Replace (18) 30' Buses	AB664		
CCCTA	Replace (13) 35' Buses	AB664		
CCCTA	Replace (3) Paratransit Vans	AB664		
	Total Amount Programmed to CCCTA		512,363	
ECCTA	Replace (5), 45' diesel, over the road coaches	AB664		
ECCTA	Replace (20) Ford four year gas cutaway/vans	AB664		
ECCTA	Replace (30) MDTs for paratransit fleet	AB664		
	Total Amount Programmed to ECCTA		178,139	
LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	AB664		
LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	AB664		
LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	AB664		
LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	AB664		
	Total Amount Programmed to LAVTA		519,943	
SoItrans	Maintenance Facility	AB664		
	Total Amount Programmed to SoItrans		16,203	
Union City	Union City: Replacement of Two (2) Transit Buses	AB664		
	Total Amount Programmed to Union City		24,624	
WestCat	Replacement of (10) Cut Away Vans	AB664		
WestCat	Replacement of (1) 40 Ft Revenue Vehicle	AB664		
WestCat	Replacement of (1) 40 Ft Revenue Vehicle	AB664		
WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	AB664		
WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	AB664		
WestCat	Preventive Maintenance	AB664		
	Total Amount Programmed to WestCAT		91,082	
WETA	Ferry Major Component Rehab/Replacement - Gemini & Pisces	AB664		
WETA	Ferry Major Component Rehab/Replacement - Scorpio & Taurus	AB664		
WETA	Ferry Propulsion System Replacement	AB664		
WETA	Ferry Major Component Rehab/Replacement - Solano	AB664		
WETA	Fixed Guideway Connectors	AB664		
	Total Amount Programmed to WETA		257,846	
SamTrans	Replacement of (60) 2003 Gillig Buses	AB664		
SamTrans	Replacement of (55) NABI articulated buses	AB664		
	Total Amount Programmed to SamTrans			700,000
BART	Preventive Maintenance	AB664		
BART	ADA Paratransit Capital Accessibility Improvements	AB664		
BART	Traction Power	AB664		
BART	Track Replacement Rehabilitation	AB664		
BART	Replacement of Fixed Guideway Elements and Fare Collection Equipment	AB664		
	Total Amount Programmed to BART ⁵		1,333,001	
	Fund Balance		\$0	\$22,077,343

Notes:

1. Includes reallocation of lapsed savings of \$79,000 from #07-3768-8/5850 and 07-3768-13/5850 07/26/06.
2. This programming action is conditioned on:
 - a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.
 - b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.
 - c. If C&T funds are secured for the expansion LRVs, the \$22 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.
 - d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$22 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.
 - e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.

MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.

3. Includes reallocation of lapsed savings of \$237,424 from #11-4014-08/5850 06/22/11.
4. SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in FY2014-15 and \$45.1 million in FY2015-16. The TCP funds and the AB 664 funds programmed to the LRV project on January 28, 2015, were intended as a backstop for the Cap and Trade funds (see note 2 above). After restoring the \$24.7 million of TCP funds to SFMTA's fixed guideway rehabilitation projects, \$16.4 million in AB664 funds were de-programmed for future programming to SFMTA's fleet replacement projects in accordance with the Core Capacity Challenge Grant Program. This \$16.4 million was programmed to SFMTA's fleet replacement project as part of Resolution No. 4213 in January 2016. In January 2016, \$5.5 million of the AB664 funds on the LRV project were de-programmed and replaced with SF Prop B General Fund set-aside funds; this \$5.5 million was programmed to SFMTA's fleet replacement project as part of Resolution No. 4213 in January 2016, conditioned on budgeting of \$5.5 million of Prop B funds by SFMTA to replace AB 664 for the LRVs. In December 2016, \$22.1 million of the AB664 funds on the LRV project were de-programmed and replaced with TIRCP funding from FY2015-16.
5. Includes reprogramming of lapsed savings of \$1,333,001 from 12-4044-03/5850 06/27/12.
6. Includes reprogramming of lapsed savings of \$101,498 from 12-4044-01/5850 and \$499,725 from 12-4044-09/5850 06/27/12.
7. Includes reprogramming of lapsed savings of \$389,114 from 12-4044-02/5850 06/27/12.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C
01/27/16-C
12/21/16-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A. Program of Projects

Attachment B. Allocations of BATA Project Savings will be added to this resolution when the resolution is amended to allocate the programmed funds.

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, and December 14, 2016.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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, 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, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and


WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings 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 and B.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C
01/27/16-C
12/21/16-C

Attachment A
Resolution No. 4169
Page 1 of 2

PROGRAM OF PROJECTS

BATA Project Savings Project Commitments

Project	Date	Total	Conditions
SFMTA Fleet Expansion (Light Rail Vehicle purchase)	January 28, 2015	\$60,985,343	<p>a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.</p> <p>b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.</p> <p>c. If C&T funds are secured for the expansion LRVs, the \$61 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.</p> <p>d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$61 million of BATA project savings for SFMTA's LRV replacement project with local funds.</p> <p>e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.</p> <p>MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.</p>

Project	Date	Total	Conditions
AC Transit (Purchase 10 Double-Deck Diesel Buses)	January 27, 2016	\$1,493,237	Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed herein.
AC Transit (Purchase (10) 40ft Urban Buses - Zero- emission Fuel Cell)	January 27, 2016	\$4,957,547	Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed herein.
AC Transit (Replace (29) 60ft Artic Urban Buses – Diesels)	January 27, 2016	\$18,472,132	Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed herein.
<i>Total</i>		\$85,908,259	

Date: January 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 04/27/16-C
05/25/16-C
06/22/16-C
12/21/16-C

ABSTRACT

Resolution No. 4212, Revised

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

This Resolution includes the following attachment:

Attachment A – FY2015-16 Program of Projects

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

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

This resolution was revised on June 22, 2016 to program funds that had previously been reserved for Caltrain Electrification to Caltrain's Railcar Replacement and infrastructure rehab projects.

This resolution was revised on December 21, 2016 to make minor revisions to the Transit Capital Priorities program for FY2015-16: transferring programming between projects for LAVTA and Caltrain, and reducing the programmed amount for FTA Section 5339 funding in the small

ABSTRACT

MTC Resolution No. 4212, Revised

Page 2

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016, April 13, 2016, May 11, 2016, June 8, 2016 and December 14, 2016.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4212

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 27, 2016.

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			211,278,509	196,480,438	12,019,586
Previous Year Carryover			2,862,039	24,863,868	394,073
Funds Available for Programming			213,940,548	221,344,306	12,413,659
Lifeline Set-Aside (JARC Projects)					
Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,984,138		
ALA050042	ACE	Preventive Maintenance		8,996	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements		2,727,176	
REG090051	Caltrain	Revenue Vehicle Rehab Program		166,206	
CC-99T001	CCCTA	ADA Set-aside	1,199,933		
CC-030035	ECCTA	ADA Set-aside	532,570		
MRN130015	GGBHTD	Transit System Enhancements	156,753		
ALA990077	LAVTA	ADA Set-aside	341,367		
MRN110047	Marin Transit	ADA Set-aside	627,012		
NAP030004	Napa VINE	ADA Set-aside	41,320		
SON150007	Petaluma Transit	ADA Set-aside	84,261		
SM-990026	SamTrans	ADA Set-aside	1,584,235		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	296,800		
SF-990022	SFMTA	ADA Set-aside	4,062,514		
SOL110025	SolTrans	ADA Set-aside	324,344		
SON030005	Sonoma City Transit	Preventive Maintenance	29,452		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,711,401		
CC-990045	WestCat	ADA Set-aside	248,192		
REG090067	WETA	Fixed Guideway Connectors	5,225		
Reserved for Future Programming					
SM-03006B	Caltrain	Positive Train Control/Electrification		42,606,609	
SF-010028	Caltrain	Railcar Replacement (Electrification)		17,174,630	
Total Program Set-asides and Commitments			20,165,610	20,077,008	0
Funds Available for Capital Programming			193,774,938	201,267,298	12,413,659
Capital Projects					
REG110044	ACE	Positive Train Control		1,387,000	
ALA150038	AC Transit	Purchase (10) Double-Deck Diesel Buses	3,636,463	1,500,000	
ALA150040	AC Transit	Replace (10) 40ft Urban Buses - Diesels	4,081,000		
ALA150039	AC Transit	Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell (PM swap)	979,153		
ALA150041	AC Transit	Replace (29) 80ft Artic Urban Buses - Diesels	753,998		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,319,762		
BRT97100B	BART	Rail, Way & Structures program	11,317,223	5,752,805	
REG050020	BART	BART Car Exchange Preventive Maintenance	0	47,116,668	
BRT030004	BART	Train Control		13,000,000	
BRT030005	BART	Traction Power		13,000,000	
ALA090065	BART	Fare Collection Equipment		6,000,000	
REG090037	BART	Railcar Replacement		500,000	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Struct.		11,406,500	
SM-050041	Caltrain	Signal/Communication Rehab. & Upgrades		1,200,000	
SF-010028	Caltrain	Railcar Replacement		22,620,000	
NEW	Caltrain	South San Francisco Caltrain Station Improvements		22,620,000	
MTC99002A	Clipper	Replacement of legacy Clipper fare collection system		5,000,000	
CC-070092	ECCTA	Replace (25), Ford Cutaways	1,392,642		411,358
CC-070092	ECCTA	Replace (3), Ford Cutaways	216,480		
SOL010006	Fairfield	Fairfield Operating Assistance	2,470,825		
SOL110041	Fairfield	2 Gillig Bus Replacements			262,709
MRN050025	GGBHTD	Misc Facilities Rehab	1,529,895		
ALA150031	LAVTA	Replacement purchase (11) 40' Hybrids	6,017,771		936,649
ALA150032	LAVTA	Replacement purchase (9) 30' Hybrids	5,357,880		
ALA150033	LAVTA	Service vehicles (2) trucks	81,600		
ALA150036	LAVTA	Service vehicles (3) road supervisor vehicles	122,400		
ALA150037	LAVTA	Service vehicles (4) shift trade vehicles	163,200		
ALA150034	LAVTA	Trapeze Upgrade	430,000		
ALA030030	LAVTA	Preventive Maintenance	1,313,720		
ALA150035	LAVTA	Farebox Replacement	398,242		

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
MRN150011	Marin Transit	Replace (2) Cutaways for FR Service	200,080		
MRN150012	Marin Transit	Replacement Purchase (10) 40' Hybrid, (2) 35' electric, and (1) 30' diesel bus	7,899,880		
MRN150003	Marin Transit	On Board Vehicle Equipment for (15) replaced vehicles	172,200		
MRN150013	Marin Transit	Emergency Radio System	285,360		
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,865,913		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	14,635		160,663
SON150014	Petaluma	(2) 35' Diesel Hybrid Bus Replacement	1,072,534		116,982
SON150015	Petaluma	Clipper for (3) FR Buses	14,400		
SON150016	Petaluma	Communication equipment for (3) FR Buses	27,244		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	6,914,860		
SM-110068	Samtrans	Replacement of (55) NABI Articulated Buses	20,157,000		
SM-150010	Samtrans	Replacement of (9) Cutaway Buses	900,360		
SM-150011	Samtrans	Replacement of (10) Minivans	418,200		
SON070020	Santa Rosa	Diesel Bus Purchase	247,595		243,709
SON150017	Santa Rosa	Miscellaneous Capital Equipment	56,000		
SON030012	Santa Rosa	Bus Stop ADA Improvements	16,433		
SON150018	Santa Rosa	Garage Hoist for Bus Repairs	288,000		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,324,057		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventive Maintenance	400,000		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	3,347,183		6,364,945
SF-150006	SFMTA	Replacement of 60' Motor Coaches	45,417,750		
SF-090035	SFMTA	Replacement of (27) Type II Paratransit Vans	1,948,320		
SF-150014	SFMTA	30-Foot Motor Coach Mid-Life Overhaul	13,125,926		
SF-150007	SFMTA	Farebox Replacement	2,228,800		
SF-95037B	SFMTA	Muni Rail Replacement		5,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		6,684,663	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		2,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		988,800	
SF-150004	SFMTA	Station Area and Pedestrian Improvements		500,000	
SF-150015	SFMTA	Replacement of (21) 40' Trolley Coaches		20,000,000	
SOL090034	Soltrans	Bus Purchase (4) 45' CNG Commuter Coaches	2,436,729		357,236
SOL070032	Soltrans	Preventive Maintenance	711,997		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,221,660		
SON150013	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	467,090		176,479
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	0		
ALA150046	Union City	Union City: Midlife Rehab of (2) 35' CNG Vehicles	410,000		
SOL010007	Vacaville	Operating Assistance	995,000		
SCL150019	VTA	Radio System Upgrade	0		
SCL050001	VTA	40' Hybrid Bus Procurement	33,824,944		2,805,456
SCL050049	VTA	Rail Substation Rehab/ Replacement		3,000,000	
SCL050002	VTA	Rail Replacement Program		3,600,000	
SCL110104	VTA	Light Rail Track Crossovers and Switches		777,500	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
CC-150014	WestCat	Replacement of (1) 40-Foot Revenue Vehicle	434,600		
CC-150015	WestCat	Fast Fare Electronic Farebox (1)	14,249		
REG090055	WETA	Ferry Propulsion System Replacement		2,880,000	
REG090057	WETA	Ferry Major Component Rehab/Replacement		7,912,000	
REG090067	WETA	Ferry Passenger Float/Gangway		74,790	
SF-110053	WETA	Ferry Vessel Replacement		11,449,600	
Total Capital Projects			190,001,233	201,267,298	11,836,186
Total Programmed			210,166,843	221,344,306	11,836,186
Fund Balance			3,773,705	0	577,473

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

1.	Program is based on final apportionments issued by FTA in February 2016.
2.	AC Transit: \$6.4M of BATA project savings have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCGP projects in order to resolve the shortfall in the San Francisco - Oakland urbanized area. BATA Project Savings are being programmed in lieu of AB664 plus BATA Project Savings (both part of CCCGP funding plan) in order to reduce the number of fund sources. In the next program year, AB664 funds can be programmed in lieu of BATA project savings.
3.	SFMTA: \$8.2M of AB664 funds have been programmed to SFMTA's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCGP projects to enable SFMTA to execute a contract option that would result in earlier delivery of buses.
4.	SFMTA: \$15.3M of FY15 FG (Fixed Guideway) Cap deferred by formula based on grant balances to FY18 as SFMTA did not meet their fixed guideway spending target. This deferral is reduced to \$5.3M due to a \$10M voluntary deferral.
5.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
6.	Caltrain: Caltrain did not meet their FG spending target. However, they were exempted from a deferral of their FG Cap because Caltrain's FG Caps were still committed to the Electrification project at the time the preliminary program was adopted. The preliminary program was revised in June 2016 to program the full \$12.6 million FG cap to rehab projects. Caltrain's FY17 FG cap will be adjusted to reflect missing the FG spending target.
7.	Clipper: \$14.2M of Clipper's request for \$19.2M is being deferred to FY17 in order to reduce shortfall in the San Francisco Oakland Urbanized Area, as this would not from a cash flow standpoint impede Clipper's ability to fund current equipment replacement or contracts.
8.	BART Car Exchange PM: \$26.9M of BART's request for \$74.5M for the BART Car Replacement Project is being deferred to future years in order to reduce shortfall in the San Francisco Oakland Urbanized Area.
9.	Caltrain: The program reserved \$39.8M in a vehicle procurement reserve for future programming. \$22.6M of this reserve was reprogrammed to the EMU procurement project in FY16, with the remainder reserved for future programming. Also, by agreement with VTA, SFMTA, and Caltrain, EMUs are being funded from San Jose in this cycle to help address the shortfall. Future EMU programming will come more from SF-O to maintain a 2/3-1/3 split overall. In December 2016, Caltrain requested that \$22.6 million be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward meeting MTC's commitment of \$315M for the railcars.
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY12 through FY16 to FY19. These funds will have priority for programming in FY19 as a prior-year commitment. GGBHTD voluntarily deferred their 67 40' Diesel Bus procurement to FY17; also exercised the Capital Exchange element of the TCP policy by deferring replacement of these vehicles until FY16-17. Total savings to the region equals \$3,529,895, GGBHTD will utilize the option for using these savings towards their ACIS and Miscellaneous Facilities Rehab projects.
11.	LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of seven 2002 40' diesel vehicles for life. Total savings to the region equals \$1,769,700. LAVTA will utilize the option for using these savings towards their Service Vehicle Replacement and Preventive Maintenance projects.
12.	WETA: Voluntarily deferred \$1,517,210 of FG cap to FY17. These funds will have priority for programming in FY17 as a prior-year commitment. WETA also transferred \$5,392,000 from Ferry Vessel Replacement (M/V Vallejo) to two fixed guideway rehab projects, reversing the deferral of \$5,392,000 in FY14 fixed guideway caps. The remaining \$11.5 million programmed for Ferry Vessel Replacement completes the regional share of the M/V Vallejo replacement project.
13.	Union City Transit elected to defer \$130,627 of ADA Set-aside from FY16 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2101 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 11/10/2016 **In control:** Programming and Allocations Committee
On agenda: 12/14/2016 **Final action:**
Title: MTC Resolution Nos. 4230, Revised and 4231, Revised. Allocation of \$45 million in FY 2016-17 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Samtrans to support transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [6d PAC 2d Reso 4230 4231](#)
[2d Resos 4230 and 4231.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4230, Revised and 4231, Revised. Allocation of \$45 million in FY 2016-17 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Samtrans to support transit operations.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 6d

MTC Resolution Nos. 4230, Revised and 4231, Revised

Subject: Allocation of \$45 million in FY2016-17 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans to support transit operations.

Background: This month's proposed actions continue the annual allocation process of these funds for FY2016-17. The allocation requests of SamTrans are consistent with the adopted MTC Fund Estimate (Resolution 4220, Revised for TDA and STA funds) and the RM2 Operating Program (MTC Resolution 4228).

SamTrans has requested a total of \$47.1 million. However, some of these funds will be allocated separately through the Executive Director's Delegated Authority process since the request from each apportionment falls under the \$1 million threshold. TDA, STA, and Regional Measure 2 that will go toward the SamTrans operating budget comprise 31% of the SamTrans operating budget. SamTrans is a member of the Caltrain JPA and is claiming \$3.8 million STA Revenue-based funds on their behalf.

SamTrans' total operating budget is going from approximately \$133 million to \$138 million, an increase of 4%. Motor bus costs are increasing five percent and paratransit costs are increasing eight percent, but these increases are offset by \$1.7 million cost reduction resulting from a decrease in employer-sponsored/subsidized shuttle service. Wages and benefits are increasing \$2.5 million primarily due to a wage increase and corresponding benefit increase. Revenue collection, security services, and purchased transportation will each add \$1 million to the budget. Paratransit costs are increasing \$1.4 million primarily due to increased demand for taxi services. This fiscal year SamTrans will explore opportunities for increased express bus service and workforce housing solutions.

SamTrans' projected operating costs have increased significantly more than planned service. Service hours are projected to increase by 1.6% in FY 2016-17, primarily due to paratransit increases.

Issues: None

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

Attachments: MTC Resolution Nos. 4230, Revised and 4231, Revised

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 12/21/16-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.

This resolution was revised on December 21, 2016 to allocate funds to SamTrans.

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, November 9, 2016, and December 14, 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 12/21/16-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	
SamTrans	Transit Operating	1,844,243	28	12/21/16	San Mateo County	
	Subtotal	5,164,010				
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	
SamTrans	Transit Operations	37,609,609	29	12/21/16	Samtrans	
	Subtotal	340,088,401				
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 Administration	3,171,791	23	09/28/16	NVTA	
	Subtotal	3,171,791				
		TOTAL			357,836,888	

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 11/16/16-C
12/21/16-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).

This resolution was revised on December 21, 2016 to allocate funds to SamTrans.

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, November 9, 2016, and December 14, 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 11/16/16-C
 12/21/16-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	11/16/16	BART
SamTrans	Transit Operations	1,583,405	12	12/21/16	SamTrans
SamTrans	Transit Operations	3,877,168	13	12/21/16	Caltrain
	Subtotal	69,605,336			
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			

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
Programming and Allocations Committee**

December 14, 2016

Item Number 2d

MTC Resolution Nos. 4230, Revised and 4231, Revised

Subject: Allocation of \$45 million in FY2016-17 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans to support transit operations.

Background: This month's proposed actions continue the annual allocation process of these funds for FY2016-17. The allocation requests of SamTrans are consistent with the adopted MTC Fund Estimate (Resolution 4220, Revised for TDA and STA funds) and the RM2 Operating Program (MTC Resolution 4228).

SamTrans has requested a total of \$47.1 million. However, some of these funds will be allocated separately through the Executive Director's Delegated Authority process since the request from each apportionment falls under the \$1 million threshold. TDA, STA, and Regional Measure 2 that will go toward the SamTrans operating budget comprise 31% of the SamTrans operating budget. SamTrans is a member of the Caltrain JPA and is claiming \$3.8 million STA Revenue-based funds on their behalf.

SamTrans' total operating budget is going from approximately \$133 million to \$138 million, an increase of 4%. Motor bus costs are increasing five percent and paratransit costs are increasing eight percent, but these increases are offset by \$1.7 million cost reduction resulting from a decrease in employer-sponsored/subsidized shuttle service. Wages and benefits are increasing \$2.5 million primarily due to a wage increase and corresponding benefit increase. Revenue collection, security services, and purchased transportation will each add \$1 million to the budget. Paratransit costs are increasing \$1.4 million primarily due to increased demand for taxi services. This fiscal year SamTrans will explore opportunities for increased express bus service and workforce housing solutions.

SamTrans' projected operating costs have increased significantly more than planned service. Service hours are projected to increase by 1.6% in FY 2016-17, primarily due to paratransit increases.

Issues: None

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

Attachments: MTC Resolution Nos. 4230, Revised and 4231, Revised

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

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
ABAG	Bay Trail Project Operations ¹	265,380	01	6/22/2016
WETA	Construction of Two Vessels	<u>4,500,000</u>	06	12/21/2016
Total - Five Percent Unrestricted State Fund Revenues		\$4,765,380		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
WETA	Bay Breeze Engine Overhaul	130,000	02	6/22/2016
WETA	Scorpio Engine Overhaul	125,000	03	6/22/2016
WETA	Mare Island - Major Component & Waterjet Rehabilitation	720,000	04	6/22/2016
ABAG	Bay Trail Program Management and Capital Support	<u>450,000</u>	05	6/22/2016
Total - Two Percent Bridge Toll Revenues		\$1,425,000		
TOTAL		\$6,190,380		

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

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	12/21/16-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.

This resolution was revised on December 21, 2016 to allocate funds to SamTrans.

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, November 9, 2016, and December 14, 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 12/21/16-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	
SamTrans	Transit Operating	1,844,243	28	12/21/16	San Mateo County	
	Subtotal	5,164,010				
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	
SamTrans	Transit Operations	37,609,609	29	12/21/16	Samtrans	
	Subtotal	340,088,401				
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 Administration	3,171,791	23	09/28/16	NVTA	
	Subtotal	3,171,791				
	TOTAL	357,836,888				

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
12/21/16-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).

This resolution was revised on December 21, 2016 to allocate funds to SamTrans.

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, November 9, 2016, and December 14, 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
 12/21/16-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
SamTrans	Transit Operations	1,583,405	12	12/21/16	SamTrans
SamTrans	Transit Operations	3,877,168	13	12/21/16	Caltrain
	Subtotal	69,605,336			
 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	85,250,744			

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 #: 15-2102 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/10/2016 **In control:** Programming and Allocations Committee

On agenda: 12/14/2016 **Final action:**

Title: MTC Resolution No. 4239. Programming and allocation of \$4.5 million in Five Percent Unrestricted State Fund Revenues for the Water Emergency Transportation Authority (WETA).

Sponsors:

Indexes:

Code sections:

Attachments: [6e PAC 2e Reso-4239 WETA Programming&Allocation](#)
[2e Reso 4239.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4239. Programming and allocation of \$4.5 million in Five Percent Unrestricted State Fund Revenues for the Water Emergency Transportation Authority (WETA).

Presenter:

Christina Hohorst

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 6c

MTC Resolution No. 4239, Revised

Subject: Programming and allocation of approximately \$4.5 million in Five Percent Unrestricted State Fund Revenues for the Water Emergency Transportation Authority (WETA).

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

Programming and allocation policies for this funding source are outlined in MTC Resolution No. 4015. WETA has a balance of roughly \$14 million in Five Percent funds available, and is requesting \$4.5 million to support the construction of two new 400-passenger vessels. These new vessels will cost \$33.4 million to build, and WETA has identified \$28.9 million in Federal and state funds to complete the project. The vessels are needed to meet ridership demands and to provide for vessel availability when other fleet vessels are taken out of service for rehabilitation work. Construction of the vessels is scheduled for completion in FY2018-19.

Issues: None.

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

Attachments: MTC Resolution No. 4239. Revised.

Date: June 22, 2016
W.I.: 1514
Referred by: PAC
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4239, Revised

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

This resolution was revised on December 21, 2016 to update the program of projects and to allocate funding to the San Francisco Water Emergency Transportation Authority to purchase ferry vessels.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated June 8, 2016 and December 14, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4239

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

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

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

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

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

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

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2016-17 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
ABAG	Bay Trail Project Operations ¹	265,380	01	6/22/2016
WETA	Construction of Two Vessels	<u>4,500,000</u>	06	12/21/2016
Total - Five Percent Unrestricted State Fund Revenues		\$4,765,380		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
WETA	Bay Breeze Engine Overhaul	130,000	02	6/22/2016
WETA	Scorpio Engine Overhaul	125,000	03	6/22/2016
WETA	Mare Island - Major Component & Waterjet Rehabilitation	720,000	04	6/22/2016
ABAG	Bay Trail Program Management and Capital Support	<u>450,000</u>	05	6/22/2016
Total - Two Percent Bridge Toll Revenues		\$1,425,000		
TOTAL		\$6,190,380		

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

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Item Number 2e

MTC Resolution No. 4239, Revised

Subject: Programming and allocation of approximately \$4.5 million in Five Percent Unrestricted State Fund Revenues for the Water Emergency Transportation Authority (WETA).

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

Programming and allocation policies for this funding source are outlined in MTC Resolution No. 4015. WETA has a balance of roughly \$14 million in Five Percent funds available, and is requesting \$4.5 million to support the construction of two new 400-passenger vessels. These new vessels will cost \$33.4 million to build, and WETA has identified \$28.9 million in Federal and state funds to complete the project. The vessels are needed to meet ridership demands and to provide for vessel availability when other fleet vessels are taken out of service for rehabilitation work. Construction of the vessels is scheduled for completion in FY2018-19.

Issues: None.

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

Attachments: MTC Resolution No. 4239. Revised.

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Date: June 22, 2016
W.I.: 1514
Referred by: PAC
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4239, Revised

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

This resolution was revised on December 21, 2016 to update the program of projects and to allocate funding to the San Francisco Water Emergency Transportation Authority to purchase ferry vessels.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated June 8, 2016 and December 14, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4239

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

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

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

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

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

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

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2016-17 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
ABAG	Bay Trail Project Operations ¹	265,380	01	6/22/2016
WETA	Construction of Two Vessels	<u>4,500,000</u>	06	12/21/2016
Total - Five Percent Unrestricted State Fund Revenues		\$4,765,380		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
WETA	Bay Breeze Engine Overhaul	130,000	02	6/22/2016
WETA	Scorpio Engine Overhaul	125,000	03	6/22/2016
WETA	Mare Island - Major Component & Waterjet Rehabilitation	720,000	04	6/22/2016
ABAG	Bay Trail Program Management and Capital Support	<u>450,000</u>	05	6/22/2016
Total - Two Percent Bridge Toll Revenues		\$1,425,000		
TOTAL		\$6,190,380		

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2103 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/10/2016 **In control:** Programming and Allocations Committee

On agenda: 12/14/2016 **Final action:**

Title: MTC Resolution No. 4242, Revised. Minor revisions to FY 2016-17 through FY 2019-20 Transit Capital Priorities Process and Criteria.

Sponsors:

Indexes:

Code sections:

Attachments: [6f PAC 2f Reso-4242 FY17-20 TCP Policy Revisions](#)
[2f Reso 4242.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4242, Revised. Minor revisions to FY 2016-17 through FY 2019-20 Transit Capital Priorities Process and Criteria.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 14, 2016

Commission Agenda Item 6f

MTC Resolution No. 4242, Revised

Subject: Minor revisions to FY 2016-17 through FY 2019-20 Transit Capital Priorities Process and Criteria.

Background: The Transit Capital Priorities (TCP) policy governs the programming of approximately \$1.8 billion in Federal Transit Administration formula funds, \$550 million in bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution 4123), and \$189 million in STP/CMAQ funds designated for Transit Priorities by the One Bay Area Grant program (OBAG 2, MTC Resolution 4202) for transit capital replacement and rehabilitation, maintenance and operations over the four-year period.

This item proposes to revise the TCP Process and Criteria to make the following adjustments and updates:

- Update TCP Policy and Program development calendar (pg. 8);
- Add language addressing programming for double-decker buses and low-floor cut-away vehicles (pg. 18);
- Add language addressing consultation with the Transit Finance Working Group regarding programming for zero-emission buses, double-decker buses, and low-floor cut-away vehicles (pgs. 18-19);
- Correct the FY 2017-18 bus price list (pg. 21);
- Correct the ADA set-aside percentages (pg. 30);
- Add language regarding FTA Transit Asset Management (TAM) compliance following release of the Final FTA TAM rule in July 2016 (pgs. 36-38); and
- Correct the sample Board Resolution (pg. 43).

All proposed changes are shown in track changes in Attachment A to the resolution.

Issues: None

Recommendation: Refer Resolution No. 4242, Revised to the Commission for approval

Attachments: MTC Resolution No. 4242, Revised

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4242

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria
for FY2016-17 through FY2019-20

This resolution was revised on December 21, 2016 to add double-decker buses and low-floor cut-away vehicles to the vehicle list, correct errors to the ADA set-aside percentages, clarify the process for setting zero emission bus prices and implementing the Transit Asset Management Rule, and adjust the program development schedule.

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheets dated July 13, 2016 and December 14, 2016.

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

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4242

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

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

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on July 27, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C

Attachment A
Resolution No. 4242
Page 1 of 47

**San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through
FY2019-20**

**For Development of the FY2016-17 through FY2019-20
Transit Capital Priorities and Transit Performance Initiative Project Lists**

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

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I. BACKGROUND

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The FY2016-17 through FY2019-20 TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate.

As of the date of the adoption of the TCP Process and Criteria, FTA has not yet issued revised guidance for the implementation of the its programs that reflects changes to the programs made by the FAST Act. MTC and the Partnership will revisit and recommend updates to the policy if required to conform to future FTA rules and guidance.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 37 of Attachment A to this resolution.

II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2040, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III. FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP POP, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal

For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2016-17 through FY2019-20 programming should be submitted by January 11, 2017, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects

MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source

Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

FTA Public Involvement Process and the TIP

FTA Public Involvement Process: To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to the Transit Capital Priorities Program

Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.

- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the POP Amendment for the FY2017-18 program, the program for the final two years, FY2018-19 and FY2019-20, will be reopened and project sponsors will be able to make revisions to the preliminary program that conform to TCP Process and Criteria programming policies in advance of the POP amendment for FY2018-19.

Funding Shortfalls

If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, staff may institute an across-the-board reduction in programming, proportionally allocated within each affected urbanized area.

Project Review

Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period

The TCP Criteria will be used to develop a program of projects for FY2016-17 through FY2019-20 FTA Formula Funds. The number of years covered by each TCP policy update is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. With the passage of the FAST Act, MTC is able to develop a four-year policy program to support multi-year capital planning. While the FAST Act is a five-year authorization (FY2016 through FY2020), the TCP Program will cover four years, as the first year of FAST was programmed under the previous TCP Program.

TCP Policy and Program Development Schedule

To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2016-17 through FY2019-20 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	March 2016	June 2016
TCP Policy to PAC/Commission	July, 2016	
Call for projects	late July, 2016	September, 2016
<u>Draft Preliminary TCP Program Summary</u> to TFWG	November, 2016	
<u>Draft Preliminary TCP Program to TFWG</u>	<u>December, 2016</u>	
<u>Final Preliminary TCP Program to TFWG</u>	<u>January, 2017</u>	
Preliminary TCP Program to PAC/Commission	<u>February, 2017</u>	
Preliminary TCP Program TIP amendment to PAC/Commission	<u>February, 2017</u>	

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation

Projects selected will conform to the requirements of the FAST Act, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy

Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: <http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its>.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security

programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

Program Eligibility

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

- (A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
- (B) rehabilitating a bus;
- (C) remanufacturing a bus;
- (D) overhauling rail rolling stock;
- (E) preventive maintenance;
- (F) leasing equipment or a facility for use in public transportation
- (G) a joint development improvement that meet specified requirements
- (H) the introduction of new technology, through innovative and improved products, into public transportation;
- (I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;
- (J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project
- (K) mobility management; and
- (L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity

motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

- (A) rolling stock;
- (B) track;
- (C) line equipment and structures;
- (D) signals and communications;
- (E) power equipment and substations;
- (F) passenger stations and terminals;
- (G) security equipment and systems;
- (H) maintenance facilities and equipment;
- (I) operational support equipment, including computer hardware and software; and
- (J) development and implementation of a transit asset management plan.

The term ‘fixed guideway’ means a public transportation facility:

- (A) using and occupying a separate right-of-way for the exclusive use of public transportation;
- (B) using rail;
- (C) using a fixed catenary system;
- (D) for a passenger ferry system; or
- (E) for a bus rapid transit system.

The term ‘high intensity motorbus’ means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility
(Statutory Reference: 49USC5339): Capital projects—

- (1) to replace, rehabilitate, and purchase buses and related equipment; and
- (2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with an updated agreement that took effect in FY2014 (58% Santa Rosa City Bus and 42% Sonoma County).
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years

where extensive capital needs in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

- (iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.
- (v) MTC staff will review the Comprehensive Agreement between the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) in connection with the proposed Santa Clara County BART Extension and any related agreements (Comprehensive Agreement) with VTA and BART staff, and will recommend to the Commission how to incorporate these understandings into the TCP policy elements of the Comprehensive Agreement pertaining to urbanized area eligibility and programming for replacement and rehabilitation of capital assets associated with Santa Clara County BART extensions.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2015 services and intends to file a report for 2016 to be eligible for FY 2016-17 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelopes three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with TAM plans required by the final TAM rule.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the

award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van ¹	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar ²	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries ³	25 years
Used Vehicles ⁴	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/3 rd Rail	Varies by type of OCS/3 rd rail
Facility	Varies by facility and component replaced

Notes:

- 1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
- 2) *Includes Caltrain and ACE commuter rail and BART urban rail cars.*
- 3) *Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.*
- 4) *Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See “used vehicle replacement” Section IV, Definition of Project Categories).*

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region’s fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a \$600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be $2/12 \times \$600,000 = \$100,000$. Under Option 1, the operator would receive \$100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive \$50,000, which could be programmed for any eligible project. The region would retain the other \$50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is \$120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2016-17 through FY2019-20, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for this program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over the four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UA, programming may be adjusted to match available funds and project needs.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	\$1,490,000
BART	All Eligible FG Categories	50,211,000
Caltrain	All Eligible FG Categories	14,393,000
GGBHTD	All Eligible FG Categories	5,108,000
SFMTA	All Eligible FG Categories	34,026,000
VTA	All Eligible FG Categories	8,529,000
WETA	All Eligible FG Categories	6,642,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a

combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed \$5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP.

Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed \$3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist is based on a survey of prices paid by operators in the Bay Area, and was initially developed for the FY2014-15 program. Since FY2014-15, the prices have been escalated using the Producer Price Index (PPI) for buses. This escalation rate is noted in the tables. After FY2017-18, the pricelists for FY2018-19 and FY2019-20 may be revised using more current PPI data and other information.

Operators have indicated interest in procuring double-decker buses and low-floor cut-away vehicles in the program. However, there is little history to use for developing pricelist amounts. Therefore, the projected prices for these types of vehicles will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator. Additionally, the Transit Finance Working Group members shall have an opportunity to review and comment on the proposed prices and programming for these vehicles when the TFWG reviews the proposed program.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between \$10,000 and \$14,000 whereas the price of radios varies from \$1,000 to \$5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases

Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

Option 1* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

*If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Zero-Emission Buses

With zero-emission buses (ZEBs) just starting to be commercially available, there is little history to use for developing pricelist amounts, and while increasing sales of ZEBs is expected to lead to lower prices, the rate of price decline is difficult to predict.

Therefore, the projected prices for ZEBs will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator.

The programmed amount for ZEBs will be 82% of the projected price (or negotiated price), except as noted below. If an operator requests funds for ZEBs through the TCP Process and Criteria, the operator will agree to make a good faith effort to obtain other non-TCP funds, such as FTA Lo-No funds, FTA Section 5339 Discretionary Program funds, CARB Heavy Duty Zero Emission Pilot Project funds, California Energy Commission funds, county sales tax funds, or other local funds for at least the difference between the projected price for ZEBs and the TCP Process and Criteria pricelist price for a comparable diesel-electric hybrid bus. If the operator is successful in securing non-TCP funds, the TCP request for ZEBs will be reduced by the amount of non-TCP funds secured. Additionally, the Transit Finance Working Group members shall have an opportunity to review and comment on the proposed prices and programming for these vehicles when the TFWG reviews the proposed program.

Table 4: Regional Bus-Van Pricelist, FY2016-17

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$52,000	\$42,640	\$9,360	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$89,000	\$72,980	\$16,020	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$109,000	\$89,380	\$19,620	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$123,000	\$100,860	\$22,140	82%	18%
Cut-Away/Van, 7-Year, Gas	\$123,000	\$100,860	\$22,140	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$152,000	\$124,640	\$27,360	82%	18%
Cut-Away/Van, 7-Year, CNG	\$172,000	\$141,040	\$30,960	82%	18%
Transit Bus 30' Diesel	\$478,000	\$391,960	\$86,040	82%	18%
Transit Bus 30' CNG	\$529,000	\$433,780	\$95,220	82%	18%
Transit Bus 30' Hybrid	\$735,000	\$602,700	\$132,300	82%	18%
Transit Bus 35' Diesel	\$493,000	\$404,260	\$88,740	82%	18%
Transit Bus 35' CNG	\$544,000	\$446,080	\$97,920	82%	18%
Transit Bus 35' Hybrid	\$735,000	\$602,700	\$132,300	82%	18%
Transit Bus 40' Diesel	\$537,000	\$440,340	\$96,660	82%	18%
Transit Bus 40' CNG	\$621,000	\$509,220	\$111,780	82%	18%
Transit Bus 40' Hybrid	\$780,000	\$639,600	\$140,400	82%	18%
Over the Road 45' Diesel	\$625,000	\$512,500	\$112,500	82%	18%
Articulated 60' Diesel	\$872,000	\$715,040	\$156,960	82%	18%
Articulated 60' Hybrid	\$1,068,000	\$875,760	\$192,240	82%	18%

Notes:

Prices escalated 1.23% annually over FY2015-16, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$41,000 Federal, \$9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 5: Regional Bus-Van Pricelist, FY2017-18

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$53,000	\$43,460	\$9,540	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$90,000	\$72 73,800	\$16,200	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$110,000	\$90,200	\$19,800	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$125,000	\$102,500	\$22,500	82%	18%
Cut-Away/Van, 7-Year, Gas	\$125,000	\$102,500	\$22,500	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$154,000	\$126,280	\$27,720	82%	18%
Cut-Away/Van, 7-Year, CNG	\$174,000	\$142,680	\$31,320	82%	18%
Transit Bus 30' Diesel	\$484,000	\$396,880	\$87,120	82%	18%
Transit Bus 30' CNG	\$536,000	\$439,520	\$96,480	82%	18%
Transit Bus 30' Hybrid	\$744,000	\$610,080	\$133,920	82%	18%
Transit Bus 35' Diesel	\$499,000	\$409,180	\$89,820	82%	18%
Transit Bus 35' CNG	\$551,000	\$451,820	\$99,180	82%	18%
Transit Bus 35' Hybrid	\$744,000	\$610,080	\$133,920	82%	18%
Transit Bus 40' Diesel	\$544,000	\$446,080	\$97,920	82%	18%
Transit Bus 40' CNG	\$629,000	\$515,780	\$113,220	82%	18%
Transit Bus 40' Hybrid	\$790,000	\$647,800	\$142,200	82%	18%
Over the Road 45' Diesel	\$633,000	\$519,060	\$113,940	82%	18%
Articulated 60' Diesel	\$883,000	\$724,060	\$158,940	82%	18%
Articulated 60' Hybrid	\$1,081,000	\$886,420	\$194,580	82%	18%

Notes:

Prices escalated 1.23% annually over FY2016-17 prices, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$40,000 Federal, \$10,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 6: Regional Bus-Van Pricelist, FY2018-19

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$ 54,000	\$ 44,280	\$ 9,720	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$ 91,000	\$ 74,620	\$ 16,380	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$ 111,000	\$ 91,020	\$ 19,980	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$ 127,000	\$ 104,140	\$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Gas	\$ 127,000	\$ 104,140	\$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$ 156,000	\$ 127,920	\$ 28,080	82%	18%
Cut-Away/Van, 7-Year, CNG	\$ 176,000	\$ 144,320	\$ 31,680	82%	18%
Transit Bus 30' Diesel	\$ 490,000	\$ 401,800	\$ 88,200	82%	18%
Transit Bus 30' CNG	\$ 543,000	\$ 445,260	\$ 97,740	82%	18%
Transit Bus 30' Hybrid	\$ 753,000	\$ 617,460	\$ 135,540	82%	18%
Transit Bus 35' Diesel	\$ 505,000	\$ 414,100	\$ 90,900	82%	18%
Transit Bus 35' CNG	\$ 558,000	\$ 457,560	\$ 100,440	82%	18%
Transit Bus 35' Hybrid	\$ 753,000	\$ 617,460	\$ 135,540	82%	18%
Transit Bus 40' Diesel	\$ 551,000	\$ 451,820	\$ 99,180	82%	18%
Transit Bus 40' CNG	\$ 637,000	\$ 522,340	\$ 114,660	82%	18%
Transit Bus 40' Hybrid	\$ 800,000	\$ 656,000	\$ 144,000	82%	18%
Over-the-Road 45' Diesel	\$ 641,000	\$ 525,620	\$ 115,380	82%	18%
Articulated 60' Diesel	\$ 894,000	\$ 733,080	\$ 160,920	82%	18%
Articulated 60' Hybrid	\$ 1,094,000	\$ 897,080	\$ 196,920	82%	18%

Notes:

Prices escalated 1.23% annually over FY2017-18 prices, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$41,000 Federal, \$9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 7: Regional Bus-Van Pricelist, FY2019-20

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$ 55,000	\$ 45,100	\$ 9,900	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$ 92,000	\$ 75,440	\$ 16,560	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$ 112,000	\$ 91,840	\$ 20,160	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$ 129,000	\$ 105,780	\$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Gas	\$ 129,000	\$ 105,780	\$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$ 158,000	\$ 129,560	\$ 28,440	82%	18%
Cut-Away/Van, 7-Year, CNG	\$ 178,000	\$ 145,960	\$ 32,040	82%	18%
Transit Bus 30' Diesel	\$ 496,000	\$ 406,720	\$ 89,280	82%	18%
Transit Bus 30' CNG	\$ 550,000	\$ 451,000	\$ 99,000	82%	18%
Transit Bus 30' Hybrid	\$ 762,000	\$ 624,840	\$ 137,160	82%	18%
Transit Bus 35' Diesel	\$ 511,000	\$ 419,020	\$ 91,980	82%	18%
Transit Bus 35' CNG	\$ 565,000	\$ 463,300	\$ 101,700	82%	18%
Transit Bus 35' Hybrid	\$ 762,000	\$ 624,840	\$ 137,160	82%	18%
Transit Bus 40' Diesel	\$ 558,000	\$ 457,560	\$ 100,440	82%	18%
Transit Bus 40' CNG	\$ 645,000	\$ 528,900	\$ 116,100	82%	18%
Transit Bus 40' Hybrid	\$ 810,000	\$ 664,200	\$ 145,800	82%	18%
Over-the-Road 45' Diesel	\$ 649,000	\$ 532,180	\$ 116,820	82%	18%
Articulated 60' Diesel	\$ 905,000	\$ 742,100	\$ 162,900	82%	18%
Articulated 60' Hybrid	\$ 1,107,000	\$ 907,740	\$ 199,260	82%	18%

Notes:

Prices escalated 1.23% annually over FY2018-19 prices, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$41,000 Federal, \$9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 6.

Table 6. Project Scores

Project Category/Description	Project Score
Debt Service	17
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
Revenue Vehicle Replacement	16
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	16
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Core Capacity Challenge Grant Program Projects	16
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	16
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12 th of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	16
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	16
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	16
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	16
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	16
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
Non-Clipper® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	16
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	16
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	

Vanpool Support Program	16
Turnkey vanpool services contracted by MTC. This program will have eligibility beginning FY2019-20, and is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
Safety	15
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency “blue light” phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	
ADA/Non Vehicle Access Improvement	14
ADA - capital projects needed for ADA <i>compliance</i> . Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over \$10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	12
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	11
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.	
Administrative Computer Systems and Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	9
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	

Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	8
Expansion - any project needed to support expanded service levels.	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

- a) *Regional Priority Programming Model:* The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

- i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)
 - ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)
 - iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
 - iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
 - v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.
- b) *Multi-County Agreements:* For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the

Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

- c) *10% ADA Paratransit Service Set-Aside*: The FAST Act caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

- (i) Annual Demand Response (DR) Operating Expenses (40%),
- (ii) Annual Demand Response (DR) Ridership (40%), and
- (iii) Annual Overall Ridership (20%).

Table 7 shows the percentages by operator and urbanized area for FY 2016-17 and FY2017-18 (Data Source: NTD, Year: 2014). The table will be used for the preliminary program for FY2018-19 and FY2019-20, and will be revised based on updated NTD data after FY2017-18.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

New Formula – ADA Set-Aside Percentages by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	<u>29.24%</u>							
ACE	<u>0.10%</u>		1.8%					
BART	<u>12.44%</u>		32.6%	13.3%				
Caltrain	<u>0.28%</u>	3.7%						
CCCTA	-		56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD ⁴	<u>1.33%</u>							
LAVTA	-		8.8%			100.0%		
Marin County Transit ⁴	<u>5.32%</u>							
Napa VINE	-				17.9%			
Petaluma Transit	-							77.9%
SamTrans	<u>13.45%</u>							
SFMTA	<u>34.81%</u>							
SolTrans	-				82.1%			
Sonoma City Transit	Not Applicable							
SR City Bus	Not Applicable							
Tri-Delta	-			86.7%				
Union City	<u>1.02%</u>							
Vacaville	<u>Not Applicable</u>							
VTA	-	96.3%					100.0%	
WestCat	<u>1.96%</u>							
WETA	<u>0.06%</u>							
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Updated with 2014 NTD reporting
- 2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) GGBHTD share split with Marin County Transit per agreement between the two operators. 20/80 split.
- 5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

An operator may use its share of the FTA Section 5307 set-aside for other Score 16 projects if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly-funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

- d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
- In the FY2016-17 through FY2019-20 Section 5307 programs, funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UA that is apportioned by the low-income formula;
- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

- e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately \$2 million of TCP funds will be set aside before developing the preliminary programs for FY2016-17 through FY2019-20. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program from the reserve will be reviewed with the Transit Finance Working Group. Any

Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility

In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements

The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

- (A) Grantee name;
- (B) UZA name and number;
- (C) FTA project number;
- (D) Associated transit improvement category;
- (E) Brief description of improvement and progress towards project implementation;
- (F) activity line item code from the approved budget; and
- (G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in

the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

- a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.
- b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.
- c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.
- d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

- i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.
- ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
- iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
- iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately \$14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices or their components may need to be replaced periodically. New upgraded devices also provide greater NO_x reduction benefits than the original devices.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NO_x reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time

retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements:

- Devices or components must be installed on buses that are scheduled to remain in service for at least five (5) years from year of programming. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).
- Requests to procure spare devices or components up to 10% of the operators' current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NO_x reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves

The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

Grant Spend-down Policy

This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 8 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended.

If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.

Fixed guideway programming for FY2016-17 will be based on an analysis of grant spending in September of 2016. The preliminary program for FY2017-18 through FY2019-20 will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 8: FY2016-17 to FY2019-20 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2015-16	Undisbursed balance of FG grants awarded FY2011-12 or earlier, as of 9/ 2014	1/3 of balance	9/2014 to 9/2015
FY2016-17		½ of remaining balance, as of 9/2015	9/2015 to 9/2016
FY2017-18		Remaining balance, as of 9/2016	9/2016 to 9/2017
FY2018-19	Undisbursed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	½ of balance	9/2017 to 9/2018
FY2019-20		Remaining balance, as of 9/2018	9/2018 to 9/2019

Joint Procurements

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The “Compensation for Cost Effective Bus Purchases” that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management

FTA issued a final rule related to transit asset management and NTD reporting for transit providers in July, 2016; the effective date of the rule is October 1, 2016. The rule establishes a National Transit Asset Management (TAM) System in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21). The National TAM System elements include the definition of “state of good repair”, a requirement that providers develop and carry out a TAM plan, performance measures and targets for capital assets, reporting requirements, and the application of analytical processes and

decision support tools.

Implementation Timeline & Rule Compliance

TAM Plans

A provider's initial TAM plan must be completed **no later than two years after the effective date of the final rule i.e. by September 2018.** A TAM Plan must cover a horizon period of at least four (4) years and must be updated at least once every four years. The Plan update should coincide with the planning cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

TAM Plan Requirements

TAM Plan Requirements apply to all direct recipients and sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used for providing public transportation. The TAM Plan requirements also vary based on whether the provider is a Tier 1, or Tier 2 provider:

- Tier 1 Providers – All rail transit providers and all recipients that own, operate or manage 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. Tier 1 providers must develop TAM plans including elements 1 – 9 listed below.
- Tier 2 Providers – A recipient that owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, or is a sub-recipient under the 5311 Rural Area Formula Program. Tier 2 operators may develop their own TAM plan or participate in a group TAM plan and need only include elements 1 – 4 as listed below. A sponsor must develop a group TAM plan for its Tier 2 sub-recipients, except those sub-recipients that are also direct recipients under 49 U.S.C. 5307.

TAM Plan Elements

- i. An inventory of the number and type of capital assets owned by the provider except equipment with an acquisition value under \$50,000 that is not a service vehicle. The inventory must include third-party owned or jointly procured exclusive-use maintenance facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.
- ii. A condition assessment of those inventoried assets for which a provider has direct capital responsibility.
- iii. A description of the analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.
- iv. A provider's project-based prioritization of investments
- v. A provider's TAM and SGR policy
- vi. A provider's TAM plan implementation strategy

- vii. A description of key TAM activities that a provider intends to engage in over the TAM plan horizon period
- viii. A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan; and
- ix. An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices to ensure continuous improvement of TAM practices

MTC is proposing that the region take a coordinated approach in complying with the rule, in order to maximize the potential for region-wide benefits, including, but not limited to, the development of a group plan for Tier 2 operators.

Performance Targets

Additionally, recipients need to report on the condition of their system and performance targets. The final rule establishes SGR standards and four SGR performance measures. Targets for the following fiscal year must be set, for each applicable asset class, within **three months of the effective date of the final rule (January 1, 2017) and each subsequent year thereafter.** To the extent practicable, a provider must coordinate with the States and MPOs in the selection of State and MPO performance targets. In addition, MTC will need to set regional performance targets for transit asset condition.

The individual operator targets will also serve as the basis of the regional performance targets. To facilitate the translation of operator to regional performance targets, MTC is proposing some parameters for operators to follow in the setting of their agency TAM targets, including:

- Consistency with Plan Bay Area and Transit Capital Priorities (TCP) Policies – With a goal of establishing a nexus between performance targets and MTC’s programming and planning policies, transit operator performance targets should be as consistent as possible with Plan Bay Area investments and current programming policies.
- Limited/Consistent Asset Classes – Since targets are required to be set for each relevant asset class, MTC is proposing to limit or consolidate the number of motor bus asset classes that have associated targets to be consistent with the bus/van price list used in the TCP process and guidance from the FTA on target-setting by asset class for facilities. Without some standardization of asset classes, the variations of asset classes among operators would result in an unwieldy number of targets.

MTC, as a designated recipient is required to report to the Department of Transportation on the condition of its recipients’ public transportation systems and performance targets. Therefore, all operators are required to report their targets to MTC prior to the end of each calendar year.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123

The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The \$7.4 billion Core Capacity Challenge Grant program:

- * Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region’s passengers as well as more than three-quarters of the minority and low-income passengers.
- * Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
- * Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
- * Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator’s fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region’s annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

Financing

MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership’s Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region’s apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the

next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a \$7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes \$3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

Vanpool Reporting & Programming

Vanpool service providers under contract to MTC will report vanpool miles and other data to NTD starting in NTD Reporting Year 2018 (i.e., starting with vanpool services provided from July 2017 through June 2018). As part of the development of the TCP program, starting with the FY2019-20 program, staff will present to TFWG an analysis of the projected amount of 5307 apportionments generated in each urbanized area by vanpool mileage reporting (5307 apportionments are based on NTD data from two years earlier, i.e., data reported to NTD in Reporting Year 2018 will be used to calculate apportionments for FY20). Staff will propose to include in the TCP program, starting with the FY2019-20 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM

The Commission's Cycle 2 / One Bay Area Grant Program (OBAG 1) Program Project Selection Criteria and Programming Policy for FY2012-13 through FY 2016-17, MTC Resolution No. 4035, Revised, included \$201 million in STP/CMAQ funding for transit capital needs, including Clipper® Fare Collection Media, Transit Capital Rehabilitation, and the Transit Performance Initiative (TPI) Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4035, Revised.

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes \$189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects will be included in Attachment B-1 to MTC Resolution No. 4202, Revised.

This section specifies the programming policies for OBAG 1 and OBAG 2 funds for TPI and TCP projects.

Transit Performance Initiative

Under OBAG 1, this program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Under OBAG 1 (FY2012-13 through FY2016-17), a total of \$82 million has been made available for this program.

The incentive program provided financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, \$15 million was distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, \$15 million was available annually based on a formula distribution factoring in ridership increase, passenger per hour increase, and ridership. The incentive program is proposed to be discontinued after FY2015-16, as OBAG 2 funding is proposed to be focused on transit capital needs and as the incentive program was generally found to not be as effective as was hoped in incentivizing productivity improvements.

Transit Capital Priorities

OBAG 1 and OBAG 2 funds that are not programmed for Transit Performance Initiative projects are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. STP/CMAQ funds for TCP projects from OBAG 1 were programmed in the TCP programs for FY2012-13 through FY2015-16. STP/CMAQ funds for TCP projects from OBAG 2 will be programmed in the TCP program for FY2016-17 through FY2019-20. OBAG 2 funds for

TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support

FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to FAST, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2016-17 through FY2019-20 FTA Formula Program or STP funds, for the following project(s):

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds (18-50% for FTA Formula Program funds, depending on project type, and 11.47% for STP funds); and
- 2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of (\$request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at (\$ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and
- 5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel

FTA Section 5307, 5337, 5339 and STP Project Application

(Date)

To: Metropolitan Transportation Commission

Fr: (Applicant)

Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

Legal Counsel

Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel’ within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

December 14, 2016

Agenda Item 2f

MTC Resolution No. 4242, Revised

Subject: Minor revisions to FY 2016-17 through FY 2019-20 Transit Capital Priorities Process and Criteria.

Background: The Transit Capital Priorities (TCP) policy governs the programming of approximately \$1.8 billion in Federal Transit Administration formula funds, \$550 million in bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution 4123), and \$189 million in STP/CMAQ funds designated for Transit Priorities by the One Bay Area Grant program (OBAG 2, MTC Resolution 4202) for transit capital replacement and rehabilitation, maintenance and operations over the four-year period.

This item proposes to revise the TCP Process and Criteria to make the following adjustments and updates:

- Update TCP Policy and Program development calendar (pg. 8);
- Add language addressing programming for double-decker buses and low-floor cut-away vehicles (pg. 18);
- Add language addressing consultation with the Transit Finance Working Group regarding programming for zero-emission buses, double-decker buses, and low-floor cut-away vehicles (pgs. 18-19);
- Correct the FY 2017-18 bus price list (pg. 21);
- Correct the ADA set-aside percentages (pg. 30);
- Add language regarding FTA Transit Asset Management (TAM) compliance following release of the Final FTA TAM rule in July 2016 (pgs. 36-38); and
- Correct the sample Board Resolution (pg. 43).

All proposed changes are shown in track changes in Attachment A to the resolution.

Issues: None

Recommendation: Refer Resolution No. 4242, Revised to the Commission for approval

Attachments: MTC Resolution No. 4242, Revised

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4242

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria
for FY2016-17 through FY2019-20

This resolution was revised on December 21, 2016 to add double-decker buses and low-floor cut-away vehicles to the vehicle list, correct errors to the ADA set-aside percentages, clarify the process for setting zero emission bus prices and implementing the Transit Asset Management Rule, and adjust the program development schedule.

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheets dated July 13, 2016 and December 14, 2016.

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

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4242

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

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

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California on July 27, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C

Attachment A
Resolution No. 4242
Page 1 of 45

**San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through
FY2019-20**

**For Development of the FY2016-17 through FY2019-20
Transit Capital Priorities and Transit Performance Initiative Project Lists**

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

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I. BACKGROUND

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The FY2016-17 through FY2019-20 TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate.

As of the date of the adoption of the TCP Process and Criteria, FTA has not yet issued revised guidance for the implementation of the its programs that reflects changes to the programs made by the FAST Act. MTC and the Partnership will revisit and recommend updates to the policy if required to conform to future FTA rules and guidance.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 37 of Attachment A to this resolution.

II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2040, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III. FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP POP, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal

For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2016-17 through FY2019-20 programming should be submitted by January 11, 2017, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects

MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source

Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

FTA Public Involvement Process and the TIP

FTA Public Involvement Process: To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to the Transit Capital Priorities Program

Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.

- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the POP Amendment for the FY2017-18 program, the program for the final two years, FY2018-19 and FY2019-20, will be reopened and project sponsors will be able to make revisions to the preliminary program that conform to TCP Process and Criteria programming policies in advance of the POP amendment for FY2018-19.

Funding Shortfalls

If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, staff may institute an across-the-board reduction in programming, proportionally allocated within each affected urbanized area.

Project Review

Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period

The TCP Criteria will be used to develop a program of projects for FY2016-17 through FY2019-20 FTA Formula Funds. The number of years covered by each TCP policy update is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. With the passage of the FAST Act, MTC is able to develop a four-year policy program to support multi-year capital planning. While the FAST Act is a five-year authorization (FY2016 through FY2020), the TCP Program will cover four years, as the first year of FAST was programmed under the previous TCP Program.

TCP Policy and Program Development Schedule

To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2016-17 through FY2019-20 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	March 2016	June 2016
TCP Policy to PAC/Commission	July, 2016	
Call for projects	late July, 2016	September, 2016
Draft Preliminary TCP Program Summary to TFWG	November, 2016	
Draft Preliminary TCP Program to TFWG	December, 2016	
Final Preliminary TCP Program to TFWG	January, 2017	
Preliminary TCP Program to PAC/Commission	February, 2017	
Preliminary TCP Program TIP amendment to PAC/Commission	February, 2017	

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation

Projects selected will conform to the requirements of the FAST Act, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy

Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: <http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its>.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security

programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

Program Eligibility

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

- (A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;
- (B) rehabilitating a bus;
- (C) remanufacturing a bus;
- (D) overhauling rail rolling stock;
- (E) preventive maintenance;
- (F) leasing equipment or a facility for use in public transportation
- (G) a joint development improvement that meet specified requirements
- (H) the introduction of new technology, through innovative and improved products, into public transportation;
- (I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;
- (J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project
- (K) mobility management; and
- (L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity

motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

- (A) rolling stock;
- (B) track;
- (C) line equipment and structures;
- (D) signals and communications;
- (E) power equipment and substations;
- (F) passenger stations and terminals;
- (G) security equipment and systems;
- (H) maintenance facilities and equipment;
- (I) operational support equipment, including computer hardware and software; and
- (J) development and implementation of a transit asset management plan.

The term ‘fixed guideway’ means a public transportation facility:

- (A) using and occupying a separate right-of-way for the exclusive use of public transportation;
- (B) using rail;
- (C) using a fixed catenary system;
- (D) for a passenger ferry system; or
- (E) for a bus rapid transit system.

The term ‘high intensity motorbus’ means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—

- (1) to replace, rehabilitate, and purchase buses and related equipment; and
- (2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with an updated agreement that took effect in FY2014 (58% Santa Rosa City Bus and 42% Sonoma County).
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital needs in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

- (iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.
- (v) MTC staff will review the Comprehensive Agreement between the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) in connection with the proposed Santa Clara County BART Extension and any related agreements (Comprehensive Agreement) with VTA and BART staff, and will recommend to the Commission how to incorporate these understandings into the TCP policy elements of the Comprehensive Agreement pertaining to urbanized area eligibility and programming for replacement and rehabilitation of capital assets associated with Santa Clara County BART extensions.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2015 services and intends to file a report for 2016 to be eligible for FY 2016-17 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with TAM plans required by the final TAM rule.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van ¹	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar ²	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries ³	25 years
Used Vehicles ⁴	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/3 rd Rail	Varies by type of OCS/3 rd rail
Facility	Varies by facility and component replaced

Notes:

- 1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
- 2) Includes Caltrain and ACE commuter rail and BART urban rail cars.
- 3) Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.
- 4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a \$600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be $2/12 \times \$600,000 = \$100,000$. Under Option 1, the operator would receive \$100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive \$50,000, which could be programmed for any eligible project. The region would retain the other \$50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is \$120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2016-17 through FY2019-20, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have

the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for this program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over the four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UA, programming may be adjusted to match available funds and project needs.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	\$1,490,000
BART	All Eligible FG Categories	50,211,000
Caltrain	All Eligible FG Categories	14,393,000
GGBHTD	All Eligible FG Categories	5,108,000
SFMTA	All Eligible FG Categories	34,026,000
VTA	All Eligible FG Categories	8,529,000
WETA	All Eligible FG Categories	6,642,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed \$5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed \$3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist is based on a survey of prices paid by operators in the Bay Area, and was initially developed for the FY2014-15 program. Since FY2014-15, the prices have been

escalated using the Producer Price Index (PPI) for buses. This escalation rate is noted in the tables. After FY2017-18, the pricelists for FY2018-19 and FY2019-20 may be revised using more current PPI data and other information.

Operators have indicated interest in procuring double-decker buses and low-floor cut-away vehicles in the program. However, there is little history to use for developing pricelist amounts. Therefore, the projected prices for these types of vehicles will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator. Additionally, the Transit Finance Working Group members shall have an opportunity to review and comment on the proposed prices and programming for these vehicles when the TFWG reviews the proposed program.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between \$10,000 and \$14,000 whereas the price of radios varies from \$1,000 to \$5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases

Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

Option 1* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).

Option 2* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

*If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Zero-Emission Buses

With zero-emission buses (ZEBs) just starting to be commercially available, there is little

history to use for developing pricelist amounts, and while increasing sales of ZEBs is expected to lead to lower prices, the rate of price decline is difficult to predict.

Therefore, the projected prices for ZEBs will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator.

The programmed amount for ZEBs will be 82% of the projected price (or negotiated price), except as noted below. If an operator requests funds for ZEBs through the TCP Process and Criteria, the operator will agree to make a good faith effort to obtain other non-TCP funds, such as FTA Lo-No funds, FTA Section 5339 Discretionary Program funds, CARB Heavy Duty Zero Emission Pilot Project funds, California Energy Commission funds, county sales tax funds, or other local funds for at least the difference between the projected price for ZEBs and the TCP Process and Criteria pricelist price for a comparable diesel-electric hybrid bus. If the operator is successful in securing non-TCP funds, the TCP request for ZEBs will be reduced by the amount of non-TCP funds secured. Additionally, the Transit Finance Working Group members shall have an opportunity to review and comment on the proposed prices and programming for these vehicles when the TFWG reviews the proposed program.

Table 4: Regional Bus-Van Pricelist, FY2016-17

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$52,000	\$42,640	\$9,360	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$89,000	\$72,980	\$16,020	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$109,000	\$89,380	\$19,620	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$123,000	\$100,860	\$22,140	82%	18%
Cut-Away/Van, 7-Year, Gas	\$123,000	\$100,860	\$22,140	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$152,000	\$124,640	\$27,360	82%	18%
Cut-Away/Van, 7-Year, CNG	\$172,000	\$141,040	\$30,960	82%	18%
Transit Bus 30' Diesel	\$478,000	\$391,960	\$86,040	82%	18%
Transit Bus 30' CNG	\$529,000	\$433,780	\$95,220	82%	18%
Transit Bus 30' Hybrid	\$735,000	\$602,700	\$132,300	82%	18%
Transit Bus 35' Diesel	\$493,000	\$404,260	\$88,740	82%	18%
Transit Bus 35' CNG	\$544,000	\$446,080	\$97,920	82%	18%
Transit Bus 35' Hybrid	\$735,000	\$602,700	\$132,300	82%	18%
Transit Bus 40' Diesel	\$537,000	\$440,340	\$96,660	82%	18%
Transit Bus 40' CNG	\$621,000	\$509,220	\$111,780	82%	18%
Transit Bus 40' Hybrid	\$780,000	\$639,600	\$140,400	82%	18%
Over the Road 45' Diesel	\$625,000	\$512,500	\$112,500	82%	18%
Articulated 60' Diesel	\$872,000	\$715,040	\$156,960	82%	18%
Articulated 60' Hybrid	\$1,068,000	\$875,760	\$192,240	82%	18%

Notes:

Prices escalated 1.23% annually over FY2015-16, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$41,000 Federal, \$9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 5: Regional Bus-Van Pricelist, FY2017-18

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$53,000	\$43,460	\$9,540	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$90,000	\$73,800	\$16,200	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$110,000	\$90,200	\$19,800	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$125,000	\$102,500	\$22,500	82%	18%
Cut-Away/Van, 7-Year, Gas	\$125,000	\$102,500	\$22,500	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$154,000	\$126,280	\$27,720	82%	18%
Cut-Away/Van, 7-Year, CNG	\$174,000	\$142,680	\$31,320	82%	18%
Transit Bus 30' Diesel	\$484,000	\$396,880	\$87,120	82%	18%
Transit Bus 30' CNG	\$536,000	\$439,520	\$96,480	82%	18%
Transit Bus 30' Hybrid	\$744,000	\$610,080	\$133,920	82%	18%
Transit Bus 35' Diesel	\$499,000	\$409,180	\$89,820	82%	18%
Transit Bus 35' CNG	\$551,000	\$451,820	\$99,180	82%	18%
Transit Bus 35' Hybrid	\$744,000	\$610,080	\$133,920	82%	18%
Transit Bus 40' Diesel	\$544,000	\$446,080	\$97,920	82%	18%
Transit Bus 40' CNG	\$629,000	\$515,780	\$113,220	82%	18%
Transit Bus 40' Hybrid	\$790,000	\$647,800	\$142,200	82%	18%
Over the Road 45' Diesel	\$633,000	\$519,060	\$113,940	82%	18%
Articulated 60' Diesel	\$883,000	\$724,060	\$158,940	82%	18%
Articulated 60' Hybrid	\$1,081,000	\$886,420	\$194,580	82%	18%

Notes:

Prices escalated 1.23% annually over FY2016-17 prices, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$40,000 Federal, \$10,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 6: Regional Bus-Van Pricelist, FY2018-19

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$ 54,000	\$ 44,280	\$ 9,720	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$ 91,000	\$ 74,620	\$ 16,380	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$ 111,000	\$ 91,020	\$ 19,980	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$ 127,000	\$ 104,140	\$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Gas	\$ 127,000	\$ 104,140	\$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$ 156,000	\$ 127,920	\$ 28,080	82%	18%
Cut-Away/Van, 7-Year, CNG	\$ 176,000	\$ 144,320	\$ 31,680	82%	18%
Transit Bus 30' Diesel	\$ 490,000	\$ 401,800	\$ 88,200	82%	18%
Transit Bus 30' CNG	\$ 543,000	\$ 445,260	\$ 97,740	82%	18%
Transit Bus 30' Hybrid	\$ 753,000	\$ 617,460	\$ 135,540	82%	18%
Transit Bus 35' Diesel	\$ 505,000	\$ 414,100	\$ 90,900	82%	18%
Transit Bus 35' CNG	\$ 558,000	\$ 457,560	\$ 100,440	82%	18%
Transit Bus 35' Hybrid	\$ 753,000	\$ 617,460	\$ 135,540	82%	18%
Transit Bus 40' Diesel	\$ 551,000	\$ 451,820	\$ 99,180	82%	18%
Transit Bus 40' CNG	\$ 637,000	\$ 522,340	\$ 114,660	82%	18%
Transit Bus 40' Hybrid	\$ 800,000	\$ 656,000	\$ 144,000	82%	18%
Over-the-Road 45' Diesel	\$ 641,000	\$ 525,620	\$ 115,380	82%	18%
Articulated 60' Diesel	\$ 894,000	\$ 733,080	\$ 160,920	82%	18%
Articulated 60' Hybrid	\$ 1,094,000	\$ 897,080	\$ 196,920	82%	18%

Notes:

Prices escalated 1.23% annually over FY2017-18 prices, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$41,000 Federal, \$9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 7: Regional Bus-Van Pricelist, FY2019-20

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	\$ 55,000	\$ 45,100	\$ 9,900	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	\$ 92,000	\$ 75,440	\$ 16,560	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	\$ 112,000	\$ 91,840	\$ 20,160	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	\$ 129,000	\$ 105,780	\$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Gas	\$ 129,000	\$ 105,780	\$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Diesel	\$ 158,000	\$ 129,560	\$ 28,440	82%	18%
Cut-Away/Van, 7-Year, CNG	\$ 178,000	\$ 145,960	\$ 32,040	82%	18%
Transit Bus 30' Diesel	\$ 496,000	\$ 406,720	\$ 89,280	82%	18%
Transit Bus 30' CNG	\$ 550,000	\$ 451,000	\$ 99,000	82%	18%
Transit Bus 30' Hybrid	\$ 762,000	\$ 624,840	\$ 137,160	82%	18%
Transit Bus 35' Diesel	\$ 511,000	\$ 419,020	\$ 91,980	82%	18%
Transit Bus 35' CNG	\$ 565,000	\$ 463,300	\$ 101,700	82%	18%
Transit Bus 35' Hybrid	\$ 762,000	\$ 624,840	\$ 137,160	82%	18%
Transit Bus 40' Diesel	\$ 558,000	\$ 457,560	\$ 100,440	82%	18%
Transit Bus 40' CNG	\$ 645,000	\$ 528,900	\$ 116,100	82%	18%
Transit Bus 40' Hybrid	\$ 810,000	\$ 664,200	\$ 145,800	82%	18%
Over-the-Road 45' Diesel	\$ 649,000	\$ 532,180	\$ 116,820	82%	18%
Articulated 60' Diesel	\$ 905,000	\$ 742,100	\$ 162,900	82%	18%
Articulated 60' Hybrid	\$ 1,107,000	\$ 907,740	\$ 199,260	82%	18%

Notes:

Prices escalated 1.23% annually over FY2018-19 prices, rounded to the nearest \$1,000.

For buses with dual-side doors, add \$50,000 to Total (\$41,000 Federal, \$9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 6.

Table 6. Project Scores

Project Category/Description	Project Score
Debt Service	17
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
Revenue Vehicle Replacement	16
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	16
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Core Capacity Challenge Grant Program Projects	16
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	16
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12 th of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	16
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	16
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	16
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	16
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	16
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
Non-Clipper® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	16
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	16
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	

Vanpool Support Program	16
Turnkey vanpool services contracted by MTC. This program will have eligibility beginning FY2019-20, and is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
Safety	15
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	
ADA/Non Vehicle Access Improvement	14
ADA - capital projects needed for ADA <i>compliance</i> . Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over \$10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	12
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	11
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below \$10,000.	
Administrative Computer Systems and Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	9
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	

Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	8
Expansion - any project needed to support expanded service levels.	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

- a) *Regional Priority Programming Model:* The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

- i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)
 - ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)
 - iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
 - iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
 - v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.
- b) *Multi-County Agreements:* For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the

Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

- c) *10% ADA Paratransit Service Set-Aside*: The FAST Act caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

- (i) Annual Demand Response (DR) Operating Expenses (40%),
- (ii) Annual Demand Response (DR) Ridership (40%), and
- (iii) Annual Overall Ridership (20%).

Table 7 shows the percentages by operator and urbanized area for FY 2016-17 and FY2017-18 (Data Source: NTD, Year: 2014). The table will be used for the preliminary program for FY2018-19 and FY2019-20, and will be revised based on updated NTD data after FY2017-18.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

New Formula – ADA Set-Aside Percentages by Urbanized Area and Operator								
Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	29.24%							
ACE	0.10%		1.8%					
BART	12.44%		32.6%	13.3%				
Caltrain	0.28%	3.7%						
CCCTA			56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD ⁴	1.33%							
LAVTA			8.8%			100.0%		
Marin County Transit ⁴	5.32%							
Napa VINE					17.9%			
Petaluma Transit								77.9%
SamTrans	13.45%							
SFMTA	34.81%							
SolTrans					82.1%			
Sonoma City Transit	Not Applicable							
SR City Bus	Not Applicable							
Tri-Delta				86.7%				
Union City	1.02%							
Vacaville	Not Applicable							
VTA		96.3%					100.0%	
WestCat	1.96%							
WETA	0.06%							
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Updated with 2014 NTD reporting
- 2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) GGBHTD share split with Marin County Transit per agreement between the two operators. [20/80](#) split.
- 5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

An operator may use its share of the FTA Section 5307 set-aside for other Score 16 projects if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly-funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

- d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
- In the FY2016-17 through FY2019-20 Section 5307 programs, funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UA that is apportioned by the low-income formula;
- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

- e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately \$2 million of TCP funds will be set aside before developing the preliminary programs for FY2016-17 through FY2019-20. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program from the reserve will be reviewed with the Transit Finance Working Group. Any

Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility

In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements

The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

- (A) Grantee name;
- (B) UZA name and number;
- (C) FTA project number;
- (D) Associated transit improvement category;
- (E) Brief description of improvement and progress towards project implementation;
- (F) activity line item code from the approved budget; and
- (G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in

the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

- a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.
- b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions - earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.
- c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.
- d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

- i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.
- ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
- iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
- iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately \$14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices or their components may need to be replaced periodically. New upgraded devices also provide greater NO_x reduction benefits than the original devices.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NO_x reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time

retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements:

- Devices or components must be installed on buses that are scheduled to remain in service for at least five (5) years from year of programming. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).
- Requests to procure spare devices or components up to 10% of the operators' current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NO_x reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves

The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

Grant Spend-down Policy

This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 8 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended.

If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.

Fixed guideway programming for FY2016-17 will be based on an analysis of grant spending in September of 2016. The preliminary program for FY2017-18 through FY2019-20 will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 8: FY2016-17 to FY2019-20 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2015-16	Undisbursed balance of FG grants awarded FY2011-12 or earlier, as of 9/ 2014	1/3 of balance	9/2014 to 9/2015
FY2016-17		½ of remaining balance, as of 9/2015	9/2015 to 9/2016
FY2017-18		Remaining balance, as of 9/2016	9/2016 to 9/2017
FY2018-19	Undisbursed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	½ of balance	9/2017 to 9/2018
FY2019-20		Remaining balance, as of 9/2018	9/2018 to 9/2019

Joint Procurements

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The "Compensation for Cost Effective Bus Purchases" that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management

FTA issued a final rule related to transit asset management and NTD reporting for transit providers in July, 2016; the effective date of the rule is October 1, 2016. The rule establishes a National Transit Asset Management (TAM) System in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21). The National TAM System elements include the definition of "state of good repair", a requirement that providers develop and carry out a TAM plan, performance measures and targets for capital assets, reporting requirements, and the application of analytical processes and

decision support tools.

Implementation Timeline & Rule Compliance

TAM Plans

A provider's initial TAM plan must be completed no later than two years after the effective date of the final rule i.e. by September 2018. A TAM Plan must cover a horizon period of at least four (4) years and must be updated at least once every four years. The Plan update should coincide with the planning cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

TAM Plan Requirements

TAM Plan Requirements apply to all direct recipients and sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used for providing public transportation. The TAM Plan requirements also vary based on whether the provider is a Tier 1, or Tier 2 provider:

- Tier 1 Providers – All rail transit providers and all recipients that own, operate or manage 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. Tier 1 providers must develop TAM plans including elements 1 – 9 listed below.
- Tier 2 Providers – A recipient that owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, or is a sub-recipient under the 5311 Rural Area Formula Program. Tier 2 operators may develop their own TAM plan or participate in a group TAM plan and need only include elements 1 – 4 as listed below. A sponsor must develop a group TAM plan for its Tier 2 sub-recipients, except those sub-recipients that are also direct recipients under 49 U.S.C. 5307.

TAM Plan Elements

- i. An inventory of the number and type of capital assets owned by the provider except equipment with an acquisition value under \$50,000 that is not a service vehicle. The inventory must include third-party owned or jointly procured exclusive-use maintenance facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.
- ii. A condition assessment of those inventoried assets for which a provider has direct capital responsibility.
- iii. A description of the analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.
- iv. A provider's project-based prioritization of investments
- v. A provider's TAM and SGR policy
- vi. A provider's TAM plan implementation strategy

- vii. A description of key TAM activities that a provider intends to engage in over the TAM plan horizon period
- viii. A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan; and
- ix. An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices to ensure continuous improvement of TAM practices

MTC is proposing that the region take a coordinated approach in complying with the rule, in order to maximize the potential for region-wide benefits, including, but not limited to, the development of a group plan for Tier 2 operators.

Performance Targets

Additionally, recipients need to report on the condition of their system and performance targets. The final rule establishes SGR standards and four SGR performance measures. Targets for the following fiscal year must be set, for each applicable asset class, within **three months of the effective date of the final rule (January 1, 2017) and each subsequent year thereafter.** To the extent practicable, a provider must coordinate with the States and MPOs in the selection of State and MPO performance targets. In addition, MTC will need to set regional performance targets for transit asset condition.

The individual operator targets will also serve as the basis of the regional performance targets. To facilitate the translation of operator to regional performance targets, MTC is proposing some parameters for operators to follow in the setting of their agency TAM targets, including:

- Consistency with Plan Bay Area and Transit Capital Priorities (TCP) Policies – With a goal of establishing a nexus between performance targets and MTC’s programming and planning policies, transit operator performance targets should be as consistent as possible with Plan Bay Area investments and current programming policies.
- Limited/Consistent Asset Classes – Since targets are required to be set for each relevant asset class, MTC is proposing to limit or consolidate the number of motor bus asset classes that have associated targets to be consistent with the bus/van price list used in the TCP process and guidance from the FTA on target-setting by asset class for facilities. Without some standardization of asset classes, the variations of asset classes among operators would result in an unwieldy number of targets.

MTC, as a designated recipient is required to report to the Department of Transportation on the condition of its recipients’ public transportation systems and performance targets. Therefore, all operators are required to report their targets to MTC prior to the end of each calendar year.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123

The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately \$7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The \$7.4 billion Core Capacity Challenge Grant program:

- * Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region’s passengers as well as more than three-quarters of the minority and low-income passengers.
- * Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
- * Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
- * Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator’s fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region’s annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

Financing

MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership’s Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region’s apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a \$7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes \$3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

Vanpool Reporting & Programming

Vanpool service providers under contract to MTC will report vanpool miles and other data to NTD starting in NTD Reporting Year 2018 (i.e., starting with vanpool services provided from July 2017 through June 2018). As part of the development of the TCP program, starting with the FY2019-20 program, staff will present to TFWG an analysis of the projected amount of 5307 apportionments generated in each urbanized area by vanpool mileage reporting (5307 apportionments are based on NTD data from two years earlier, i.e., data reported to NTD in Reporting Year 2018 will be used to calculate apportionments for FY20). Staff will propose to include in the TCP program, starting with the FY2019-20 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM

The Commission's Cycle 2 / One Bay Area Grant Program (OBAG 1) Program Project Selection Criteria and Programming Policy for FY2012-13 through FY 2016-17; MTC Resolution No. 4035, Revised, included \$201 million in STP/CMAQ funding for transit capital needs, including Clipper® Fare Collection Media, Transit Capital Rehabilitation, and the Transit Performance Initiative (TPI) Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4035, Revised.

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes \$189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects will be included in Attachment B-1 to MTC Resolution No. 4202, Revised.

This section specifies the programming policies for OBAG 1 and OBAG 2 funds for TPI and TCP projects.

Transit Performance Initiative

Under OBAG 1, this program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Under OBAG 1 (FY2012-13 through FY2016-17), a total of \$82 million has been made available for this program.

The incentive program provided financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, \$15 million was distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, \$15 million was available annually based on a formula distribution factoring in ridership increase, passenger per hour increase, and ridership. The incentive program is proposed to be discontinued after FY2015-16, as OBAG 2 funding is proposed to be focused on transit capital needs and as the incentive program was generally found to not be as effective as was hoped in incentivizing productivity improvements.

Transit Capital Priorities

OBAG 1 and OBAG 2 funds that are not programmed for Transit Performance Initiative projects are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. STP/CMAQ funds for TCP projects from OBAG 1 were programmed in the TCP programs for FY2012-13 through FY2015-16. STP/CMAQ funds for TCP projects from OBAG 2 will be programmed in the TCP program for FY2016-17 through FY2019-20. OBAG 2 funds for

TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support

FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to FAST, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2016-17 through FY2019-20 FTA Formula Program or STP funds, for the following project(s):

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds (18-50% for FTA Formula Program funds, depending on project type, and 11.47% for STP funds); and
- 2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of (\$request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at (\$ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and
- 5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel

FTA Section 5307, 5337, 5339 and STP Project Application

(Date)

To: Metropolitan Transportation Commission

Fr: (Applicant)

Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

Legal Counsel

Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel’ within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2112 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/10/2016 **In control:** Programming and Allocations Committee

On agenda: 12/14/2016 **Final action:**

Title: MTC Resolution No. 4252. Fund Expiration Date Extension of FY 2015-16 State Transit Assistance Funds.

Sponsors:

Indexes:

Code sections:

Attachments: [6g PAC 2g Reso-4252 FY15-16 STA Fund ExpDate Extension 2g Reso 4252.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4252. Fund Expiration Date Extension of FY 2015-16 State Transit Assistance Funds.

Presenter:

William Bacon

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 6g

MTC Resolution No. 4252

Subject: Fund Expiration Date Extension of FY 2015-16 State Transit Assistance Funds

Background: Due to delays in the receipt of FY 2015-16 State Transit Assistance (STA) funds from the California State Controller's Office (SCO) it is necessary to extend the fund expiration for FY 2015-16 STA funds from September 30, 2016 to November 30, 2016.

MTC has an agreement with the Alameda County Auditor-Controller's Agency to issue payments of STA funds on behalf of MTC. In September 2016 MTC staff submitted a formal request to the Alameda County Auditor-Controller's Agency to extend the expiration date; however, the Alameda County Auditor-Controller's Agency has requested that MTC secure Commission approval due to concerns about a possible future audit finding if the extension request were to be approved without an authorizing Commission resolution.

All FY 2015-16 STA funds have already been paid by MTC and the Alameda County Auditor-Controller's Agency based on the MTC staff request to extend the fund expiration date. This Commission action is only necessary to provide the Alameda County Auditor-Controller's Agency additional documentation to support MTC's staff request to extend the expiration date of FY 2015-16 STA funds.

Recommendation: Refer MTC Resolution No. 4252 to the Commission for approval.

Attachments: MTC Resolution No. 4252

Date: December 21, 2016
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4252

This resolution approves an extension of the fund expiration date of FY 2015-16 State Transit Assistance (STA) held by the Alameda County Auditor-Controller's Agency funds from September 30, 2016 to November 30, 2016.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated December 14, 2016.

Date: December 21, 2016
W.I.: 1511
Referred by: PAC

RE: Fund Expiration Date Extension of FY 2015-16 State Transit Assistance Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4252

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, as the regional transportation planning agency MTC is responsible for allocations of State Transit Assistance (STA) funds pursuant to Public Utilities Code (PUC) Sections 99313 and 99314; and

WHEREAS, MTC has an agreement with the Alameda County Auditor-Controller's Agency to issue payments of STA funds to claimants as designated by MTC; and

WHEREAS, for Fiscal Year (FY) 2015-16 MTC had set a fund expiration date in its agreement with the Alameda County Auditor-Controller's Agency for STA funds of September 30, 2016; and

WHEREAS, a delay in the payment of STA funds to MTC by the California State Controller's Office (SCO) resulted in payments of SCO funds occurring after September 30, 2016; and

WHEREAS, as a result of the delayed payment of STA funds by the SCO it is necessary to extend the FY 2015-16 STA fund expiration date to ensure the Alameda County Auditor-Controller's Agency can issue payments on behalf of MTC; now, therefore, be it

RESOLVED, that MTC approves an extension of the expiration date of FY 2015-16 STA funds from September 30, 2016 to November 30, 2016 and authorizes any necessary amendment to the agreements between MTC and the Alameda County Auditor-Controller's Agency which allow for the issuance of payments to STA claimants by the Alameda County Auditor-Controller's Agency as directed by MTC.

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 December 21, 2016.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 14, 2016

Agenda Item 2g

MTC Resolution No. 4252

Subject: Fund Expiration Date Extension of FY 2015-16 State Transit Assistance Funds

Background: Due to delays in the receipt of FY 2015-16 State Transit Assistance (STA) funds from the California State Controller's Office (SCO) it is necessary to extend the fund expiration for FY 2015-16 STA funds from September 30, 2016 to November 30, 2016.

MTC has an agreement with the Alameda County Auditor-Controller's Agency to issue payments of STA funds on behalf of MTC. In September 2016 MTC staff submitted a formal request to the Alameda County Auditor-Controller's Agency to extend the expiration date; however, the Alameda County Auditor-Controller's Agency has requested that MTC secure Commission approval due to concerns about a possible future audit finding if the extension request were to be approved without an authorizing Commission resolution.

All FY 2015-16 STA funds have already been paid by MTC and the Alameda County Auditor-Controller's Agency based on the MTC staff request to extend the fund expiration date. This Commission action is only necessary to provide the Alameda County Auditor-Controller's Agency additional documentation to support MTC's staff request to extend the expiration date of FY 2015-16 STA funds.

Recommendation: Refer MTC Resolution No. 4252 to the Commission for approval.

Attachments: MTC Resolution No. 4252

Date: December 21, 2016
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4252

This resolution approves an extension of the fund expiration date of FY 2015-16 State Transit Assistance (STA) held by the Alameda County Auditor-Controller's Agency funds from September 30, 2016 to November 30, 2016.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated December 14, 2016.

Date: December 21, 2016
W.I.: 1511
Referred by: PAC

RE: Fund Expiration Date Extension of FY 2015-16 State Transit Assistance Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4252

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, as the regional transportation planning agency MTC is responsible for allocations of State Transit Assistance (STA) funds pursuant to Public Utilities Code (PUC) Sections 99313 and 99314; and

WHEREAS, MTC has an agreement with the Alameda County Auditor-Controller's Agency to issue payments of STA funds to claimants as designated by MTC; and

WHEREAS, for Fiscal Year (FY) 2015-16 MTC had set a fund expiration date in its agreement with the Alameda County Auditor-Controller's Agency for STA funds of September 30, 2016; and

WHEREAS, a delay in the payment of STA funds to MTC by the California State Controller's Office (SCO) resulted in payments of SCO funds occurring after September 30, 2016; and

WHEREAS, as a result of the delayed payment of STA funds by the SCO it is necessary to extend the FY 2015-16 STA fund expiration date to ensure the Alameda County Auditor-Controller's Agency can issue payments on behalf of MTC; now, therefore, be it

RESOLVED, that MTC approves an extension of the expiration date of FY 2015-16 STA funds from September 30, 2016 to November 30, 2016 and authorizes any necessary amendment to the agreements between MTC and the Alameda County Auditor-Controller's Agency which allow for the issuance of payments to STA claimants by the Alameda County Auditor-Controller's Agency as directed by MTC.

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 December 21, 2016.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2116 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/15/2016 **In control:** Programming and Allocations Committee

On agenda: 12/14/2016 **Final action:**

Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-03.

Sponsors:

Indexes:

Code sections:

Attachments: [6h PAC 2h Reso-4275 TIP Amend 2017-03](#)
[2h Reso 4275.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-03.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 6h

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-03.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2016-17 through fiscal year 2019-20. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2017 TIP was adopted by the Commission on September 28, 2016, and approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is expected on December 16, 2016. The 2017 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2017-03 makes revisions to 69 projects with a net increase in funding of approximately \$822 million. Among other changes, the revision:

- Amends four exempt and four non-exempt, not regionally significant projects into the TIP to reflect the adoption of the Bay Bridge Forward Program;
- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent project to reflect additional funding commitments;
- Deletes two projects and updates the funding plans of two other projects to reflect the repurposing of prior year federal earmark funds;
- Adds one new State Highway Operations and Protection Program (SHOPP) funded grouped listing and updates the funding plans and back-up listings of five existing SHOPP funded grouped listings to reflect the latest information from Caltrans, including the addition of approximately \$369 million in SHOPP funds;
- Updates the funding plans of six individually-listed Highway Bridge Program (HBP) funded projects, updates the funding plan and back-up listing of the HBP funded grouped listing, and combines one individually-listed HBP funded project with the grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$98 million in HBP funds;
- Adds one new Recreational Trails Program funded grouped listing into the TIP;
- Carries forward two exempt and one non-exempt project into the 2017 TIP from the 2015 TIP as these projects were not originally included in the 2017 TIP as adopted;

- Adds one new exempt project to the TIP and updates the scope and funding plan for one existing project to reflect the award of Federal Transit Administration (FTA) discretionary funds through the FTA Section 5339 Discretionary Program and Transit Oriented Development Planning Pilot Program;
- Adds one new exempt Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project and updates the funding plans of 18 other STP/CMAQ funded projects to reflect obligations, past funding decisions in the One Bay Area Grant (OBAG) Cycle 1 Transit Performance Initiative program, and the selection of projects in OBAG Cycle 2; and
- Adds one new exempt Transit Capital Priority (TCP) program funded project, deletes one existing TCP funded project and updates the funding plans of seven other TCP funded projects to reflect the latest programming decisions.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP; therefore, a conformity determination is not required and the 2017 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC offices in San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

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

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

Issues:

Amendment 2017-03 contains changes that are contingent upon Commission approval of programming changes included in following Programming and Allocations Committee Items:

- Item 2b MTC Resolution No. 3989, Revised, Exchange \$1.1 million of federal funds for Contra Costa County Measure J funds for the Commuter Parking Initiative;
- Item 2c MTC Resolution Nos. 4162, Revised, 4163, Revised, 4169, Revised, and 4212, Revised, Revisions to FY2014-15 and FY2015-16 Transit Capital Priorities, AB664, and BATA Project Savings Programs to reconcile 5339 small UA programming with FTA apportionments, and revise programming for Caltrain, LAVTA, and

SFMTA;

- Item 3a MTC Resolution Nos. 3801, Revised, 4202, Revised, and 4250, Amendments to the Regional Measure 2 (RM2) Program and Allocations; and
- Item 4a MTC Resolution Nos. 3925, Revised, 4035, Revised, and 4202, Revised, Various revisions to the Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant (OBAG 1) and OBAG 2 Programs. Revisions include a \$2.7 million funding plan to extend the Spare the Air Youth program through FY 2021-22, programming of \$1 million to the Sonoma Marin Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael; programming of \$1 million to the US 101 Marin Sonoma Narrows Segment B2 Phase 2, and various other changes to regional and county programs.

This amendment is also contingent on FHWA/FTA approval of the 2017 TIP as expected by December 16, 2016.

Recommendation: Refer Resolution No. 4275, Revised to the Commission for approval.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-03
MTC Resolution No. 4275, Revised

TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA110033	Alameda County Transportation Commission (ACTC)	Alameda County Safe Routes to School	Update the funding plan to reprogram CON FY17 funds to FY18, change CON Local funds to Sales Tax funds, add \$5M in CMAQ funds for CON FY18, add \$1M in STP funds for CON FY18, add \$777k in sales tax funds for CON FY18	\$6,767,000	60.7%
ALA130021	Emeryville	Emeryville - Hollis Street Preservation	Update the funding plan to remove \$100K in FY17 CON STP, as the funds are being transferred to ALA130028	-\$100,000	-14.0%
ALA130028	Berkeley	Hearst Avenue Complete Streets	Update the funding plan to add \$100K of FY17 CON STP as these funds are being transferred from ALA130021 and add \$13K in FY17 CON Local funds	\$113,000	3.3%
ALA150051	Livermore Amador Valley Transit (LAVTA)	Wheels Individualized Marketing Program	Update the funding plan to reprogram funds from FY17 to FY16 to match FTA transfer	\$0	0.0%
ALA170012	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward-Commuter Parking Access Imps.	Amend a new exempt project to the TIP with \$3.6M in FY17 CON CMAQ funds	\$3,620,000	~%
CC-070026	Concord	Commerce Avenue Extension	Delete project from the TIP as it has no funding in the TIP period and amended back into the TIP when further funding is identified, remove \$1.5M in Federal Earmark FY15 CON funds as they are being repurposed	-\$1,509,536	-17.8%
CC-130030	Clayton	Clayton Various Streets Preservation	Update the funding plan to reprogram \$386K in CON STP and \$51K in CON Local from FY17 to FY16 to match obligation	\$0	0.0%
MRN110032	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	Update the funding plan to reprogram \$814K in PE HBP and \$106K in PE Local from FY16 to FY17, \$1.1M in ROW HBP and \$143K in ROW Local from FY18 to FY20, and \$3.1M in CON HBP and \$402K in CON Local from FY20 to FY21	\$0	0.0%
MRN130006	Ross	Bolinas Avenue and Sir Francis Drake Intersection	Update the funding plan to reprogram \$36K in CON Local funds from FY17 to FY16 to match the obligation of federal funds	\$0	0.0%
MRN130007	Marin County	North Civic Center Drive Improvements	Update the funding plan to reprogram \$791K in CON STP and \$102K in CON Local from FY16 to FY17 to match planned obligation	\$0	0.0%
NAP110026	Napa County	Hardin Rd Bridge Replacement - 21C0058	Update the funding plan to add \$200K in FY18 PE HBP and \$2M in FY21 CON HBP and reprogram \$200K in ROW HBP from FY20 to FY21	\$2,200,000	56.4%
NAP110027	Napa County	Loma Vista Dr Bridge Replacement - 21C0080	Update the funding plan to add \$400K in FY18 PE HBP, \$100K in FY21 ROW HBP, \$2M in FY21 CON HBP and reprogram \$100K in ROW HBP from FY20 to FY21	\$2,500,000	69.4%
NAP150002	Napa County	Garnett Bridge Greenwood Ave	Combine this project with VAR170012, this listing will be deleted	-\$6,050,000	-100.0%
REG090039	Metropolitan Transportation Commission (MTC)	Regional Streets and Roads Program	Update the funding plan to reprogram \$53K in CON STP from FY17 to FY15 to match obligation; and add \$9M in FY18 CON STP and \$1.9M in FY18 CON Local funds	\$10,875,000	63.7%
SCL050091	Palo Alto	Palo Alto - Citywide Traffic Signal upgrade	Delete project and remove funding as earmark funds are being redirected	-\$503,000	-100.0%
SCL110032	Gilroy	Gilroy New Ronan Channel and Lions Creek Trails	Update the funding plan to reprogram \$135K in CON Local funds from FY17 to FY16 to match the obligation of federal funds	\$0	0.0%

TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL130010	San Jose	San Jose Pedestrian Oriented Traffic Signals	Update the funding plan to reprogram \$213K in CON Local funds from FY17 to FY16	\$0	0.0%
SM-150002	San Mateo (City)	City of San Mateo SR2S Program	Update the funding plan to reprogram \$1.72M in CON ATP from FY16 to FY17 to match planned obligation	\$0	0.0%
SOL130007	Solano County	Suisun Valley Bicycle and Pedestrian Imps	Update the funding plan to reprogram \$120K in CON Local funds from FY17 to FY16 to reflect the obligation of federal funds	\$0	0.0%
SON090001	Sonoma County	Replace Geysers Bridge over Sulpher Crk 20C0005	Update the funding plan to reprogram \$100K in ROW HBP from FY18 to FY20 and \$6.8M in CON HBP from FY20 to FY21	\$0	0.0%
SON090026	Sonoma County	Replace Lambert Bridge over Dry Creek 20C0248	Update the funding plan to reprogram \$65K in ROW HBP from FY18 to FY20 and \$6M in CON HBP from FY20 to FY21	\$0	0.0%
SON090027	Sonoma County	Replace West Dry Creek Bridge over Pena Ck 20C0407	Update the funding plan to reprogram \$250K in ROW HBP from FY18 to FY20 and \$4M in CON HBP from FY20 to FY21	\$0	0.0%
SON110054	Healdsburg	Healdsburg Pedestrian Safety and Access Improvmnts	Update the project scope to include Sun Ct.	\$0	0.0%
SON130007	Rohnert Park	Rohnert Park Streetscape and Pedestrian Imps	Update the funding plan to reprogram \$500K in CON CMAQ from FY17 to FY16 to match obligation	\$0	0.0%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans and to combine NAP150002 with this listing	\$104,377,192	24.7%
System: Public Lands/Trails					
VAR170016	Caltrans	GL: Recreational Trails Program	Amend a new grouped listing into the TIP with \$1.7M in Recreational Trails Program and \$316K in Local funds	\$2,016,000	~%
System: Regional					
REG090065	Metropolitan Transportation Commission (MTC)	Climate Initiatives Program Public Education	Update the funding plan to reprogram \$400K in CON CMAQ and \$52K in CON Local from FY17 to FY16 to match obligation	\$0	0.0%
REG170004	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Commuter Parking Initiative	Amend a new non-exempt, not regionally significant project to the TIP with \$2.5M in STP, \$1M in RM2, and \$2M in Other Local funds	\$5,585,000	~%
REG170006	Metropolitan Transportation Commission (MTC)	Spare the Air Youth	Amend new exempt project to the TIP with \$2.3M in FY18 CON CMAQ funds, toll credits will be used in lieu of match	\$2,315,000	~%
SF-170003	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward-Sterling/Bryant St Managed Lane	Amend a new exempt project into the TIP with \$9M in RM 2 funds	\$9,000,000	~%
System: State Highway					
ALA170011	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - West Grand HOV/Bus Only Lane	Amend a new non-exempt, not regionally significant project into the TIP with \$6M in Regional Measure 2 funds, and \$1.515M in SAFE funds	\$7,515,000	~%
CC-070024	Concord	SR 242 / Clayton Road Interchange Improvements	Carry project forward into the 2017 TIP and reprogram ROW to from FY18 to FY20 and CON from FY19 to FY21	\$0	0.0%



TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
REG090003	Metropolitan Transportation Commission (MTC)	Freeway Performance Initiative (FPI)	Update the funding plan to reprogram \$100K from FY17 ROW to FY16 PE and \$3.5M in PE STP from FY17 to FY16 to match obligation; remove \$5.8M in FY17 CON CMAQ funds	-\$5,820,000	-1.7%
REG170005	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Flexible On-Demand Transit	Amend new non-exempt, not regionally significant project into the TIP with \$1M in RM 2 funds	\$1,000,000	~%
SM-150017	San Mateo CCAG	US 101 HOV/ HOT from Santa Clara to I-380	Update the project scope to revise the southern limit and update the funding plan to change the source for \$9.4M from RIP to Repurposed Earmark, add \$301K in Repurposed Earmark, and add \$3M in RTP-LRP and reprogram funds between years and phases	\$3,301,000	2.0%
VAR170005	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Updating the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$41.4M in SHOPP funds	\$41,425,000	61.9%
VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$115.8M in SHOPP funds	\$115,821,000	22.7%
VAR170007	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$104M in SHOPP funds	\$103,946,000	30.4%
VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$46M in SHOPP funds	\$46,176,000	38.5%
VAR170010	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$54.2M in SHOPP funds	\$54,235,000	19.6%
VAR170013	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Casual Carpool	Amend a new non-exempt, not regionally significant project into the TIP with \$1M in FY17 CON RM2 funds	\$1,000,000	~%
VAR170014	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Integrated Bridge Corridor	Amend a new exempt project into the TIP with \$3M in RM2 funds	\$3,000,000	~%
VAR170015	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	Amend a new grouped listing into the TIP with \$7.11M in SHOPP funds	\$7,110,000	~%
System: Tollway					
MRN050019	Golden Gate Bridge, Highway and Transit District	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	Update the funding plan to add \$2M in FY18 CON HBP, \$80M in FY17 CON AC Local, \$40M in FY17 CON GGB Tolls, \$40M in FY20 CON STP and \$40M in FY20 CON HBP funds, and reprogram \$10M in HBP from FY16 to FY17 and \$20M in HBP from FY17 to FY18	\$202,000,000	132.0%
System: Transit					
ALA130011	Livermore	Livermore Relocation and Restoration of R/R Depot	Update the funding plan to reprogram \$2.5M in CON STP from FY17 to FY16 to match the federal obligation of funds	\$0	0.0%
ALA150031	Livermore Amador Valley Transit (LAVTA)	LAVTA: Replacement (11) 40' Hybrid Buses	Update the scope of the project from replacing 10 buses to replacing 11 buses and update the funding plan to add \$634K in FY17 CON 5307 and \$158K in FY17 CON TDA funds and remove \$2K in FY17 CON 5339 funds	\$790,275	10.0%
ALA150032	Livermore Amador Valley Transit (LAVTA)	LAVTA: Replacement (9) 30' Hybrid Buses	Update the project scope to change the number of buses being replaced from 10 to 9 and update the funding plan to remove \$595K in FY17 CON 5307 and \$149K in FY17 CON TDA funds	-\$744,150	-10.0%



TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA150034	Livermore Amador Valley Transit (LAVTA)	LAVTA: Trapeze Upgrade (delete)	Delete this project from the TIP as it is no longer supported	-\$162,500	-100.0%
ALA150052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: SFOBB Forward	Carry forward existing exempt project from the 2015 TIP to the 2017 TIP	\$0	0.0%
ALA170013	Union City Transit	Union City Transit Travel Time Improvements	Amend a new exempt project into the TIP with \$140K in FY18 CON CMAQ and \$18K in FY18 CON Local funds	\$158,139	~%
BRT030005	Bay Area Rapid Transit District (BART)	BART: Traction Power System Renovation	Update the funding plan to revise prior year funding to reflect budget amendments compliant with TCP Policy spend down requirement including adding \$10.8M in 5337 funds and removing \$4.5M in 5307 and \$29.5M in 5309 funds	-\$23,196,546	-12.7%
BRT97100B	Bay Area Rapid Transit District (BART)	BART: Rail, Way and Structures Program	Update the funding plan to revise prior year funding to reflect budget amendments compliant with TCP Policy spend down requirement including adding \$2.6M in 5307 and \$29.3M in 5309-FG funds and removing \$11.2M in 5337 funds	\$20,696,426	10.8%
CC-150022	Western Contra Costa Transit Authority (WestCAT)	WCCTA: Purchase of (2) Double Decker buses	Carry project forward from the 2015 TIP and reprogram funds from FY17 to FY18	\$0	0.0%
MRN150007	Golden Gate Bridge, Highway and Transit District	GGBHTD: On-Board Bus and Ferry Surveys	Update the funding plan to reprogram \$52K in CON Local funds from FY17 to FY16 to match obligation of federal funds	\$0	0.0%
MRN150010	Marin County Transit District	MCTD - Relocate Transit Maintenance Facility	Update the project scope to indicate that the project will be fully implemented and update the funding plan to remove \$447K in PE Sales Tax funds and add \$4.4M in FY 17 ROW 5339 FED, \$1.1M in FY17 ROW Local and \$1.9M in FY19 CON Local funds	\$6,922,249	1153.7%
MTC050001	Metropolitan Transportation Commission (MTC)	Bay Area Commuter Benefits Program	Update the funding plan to add \$1.8M in CON CMAQ, revise the project title and clarify project scope	\$1,784,700	35.7%
SCL130040	Santa Clara Valley Transportation Authority (VTA)	Montague Expy Ped Bridge at Milpitas BART	Update the funding plan to reprogram \$2.8M in CON CMAQ and \$359K in CON Local from FY17 to FY16 to match FTA transfer	\$0	0.0%
SCL170002	Santa Clara Valley Transportation Authority (VTA)	VTA BART Phase II TOD and Station Access Planning	Amend a new exempt project into the TIP with \$1.52M in the FTA TOD Planning Pilot Program funds and \$380K in Local funds	\$1,900,000	~%
SF-050034	San Francisco Municipal Transport Agency (SFMTA)	Light Rail Vehicle Overhaul Program	Update the funding plan to reprogram \$5.3M in CON STP and \$700K in CON Local from FY17 to FY16 to match transfer to FTA	\$0	0.0%
SM-030023	San Mateo County Transit District (SAMTRANS)	SAMTRANS: Preventive Maintenance	Update the funding plan to add \$352K in FY17 CON STP-TPI and \$46K in FY17 CON Local funds	\$398,037	0.7%



TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add \$11.4M in FY17 CON 5337 and \$2.85M in FY17 CON Local funds	\$14,258,125	12.1%
SM-050005	Bay Area Rapid Transit District (BART)	BART: Preventive Maintenance	Update the funding plan to revise prior year funding to reflect budget amendments compliant with TCP Policy spend down requirement including adding \$10.8M in 5337 funds and \$2.7M in Local funds	\$13,441,063	40.5%
SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	Update the funding plan to add \$1.2M in FY17 CON 5337 and \$300K in FY17 CON Local funds	\$1,500,000	3.7%
SM-130026	Caltrain	Caltrain Control Point Installation	Update the funding plan to change the source and program year for \$945K in CON funds from FY21 RTP-LRP to FY17 STP and add \$305K in FY17 CON STP and \$162K in FY17 CON Local funds	\$467,453	9.4%
SM-170005	Caltrain	South San Francisco Caltrain Station Improvements	Amend a new exempt project into the TIP with \$27.9M in 5337 and \$27.1M in Local funds	\$55,000,000	~%
SOL090034	Solano County Transit (SolTrans)	Bus Replacement (Alternative Fuel)	Update the funding plan to add \$399K in FY18 CON CMAQ and \$100K in FY18 CON Local funds	\$499,029	7.2%
SOL110041	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	Update the sponsor, implementing agency and project description information from Fairfield-Suisun Transit to Fairfield and update the project name and description to clarify the scope of the project	\$0	0.0%
SON090002	Sonoma Marin Area Rail Transit (SMART)	Sonoma Marin Area Rail Corridor	Update the funding plan to add \$3.2M in FY19 Repurposed Earmark funds and \$3M in FRA PTC Implementation funds and reprogram \$800K in Sales Tax from FY15 to FY19 and \$750K in Sales Tax from FY15 to FY17	\$6,200,000	1.1%
SON150019	Santa Rosa City Bus	Implementation of Reimagining CityBus	Update the funding plan to reprogram \$156K in CON CMAQ and \$20K in CON Local from FY17 to FY16 to match FTA transfer	\$0	0.0%
Total Funding Change:				\$821,826,956	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$1,276,967,433	\$1,556,368,396	\$77,301,208	\$962,016,364	\$3,872,653,401	\$1,664,200,908
Proposed:	\$1,550,196,962	\$1,925,364,918	\$98,301,208	\$1,120,617,269	\$4,694,480,357	\$2,328,882,929
Delta:	\$273,229,529	\$368,996,522	\$21,000,000	\$158,600,905	\$821,826,956	\$664,682,021



Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4275, Revised

This resolution adopts the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016 and December 14, 2016. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2017 TIP'.

2017 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-01	Admin. Modification	Pending	Pending	Pending	Pending
17-02	Admin. Modification	Pending	Pending	Pending	Pending
17-03	Amendment	69	\$821,826,956	12/21/2016	Pending
Net Funding Change		69	\$821,826,956		
Absolute Funding Change			\$821,826,956		

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2017 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

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

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

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

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

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

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

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4274 that the 2017 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

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

RESOLVED, that MTC adopts the 2017 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2017 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2017 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2017 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

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

RESOLVED, that the public hearing and public participation process conducted for the 2017 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

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

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

RESOLVED, that MTC finds that the 2017 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4274); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2017 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation

Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2017 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4275, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4275
Page 1 of 1

2017 Transportation Improvement Program

The 2017 Transportation Improvement Program for the San Francisco Bay Area, adopted September 28, 2016, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2017 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 2

Revisions to the 2017 TIP

Revisions to the 2017 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 17-01 is a pending administrative modification.

Revision 17-02 is a pending administrative modification.

Revision 17-03 is an amendment that revises 69 projects with a net funding increase of approximately \$822 million. The revision was referred by the Programming and Allocations Committee on December 14, 2016, and approved by the MTC Commission on December 21, 2016. Caltrans approval is expected in mid-January, 2017, and final federal approval is expected in mid-February, 2017. Among other changes, this revision:

- Amends four exempt and four non-exempt, not regionally significant projects into the TIP to reflect the adoption of the Bay Bridge Forward Program;
- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent project to reflect additional funding commitments;
- Deletes two projects and updates the funding plans of two other projects to reflect the repurposing of prior year federal earmark funds;
- Adds one new State Highway Operations and Protection Program (SHOPP) funded grouped listing and updates the funding plans and back-up listings of five existing SHOPP funded grouped listings to reflect the latest information from Caltrans, including the addition of approximately \$369 million in SHOPP funds;
- Updates the funding plans of six individually-listed Highway Bridge Program (HBP) funded projects, updates the funding plan and back-up listing of the HBP funded grouped listing, and combines one individually-listed HBP funded project with the grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$98 million in HBP funds;
- Adds one new Recreational Trails Program funded grouped listing into the TIP;
- Carries forward two exempt and one non-exempt project into the 2017 TIP from the 2015 TIP as these projects were not originally included in the 2017 TIP as adopted;
- Adds one new exempt project to the TIP and updates the scope and funding for an existing project to reflect the award of Federal Transit Administration (FTA) discretionary funds through the FTA Section 5339 Discretionary Program and Transit Oriented Development Planning Pilot Program;

- Adds one new exempt Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project and updates the funding plans of 18 other STP/CMAQ funded projects to reflect obligations, past funding decisions in the One Bay Area Grant (OBAG) Cycle 1 Transit Performance Initiative program, and the selection of projects in OBAG Cycle 2; and
- Adds one new exempt Transit Capital Priority (TCP) funded project, deletes one existing TCP funded project and updates the funding plans of seven other TCP funded projects.

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

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 14, 2016

Agenda Item 2h

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-03.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2016-17 through fiscal year 2019-20. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2017 TIP was adopted by the Commission on September 28, 2016, and approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is expected on December 16, 2016. The 2017 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2017-03 makes revisions to 69 projects with a net increase in funding of approximately \$822 million. Among other changes, the revision:

- Amends four exempt and four non-exempt, not regionally significant projects into the TIP to reflect the adoption of the Bay Bridge Forward Program;
- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent project to reflect additional funding commitments;
- Deletes two projects and updates the funding plans of two other projects to reflect the repurposing of prior year federal earmark funds;
- Adds one new State Highway Operations and Protection Program (SHOPP) funded grouped listing and updates the funding plans and back-up listings of five existing SHOPP funded grouped listings to reflect the latest information from Caltrans, including the addition of approximately \$369 million in SHOPP funds;
- Updates the funding plans of six individually-listed Highway Bridge Program (HBP) funded projects, updates the funding plan and back-up listing of the HBP funded grouped listing, and combines one individually-listed HBP funded project with the grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$98 million in HBP funds;
- Adds one new Recreational Trails Program funded grouped listing into the TIP;
- Carries forward two exempt and one non-exempt project into the 2017 TIP from the 2015 TIP as these projects were not originally included in the 2017 TIP as adopted;

- Adds one new exempt project to the TIP and updates the scope and funding plan for one existing project to reflect the award of Federal Transit Administration (FTA) discretionary funds through the FTA Section 5339 Discretionary Program and Transit Oriented Development Planning Pilot Program;
- Adds one new exempt Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project and updates the funding plans of 18 other STP/CMAQ funded projects to reflect obligations, past funding decisions in the One Bay Area Grant (OBAG) Cycle 1 Transit Performance Initiative program, and the selection of projects in OBAG Cycle 2; and
- Adds one new exempt Transit Capital Priority (TCP) program funded project, deletes one existing TCP funded project and updates the funding plans of seven other TCP funded projects to reflect the latest programming decisions.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP; therefore, a conformity determination is not required and the 2017 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC offices in San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

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

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

Issues:

Amendment 2017-03 contains changes that are contingent upon Commission approval of programming changes included in following Programming and Allocations Committee Items:

- Item 2b MTC Resolution No. 3989, Revised, Exchange \$1.1 million of federal funds for Contra Costa County Measure J funds for the Commuter Parking Initiative;
- Item 2c MTC Resolution Nos. 4162, Revised, 4163, Revised, 4169, Revised, and 4212, Revised, Revisions to FY2014-15 and FY2015-16 Transit Capital Priorities, AB664, and BATA Project Savings Programs to reconcile 5339 small UA programming with FTA apportionments, and revise programming for Caltrain, LAVTA, and

SFMTA;

- Item 3a MTC Resolution Nos. 3801, Revised, 4202, Revised, and 4250, Amendments to the Regional Measure 2 (RM2) Program and Allocations; and
- Item 4a MTC Resolution Nos. 3925, Revised, 4035, Revised, and 4202, Revised, Various revisions to the Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant (OBAG 1) and OBAG 2 Programs. Revisions include a \$2.7 million funding plan to extend the Spare the Air Youth program through FY 2021-22, programming of \$1 million to the Sonoma Marin Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael; programming of \$1 million to the US 101 Marin Sonoma Narrows Segment B2 Phase 2, and various other changes to regional and county programs.

This amendment is also contingent on FHWA/FTA approval of the 2017 TIP as expected by December 16, 2016.

Recommendation: Refer Resolution No. 4275, Revised to the Commission for approval.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-03
MTC Resolution No. 4275, Revised

TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA110033	Alameda County Transportation Commission (ACTC)	Alameda County Safe Routes to School	Update the funding plan to reprogram CON FY17 funds to FY18, change CON Local funds to Sales Tax funds, add \$5M in CMAQ funds for CON FY18, add \$1M in STP funds for CON FY18, add \$777k in sales tax funds for CON FY18	\$6,767,000	60.7%
ALA130021	Emeryville	Emeryville - Hollis Street Preservation	Update the funding plan to remove \$100K in FY17 CON STP, as the funds are being transferred to ALA130028	-\$100,000	-14.0%
ALA130028	Berkeley	Hearst Avenue Complete Streets	Update the funding plan to add \$100K of FY17 CON STP as these funds are being transferred from ALA130021 and add \$13K in FY17 CON Local funds	\$113,000	3.3%
ALA150051	Livermore Amador Valley Transit (LAVTA)	Wheels Individualized Marketing Program	Update the funding plan to reprogram funds from FY17 to FY16 to match FTA transfer	\$0	0.0%
ALA170012	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward-Commuter Parking Access Imps.	Amend a new exempt project to the TIP with \$3.6M in FY17 CON CMAQ funds	\$3,620,000	~%
CC-070026	Concord	Commerce Avenue Extension	Delete project from the TIP as it has no funding in the TIP period and amended back into the TIP when further funding is identified, remove \$1.5M in Federal Earmark FY15 CON funds as they are being repurposed	-\$1,509,536	-17.8%
CC-130030	Clayton	Clayton Various Streets Preservation	Update the funding plan to reprogram \$386K in CON STP and \$51K in CON Local from FY17 to FY16 to match obligation	\$0	0.0%
MRN110032	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	Update the funding plan to reprogram \$814K in PE HBP and \$106K in PE Local from FY16 to FY17, \$1.1M in ROW HBP and \$143K in ROW Local from FY18 to FY20, and \$3.1M in CON HBP and \$402K in CON Local from FY20 to FY21	\$0	0.0%
MRN130006	Ross	Bolinas Avenue and Sir Francis Drake Intersection	Update the funding plan to reprogram \$36K in CON Local funds from FY17 to FY16 to match the obligation of federal funds	\$0	0.0%
MRN130007	Marin County	North Civic Center Drive Improvements	Update the funding plan to reprogram \$791K in CON STP and \$102K in CON Local from FY16 to FY17 to match planned obligation	\$0	0.0%
NAP110026	Napa County	Hardin Rd Bridge Replacement - 21C0058	Update the funding plan to add \$200K in FY18 PE HBP and \$2M in FY21 CON HBP and reprogram \$200K in ROW HBP from FY20 to FY21	\$2,200,000	56.4%
NAP110027	Napa County	Loma Vista Dr Bridge Replacement - 21C0080	Update the funding plan to add \$400K in FY18 PE HBP, \$100K in FY21 ROW HBP, \$2M in FY21 CON HBP and reprogram \$100K in ROW HBP from FY20 to FY21	\$2,500,000	69.4%
NAP150002	Napa County	Garnett Bridge Greenwood Ave	Combine this project with VAR170012, this listing will be deleted	-\$6,050,000	-100.0%
REG090039	Metropolitan Transportation Commission (MTC)	Regional Streets and Roads Program	Update the funding plan to reprogram \$53K in CON STP from FY17 to FY15 to match obligation; and add \$9M in FY18 CON STP and \$1.9M in FY18 CON Local funds	\$10,875,000	63.7%
SCL050091	Palo Alto	Palo Alto - Citywide Traffic Signal upgrade	Delete project and remove funding as earmark funds are being redirected	-\$503,000	-100.0%
SCL110032	Gilroy	Gilroy New Ronan Channel and Lions Creek Trails	Update the funding plan to reprogram \$135K in CON Local funds from FY17 to FY16 to match the obligation of federal funds	\$0	0.0%



TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL130010	San Jose	San Jose Pedestrian Oriented Traffic Signals	Update the funding plan to reprogram \$213K in CON Local funds from FY17 to FY16	\$0	0.0%
SM-150002	San Mateo (City)	City of San Mateo SR2S Program	Update the funding plan to reprogram \$1.72M in CON ATP from FY16 to FY17 to match planned obligation	\$0	0.0%
SOL130007	Solano County	Suisun Valley Bicycle and Pedestrian Imps	Update the funding plan to reprogram \$120K in CON Local funds from FY17 to FY16 to reflect the obligation of federal funds	\$0	0.0%
SON090001	Sonoma County	Replace Geysers Bridge over Sulpher Crk 20C0005	Update the funding plan to reprogram \$100K in ROW HBP from FY18 to FY20 and \$6.8M in CON HBP from FY20 to FY21	\$0	0.0%
SON090026	Sonoma County	Replace Lambert Bridge over Dry Creek 20C0248	Update the funding plan to reprogram \$65K in ROW HBP from FY18 to FY20 and \$6M in CON HBP from FY20 to FY21	\$0	0.0%
SON090027	Sonoma County	Replace West Dry Creek Bridge over Pena Ck 20C0407	Update the funding plan to reprogram \$250K in ROW HBP from FY18 to FY20 and \$4M in CON HBP from FY20 to FY21	\$0	0.0%
SON110054	Healdsburg	Healdsburg Pedestrian Safety and Access Improvmnts	Update the project scope to include Sun Ct.	\$0	0.0%
SON130007	Rohnert Park	Rohnert Park Streetscape and Pedestrian Imps	Update the funding plan to reprogram \$500K in CON CMAQ from FY17 to FY16 to match obligation	\$0	0.0%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans and to combine NAP150002 with this listing	\$104,377,192	24.7%
System: Public Lands/Trails					
VAR170016	Caltrans	GL: Recreational Trails Program	Amend a new grouped listing into the TIP with \$1.7M in Recreational Trails Program and \$316K in Local funds	\$2,016,000	~%
System: Regional					
REG090065	Metropolitan Transportation Commission (MTC)	Climate Initiatives Program Public Education	Update the funding plan to reprogram \$400K in CON CMAQ and \$52K in CON Local from FY17 to FY16 to match obligation	\$0	0.0%
REG170004	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Commuter Parking Initiative	Amend a new non-exempt, not regionally significant project to the TIP with \$2.5M in STP, \$1M in RM2, and \$2M in Other Local funds	\$5,585,000	~%
REG170006	Metropolitan Transportation Commission (MTC)	Spare the Air Youth	Amend new exempt project to the TIP with \$2.3M in FY18 CON CMAQ funds, toll credits will be used in lieu of match	\$2,315,000	~%
SF-170003	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward-Sterling/Bryant St Managed Lane	Amend a new exempt project into the TIP with \$9M in RM 2 funds	\$9,000,000	~%
System: State Highway					
ALA170011	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - West Grand HOV/Bus Only Lane	Amend a new non-exempt, not regionally significant project into the TIP with \$6M in Regional Measure 2 funds, and \$1.515M in SAFE funds	\$7,515,000	~%
CC-070024	Concord	SR 242 / Clayton Road Interchange Improvements	Carry project forward into the 2017 TIP and reprogram ROW to from FY18 to FY20 and CON from FY19 to FY21	\$0	0.0%



TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
REG090003	Metropolitan Transportation Commission (MTC)	Freeway Performance Initiative (FPI)	Update the funding plan to reprogram \$100K from FY17 ROW to FY16 PE and \$3.5M in PE STP from FY17 to FY16 to match obligation; remove \$5.8M in FY17 CON CMAQ funds	-\$5,820,000	-1.7%
REG170005	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Flexible On-Demand Transit	Amend new non-exempt, not regionally significant project into the TIP with \$1M in RM 2 funds	\$1,000,000	~%
SM-150017	San Mateo CCAG	US 101 HOV/ HOT from Santa Clara to I-380	Update the project scope to revise the southern limit and update the funding plan to change the source for \$9.4M from RIP to Repurposed Earmark, add \$301K in Repurposed Earmark, and add \$3M in RTP-LRP and reprogram funds between years and phases	\$3,301,000	2.0%
VAR170005	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Updating the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$41.4M in SHOPP funds	\$41,425,000	61.9%
VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$115.8M in SHOPP funds	\$115,821,000	22.7%
VAR170007	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$104M in SHOPP funds	\$103,946,000	30.4%
VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$46M in SHOPP funds	\$46,176,000	38.5%
VAR170010	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$54.2M in SHOPP funds	\$54,235,000	19.6%
VAR170013	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Casual Carpool	Amend a new non-exempt, not regionally significant project into the TIP with \$1M in FY17 CON RM2 funds	\$1,000,000	~%
VAR170014	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Integrated Bridge Corridor	Amend a new exempt project into the TIP with \$3M in RM2 funds	\$3,000,000	~%
VAR170015	Caltrans	GL: Pymt Resurf/Rehab State Hwy Sys - SHOPP Minor	Amend a new grouped listing into the TIP with \$7.11M in SHOPP funds	\$7,110,000	~%
System: Tollway					
MRN050019	Golden Gate Bridge, Highway and Transit District	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	Update the funding plan to add \$2M in FY18 CON HBP, \$80M in FY17 CON AC Local, \$40M in FY17 CON GGB Tolls, \$40M in FY20 CON STP and \$40M in FY20 CON HBP funds, and reprogram \$10M in HBP from FY16 to FY17 and \$20M in HBP from FY17 to FY18	\$202,000,000	132.0%
System: Transit					
ALA130011	Livermore	Livermore Relocation and Restoration of R/R Depot	Update the funding plan to reprogram \$2.5M in CON STP from FY17 to FY16 to match the federal obligation of funds	\$0	0.0%
ALA150031	Livermore Amador Valley Transit (LAVTA)	LAVTA: Replacement (11) 40' Hybrid Buses	Update the scope of the project from replacing 10 buses to replacing 11 buses and update the funding plan to add \$634K in FY17 CON 5307 and \$158K in FY17 CON TDA funds and remove \$2K in FY17 CON 5339 funds	\$790,275	10.0%
ALA150032	Livermore Amador Valley Transit (LAVTA)	LAVTA: Replacement (9) 30' Hybrid Buses	Update the project scope to change the number of buses being replaced from 10 to 9 and update the funding plan to remove \$595K in FY17 CON 5307 and \$149K in FY17 CON TDA funds	-\$744,150	-10.0%



TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA150034	Livermore Amador Valley Transit (LAVTA)	LAVTA: Trapeze Upgrade (delete)	Delete this project from the TIP as it is no longer supported	-\$162,500	-100.0%
ALA150052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: SFOBB Forward	Carry forward existing exempt project from the 2015 TIP to the 2017 TIP	\$0	0.0%
ALA170013	Union City Transit	Union City Transit Travel Time Improvements	Amend a new exempt project into the TIP with \$140K in FY18 CON CMAQ and \$18K in FY18 CON Local funds	\$158,139	~%
BRT030005	Bay Area Rapid Transit District (BART)	BART: Traction Power System Renovation	Update the funding plan to revise prior year funding to reflect budget amendments compliant with TCP Policy spend down requirement including adding \$10.8M in 5337 funds and removing \$4.5M in 5307 and \$29.5M in 5309 funds	-\$23,196,546	-12.7%
BRT97100B	Bay Area Rapid Transit District (BART)	BART: Rail, Way and Structures Program	Update the funding plan to revise prior year funding to reflect budget amendments compliant with TCP Policy spend down requirement including adding \$2.6M in 5307 and \$29.3M in 5309-FG funds and removing \$11.2M in 5337 funds	\$20,696,426	10.8%
CC-150022	Western Contra Costa Transit Authority (WestCAT)	WCCTA: Purchase of (2) Double Decker buses	Carry project forward from the 2015 TIP and reprogram funds from FY17 to FY18	\$0	0.0%
MRN150007	Golden Gate Bridge, Highway and Transit District	GGBHTD: On-Board Bus and Ferry Surveys	Update the funding plan to reprogram \$52K in CON Local funds from FY17 to FY16 to match obligation of federal funds	\$0	0.0%
MRN150010	Marin County Transit District	MCTD - Relocate Transit Maintenance Facility	Update the project scope to indicate that the project will be fully implemented and update the funding plan to remove \$447K in PE Sales Tax funds and add \$4.4M in FY 17 ROW 5339 FED, \$1.1M in FY17 ROW Local and \$1.9M in FY19 CON Local funds	\$6,922,249	1153.7%
MTC050001	Metropolitan Transportation Commission (MTC)	Bay Area Commuter Benefits Program	Update the funding plan to add \$1.8M in CON CMAQ, revise the project title and clarify project scope	\$1,784,700	35.7%
SCL130040	Santa Clara Valley Transportation Authority (VTA)	Montague Expy Ped Bridge at Milpitas BART	Update the funding plan to reprogram \$2.8M in CON CMAQ and \$359K in CON Local from FY17 to FY16 to match FTA transfer	\$0	0.0%
SCL170002	Santa Clara Valley Transportation Authority (VTA)	VTA BART Phase II TOD and Station Access Planning	Amend a new exempt project into the TIP with \$1.52M in the FTA TOD Planning Pilot Program funds and \$380K in Local funds	\$1,900,000	~%
SF-050034	San Francisco Municipal Transport Agency (SFMTA)	Light Rail Vehicle Overhaul Program	Update the funding plan to reprogram \$5.3M in CON STP and \$700K in CON Local from FY17 to FY16 to match transfer to FTA	\$0	0.0%
SM-030023	San Mateo County Transit District (SAMTRANS)	SAMTRANS: Preventive Maintenance	Update the funding plan to add \$352K in FY17 CON STP-TPI and \$46K in FY17 CON Local funds	\$398,037	0.7%



TIP Revision Summary 2017-03

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add \$11.4M in FY17 CON 5337 and \$2.85M in FY17 CON Local funds	\$14,258,125	12.1%
SM-050005	Bay Area Rapid Transit District (BART)	BART: Preventive Maintenance	Update the funding plan to revise prior year funding to reflect budget amendments compliant with TCP Policy spend down requirement including adding \$10.8M in 5337 funds and \$2.7M in Local funds	\$13,441,063	40.5%
SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	Update the funding plan to add \$1.2M in FY17 CON 5337 and \$300K in FY17 CON Local funds	\$1,500,000	3.7%
SM-130026	Caltrain	Caltrain Control Point Installation	Update the funding plan to change the source and program year for \$945K in CON funds from FY21 RTP-LRP to FY17 STP and add \$305K in FY17 CON STP and \$162K in FY17 CON Local funds	\$467,453	9.4%
SM-170005	Caltrain	South San Francisco Caltrain Station Improvements	Amend a new exempt project into the TIP with \$27.9M in 5337 and \$27.1M in Local funds	\$55,000,000	~%
SOL090034	Solano County Transit (SolTrans)	Bus Replacement (Alternative Fuel)	Update the funding plan to add \$399K in FY18 CON CMAQ and \$100K in FY18 CON Local funds	\$499,029	7.2%
SOL110041	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	Update the sponsor, implementing agency and project description information from Fairfield-Suisun Transit to Fairfield and update the project name and description to clarify the scope of the project	\$0	0.0%
SON090002	Sonoma Marin Area Rail Transit (SMART)	Sonoma Marin Area Rail Corridor	Update the funding plan to add \$3.2M in FY19 Repurposed Earmark funds and \$3M in FRA PTC Implementation funds and reprogram \$800K in Sales Tax from FY15 to FY19 and \$750K in Sales Tax from FY15 to FY17	\$6,200,000	1.1%
SON150019	Santa Rosa City Bus	Implementation of Reimagining CityBus	Update the funding plan to reprogram \$156K in CQN CMAQ and \$20K in CON Local from FY17 to FY16 to match FTA transfer	\$0	0.0%
Total Funding Change:				\$821,826,956	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$1,276,967,433	\$1,556,368,396	\$77,301,208	\$962,016,364	\$3,872,653,401	\$1,664,200,908
Proposed:	\$1,550,196,962	\$1,925,364,918	\$98,301,208	\$1,120,617,269	\$4,694,480,357	\$2,328,882,929
Delta:	\$273,229,529	\$368,996,522	\$21,000,000	\$158,600,905	\$821,826,956	\$664,682,021



Date: September 28, 2016
W.L.: 1512
Referred by: PAC
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4275, Revised

This resolution adopts the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016 and December 14, 2016. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2017 TIP'.

2017 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-01	Admin. Modification	Pending	Pending	Pending	Pending
17-02	Admin. Modification	Pending	Pending	Pending	Pending
17-03	Amendment	69	\$821,826,956	12/21/2016	Pending
Net Funding Change		69	\$821,826,956		
Absolute Funding Change			\$821,826,956		

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2017 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

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

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

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

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

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

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

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4274 that the 2017 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

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

RESOLVED, that MTC adopts the 2017 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2017 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2017 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2017 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

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

RESOLVED, that the public hearing and public participation process conducted for the 2017 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

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

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

RESOLVED, that MTC finds that the 2017 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4274); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2017 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation

Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2017 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4275, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4275
Page 1 of 1

2017 Transportation Improvement Program

The 2017 Transportation Improvement Program for the San Francisco Bay Area, adopted September 28, 2016, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2017 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 2

Revisions to the 2017 TIP

Revisions to the 2017 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 17-01 is a pending administrative modification.

Revision 17-02 is a pending administrative modification.

Revision 17-03 is an amendment that revises 69 projects with a net funding increase of approximately \$822 million. The revision was referred by the Programming and Allocations Committee on December 14, 2016, and approved by the MTC Commission on December 21, 2016. Caltrans approval is expected in mid-January, 2017, and final federal approval is expected in mid-February, 2017. Among other changes, this revision:

- Amends four exempt and four non-exempt, not regionally significant projects into the TIP to reflect the adoption of the Bay Bridge Forward Program;
- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent project to reflect additional funding commitments;
- Deletes two projects and updates the funding plans of two other projects to reflect the repurposing of prior year federal earmark funds;
- Adds one new State Highway Operations and Protection Program (SHOPP) funded grouped listing and updates the funding plans and back-up listings of five existing SHOPP funded grouped listings to reflect the latest information from Caltrans, including the addition of approximately \$369 million in SHOPP funds;
- Updates the funding plans of six individually-listed Highway Bridge Program (HBP) funded projects, updates the funding plan and back-up listing of the HBP funded grouped listing, and combines one individually-listed HBP funded project with the grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$98 million in HBP funds;
- Adds one new Recreational Trails Program funded grouped listing into the TIP;
- Carries forward two exempt and one non-exempt project into the 2017 TIP from the 2015 TIP as these projects were not originally included in the 2017 TIP as adopted;
- Adds one new exempt project to the TIP and updates the scope and funding for an existing project to reflect the award of Federal Transit Administration (FTA) discretionary funds through the FTA Section 5339 Discretionary Program and Transit Oriented Development Planning Pilot Program;

- Adds one new exempt Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project and updates the funding plans of 18 other STP/CMAQ funded projects to reflect obligations, past funding decisions in the One Bay Area Grant (OBAG) Cycle 1 Transit Performance Initiative program, and the selection of projects in OBAG Cycle 2; and
- Adds one new exempt Transit Capital Priority (TCP) funded project, deletes one existing TCP funded project and updates the funding plans of seven other TCP funded projects.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2126 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/21/2016 **In control:** Administration Committee

On agenda: 12/14/2016 **Final action:**

Title: MTC Resolution Nos. 4153, Revised, and 4154, Revised: Memorandum of Understanding, Employment Benefits and Salary Schedules from July 1, 2014 through June 30, 2018.

Sponsors:

Indexes:

Code sections:

Attachments: [6i Admin 2g Resos 4153 and 4154](#)
[2g_MTC Resos 4153 and 4154.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution Nos. 4153, Revised, and 4154, Revised: Memorandum of Understanding, Employment Benefits and Salary Schedules from July 1, 2014 through June 30, 2018.

Presenter:
Robin James

Recommended Action:
Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee

DATE: December 7, 2016

FR: Executive Director

RE: MTC Resolution Nos. 4153, Revised, and 4154, Revised: Memorandum of Understanding, Employment Benefits and Salary Schedules from July 1, 2014 through June 30, 2018

This memorandum requests referral of MTC Resolution Nos. 4153, Revised, and 4154, Revised, approving an increase to the employee monthly public transit subsidy to up to \$255 per month. The original agreement provided up to \$214.

Background

As a reminder, MTC Resolution Nos. 4153 and 4154 set forth the employee benefits and salary schedules for Committee for Staff Representation (CSR) represented employees and confidential employees, and specific executive employees, respectively. Attachment A to both resolutions state that the agreed to maximum transit subsidy as \$214 per month. The resolutions further state that "six months after relocation to MTC's new San Francisco office, MTC will review the transit subsidy level to determine if it is sufficient to serve the majority of employee transit costs."

Staff, in consultation with CSR, has reviewed employee transit changes and costs, and recommend the subsidy be increased to up to \$255 per month for all employees. This amount matches the 2016 IRS tax-free fringe benefit maximum. The proposed revisions are shown in track changes on page 8 of Attachment A to each resolution.

Recommendation

Staff recommends that the Committee refer MTC Resolution Nos. 4153, Revised and 4154, Revised to the Commission for approval allowing the increase to the transit benefit as soon as possible for calendar year 2017.


 Steve Heminger

SH:rj
Attachments

Date: June 25, 2014
W.I.: 1153
Referred by: Administration
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4153, Revised

This resolution sets forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2014 through and including June 30, 2018.

This resolution was revised on December 21, 2016 to increase the employee monthly public transit subsidy to up to \$255 per month from the original agreement which provided up to \$214 per month.

Further discussion is contained in the Executive Director's memorandum dated December 7, 2016.

Date: June 25, 2014
W.I.: 1153
Referred By: Administration

Re: Employment Benefits and Salary Schedule from July 1, 2014 through June 30, 2018 for CSR and Confidential Employees

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4153

WHEREAS, MTC Resolution No. 4023, adopted July 27, 2011 established employment benefits and a salary schedule for non-management staff employees of the Metropolitan Transportation Commission (MTC) for the period beginning August 1, 2011 through June 30, 2014; and

WHEREAS, the Meyers-Milias-Brown Act (Government Code § 3500 et seq.) allows MTC and its employees to agree to self-representation which requires MTC and its employees to then meet and confer before MTC considers a new resolution to establish employment benefits and salary adjustments; and

WHEREAS, representatives of the Committee for Staff Representation (CSR) representing regular staff employees (other than confidential) have met and conferred with the appointed management negotiator; and

WHEREAS, representatives of the Confidential employees have met and conferred with the appointed management negotiator; and

WHEREAS, the Executive Director has presented the results of the meet-and-confer process to the Administration Committee together with his recommendations for employment benefits and salary adjustments for CSR represented employees and Confidential employees; and

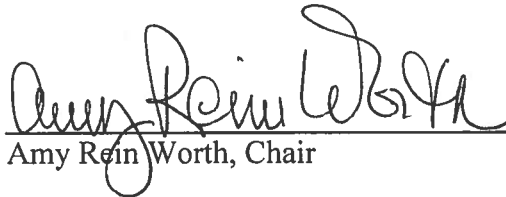
WHEREAS, the Administration Committee has reviewed all employment benefits and salary adjustment proposals and has referred them to the Metropolitan Transportation Commission with a recommendation for approval; now, therefore, be it

RESOLVED, that the employment benefits and salary schedule for CSR represented regular staff employees and Confidential employees effective July 1, 2014 through June 30, 2018 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Executive Director shall approve the applicable salary schedule updates as set forth in Attachment A as necessary to reflect the adjustments authorized therein; and be it further

RESOLVED, that MTC's agency operating budget for FYs 2014-2015, 2015-2016, 2016-2017, and 2017-2018, when adopted, shall include sufficient funds to cover the costs for such employment benefits, salaries, and adjustments.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 25, 2014.

Date: June 25, 2014
W.I.: 1153
Referred By: Administration
Revised: 12/21/16-C

Attachment A
Resolution No. 4153
Page 1 of 14

METROPOLITAN TRANSPORTATION COMMISSION
Oakland, California

SUMMARY OF BENEFITS FOR INCUMBENTS OF FULL-TIME REGULAR CSR
REPRESENTED AND CONFIDENTIAL EMPLOYEE POSITIONS (EXCEPT AS
OTHERWISE NOTED AND EXCLUDING EXECUTIVE EMPLOYEES)

Fiscal Years 2014-2015, 2015-2016, 2016-2017 and 2017-2018

SALARY TABLES

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

Salary Adjustments

Effective July 1, 2014, salary tables shall be adjusted by 2.6%.

Each following July 1 during this MOU period, salary tables shall be adjusted as follows:

July 1, 2015 – 2.6%

July 1, 2016 – 2.6%

July 1, 2017 – 2.6%

Merit Program

Pay step adjustments within range subject to policy guidelines.

PAID LEAVE BENEFITS

Use of all paid leave benefits is regulated per leave policy and the MTC Employee Handbook.

Holidays

Eleven (11) days per year for full time employees. No minimum service required for eligibility.

Funeral Leave

Up to three 3 days (24 hours), on the basis of need, in the case of the death of a defined family member or member of employee's household. No minimum service required for eligibility. This benefit has no cash value and is not payable upon employment separation.

Personal Leave Days

Up to 3 personal leave days (24 hours) are granted at the beginning of each calendar year. The number of personal leave days granted to new employees is prorated as follows:

January through April – 3 days
May through August – 2 days
September through November – 1 day
December – 0 days

In the event that Personal Leave Days are accrued but unused at the end of a calendar year, the employee will receive an amount to start the new calendar year at a maximum of three days. Personal Leave Days are not payable upon employment separation.

Vacation Leave Benefits

Accrual of Vacation Leave Benefits

- One day (8 hours) per month worked starting with the first day of employment. Prorated for new hires based on first working day of employment within the month.
- Addition of one more day (8 more hours) each additional year worked up to a maximum of 13 additional days (104 hours) for a total annual benefit of 25 days (200 hours) a year is reached.
- Accrued to a cap of 62.5 days (500 hours). Once the cap (500 hours) is reached, all vacation accrual stops until such time that the vacation balance falls below the cap (500 hours). If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees working an average of 40 hours over a two-week pay period, but less than 72 hours over a two-week pay period will receive prorated benefits.
- All vacation leave benefits are accrued and available for use with each bi-weekly pay period.

Annual Vacation Cash Out Option

Once a twelve month period, employees may cash-out accrued but unused vacation leave over 320 hours up to cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

Payment Upon Separation

Accrued but unused vacation time off benefits up to the maximum accrual of 62.50 days or 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit

Employees may use accrued vacation time off benefits per policy after completion of first six months of employment per leave policy.

Sick Leave Benefits

Accrual of Sick Time Off Benefits

- One day (8 hours) per month worked starting with the first day of employment. Prorated for new hires based on first working day of employment within the month.
- Employees working an average of 40 hours over a two-week pay period, but less than 72 hours over a two-week pay period will receive prorated benefits.
- Sick time off benefit is accrued without a cap.

Payment Upon Separation

Accrued but unused sick time off benefits up to a maximum of 30 days or 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit

Employees may use accrued sick leave benefits per policy as soon as they are earned.

INTRODUCTION PERIOD

The Introduction period is regulated per applicable policy and the MTC Employee Handbook.

The initial six months of employment is considered to be an introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employee's success.

INSURANCE

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company policies and provided each year during open enrollment.

Group Dental Insurance

Agency pays total premium for employee's coverage. The cost to Employees for coverage for one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents. The Agency contributes the remainder of the premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

Group Dental Insurance
Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the Employee Only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The amount is subject to federal and state tax withholding.

Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five (95%) percent of premium for each coverage line.

Total cost per month to the employee is dependent on the coverage line they select.

Employee contributions will be capped as follows:

\$75.00 for Employee Only
\$125.00 for Employee Plus One
\$175.00 for Employee Plus Family

MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

Group Medical Insurance
Cash-in-Lieu

Employees have the option of receiving cash-in-lieu of enrolling in the health insurance plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of cash-in-lieu will be equal to the second most costly Employee Only premium total minus the Employee contribution amount for that premium. Cash-in-lieu payments are subject to federal and state tax withholding.

Vision Care Insurance	Agency pays total premium for Employee Only coverage. Employees may enroll dependents at their sole cost. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.
Domestic Partner Coverage	MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount of the Agency contributions shall be the same as that specified under "Group Dental Insurance" and "Group Medical Insurance" provisions referenced above.
Life and Related Insurance	Agency pays premiums for Employee life insurance policy; life insurance benefit is equal to one times annual salary or a minimum of \$55,000, whichever is greater. Agency pays additional premium for employee for Accidental Death and Dismemberment policy equal to the group term life insurance coverage. Agency pays premium for qualified dependents (as defined in current policy) for \$2,000 life coverage per dependent.
Group Voluntary Life and Related Insurance	In addition, Employee may elect to purchase, at his/her expense, supplemental Group Voluntary Life Insurance.
Short-Term and Long-Term Disability	<p>Agency pays monthly premium for short-term disability coverage for qualifying employee medical disabilities to cover loss of wages. There is a 14-day waiting period with an additional 11 weeks of paid benefits (total 12 week benefit program). Coverage level is 66 2/3% of salary up to a maximum of \$2,500 a week. Benefits paid are taxable.</p> <p>Agency pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover loss of wages. There is a 90-day waiting period (designed to pick up at the end of the 12-weeks of short-term disability coverage). Coverage level is 67% of monthly salary up to a maximum of \$15,000 per month. Benefits paid are taxable.</p>
Travel Insurance	Agency pays annual premium. Each employee is covered with a policy of \$100,000 for loss of life while traveling on MTC business.

RETIREMENT

1st Tier Retirement Formula
(Classic Plan)

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at age 55.

The Agency and employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8%.

Effective, June 30, 2014, the Agency total contribution rate is 22.395% and the shared contributions are as follows:

- (a) Employee pays 5.210% of salary
- (b) Agency pays 17.185% of salary

Effective July 1, 2014, the Agency total contribution rate will be 25.185% and the shared contributions will be:

- (a) Employee pays 5.602%
- (b) Agency pays 19.583%

July 1, 2015, July 1, 2016, and July 1, 2017, the shared contribution rates will change based on the change in the Employer contribution rate shown in the Annual PERS Actuarial Valuation Report for periods ending June 2013, June 2014, and June 2015, and per any additional CalPERS contribution rate changes announced at the time of the report or separately due to valuation methodology changes.

Other Contracted Benefits
(Classic Plan)

In accordance with Agency's PERS contract amendment effective August 1, 2000, Agency has contracted for the following optional provisions:

3% Maximum Cost-of-Living Allowance; Section 21573 – Third Level 1959 Survivor Benefits; Section 21583 – Second Election 1959 Survivor Benefits; Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit; and Section 20903 – Two years Additional Service Credit.

2nd Tier Retirement Formula
(New Plan)

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

As of June 30, 2014, the Agency total contribution rate is 22.395% and the shared contributions are as follows:

- (a) Employee pays 6.50% of salary
- (b) Agency pays 15.895% of salary

Effective July 1, 2014, the Agency total contribution rate will be 25.185% and the shared contributions will be:

- (c) Employee pays 6.50% of salary
- (d) Agency pays 18.685% of salary

Effective July 1 of each year during this MOU period, the employee rate will be 50% of the plan “Normal Costs” per pension regulation. CalPERS will provide documentation of each fiscal year’s plan Normal Costs directly to the employer in the annual valuation report each October prior to the effective July 1 date.

Other Contracted Benefits
(New Plan)

Plan provisions are determined by pension reform and California PERL. However, this New Plan also includes the same employer selected plan provisions as the Agency’s Classic Plan:

3% Maximum Cost-of-Living Allowance; Section 21573 – Third Level 1959 Survivor Benefits; Section 21583 – Second Election 1959 Survivor Benefits; Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit; and Section 20903 – Two years Additional Service Credit.

Retiree Medical

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC employees and at the same co-pay amounts (and per CalPERS’ PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare. His/her PERS health coverage is then provided as a supplement.

Retiree Dental and Vision

MTC shall provide retiree group insurance plans for dental and vision coverage. The cost of premiums will be the sole responsibility of the retiree. Eligibility for this program will follow CalPERS retiree medical eligibility rules and requirements.

TRANSIT/PARKING PROGRAM

MTC shall provide a Transit/Parking Program providing commuting benefits as follows. Employees may elect to participate in only one option at a time.

Public Transit Option

MTC provides a subsidy in accordance with IRS Fringe Benefit regulation for employees for legitimate and applicable transit ticket purchases. Purchases must be made through authorized MTC provided third-party transit administrator(s) only and must be for a monthly amount needed and used by each employee each month, per IRS regulation.

Effective July 1, 2014, MTC's monthly subsidy ~~will increase~~was increased to up to \$214 per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances. As of January 2014, the allowable tax free level for fare purchase ~~is~~was \$130, and for eligible parking ~~is~~was \$250. As of January 2016, the allowable tax free level for fare purchase and parking is \$255 monthly. The rest of the Any subsidy above the IRS limits is taxable income.

Six months after relocation to MTC's new San Francisco office, MTC ~~will review this~~reviewed the transit subsidy level to determine if it ~~is~~was sufficient to serve the majority of employee transit costs. Based on this review and in consultation with employees, the transit subsidy level was increased to \$255 monthly on December 21, 2016.

Employer Provided Parking Option

While MTC is still located at 101 8th Street, employees may select to contribute \$18.50 per month pre-tax for parking in the MTC leased employee parking lot in lieu of receiving the monthly transit subsidy. This option is based on availability of parking spaces in the lot.

After moving the office to San Francisco, this option will change as follows:

- (a) MTC will maintain rental of the Caltrans owned parking lot;
- (b) Parking spaces in this lot will be available to eligible employees to park at this lot and purchase transit to commute to San Francisco.
- (c) The cost of monthly parking in this lot will equal the cost of monthly parking at the BART Lake Merritt station as of July 1, 2014 (estimated to be \$84.00 per month) and will remain at this level for the period of the MOU.

Carpool Option

While MTC is still located at 101 8th Street, employees in a verified carpool with two or more persons, at least one passenger working at MTC, will receive one free parking space in the MTC leased employee parking lot in lieu of the monthly transit/parking subsidy. This option is based on availability of parking spaces in the lot.

After moving the office to San Francisco, parking in this lot will be administered as explained above, however, expanding the carpool rules for eligible passengers to include someone who works at MTC, ABAG, or the Air District. Carpool participants will be using transit to get to San Francisco.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in IRS Publication 15-B, \$20 per month tax-free subsidy paid by MTC.

Cash-in-Lieu Option

Employees may elect to receive \$20.00 per month cash-in-lieu if not selecting another Transit/Parking Program. Cash-in-lieu payments are subject to federal and state tax withholding.

OTHER ELECTIVE
DEDUCTIONS

Dependent Care Assistant
Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by Agency to administer the program. Employees may elect pre-tax payroll deductions up to the limits set by the Internal Revenue Service for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

Health Care Flexible Spending
Account

MTC's Health Care Flexible Spending Account is a totally employee-funded program, except for the costs incurred by the agency to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account for the reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

Deferred Compensation Plan

Employee may elect to participate in the 457 Deferred compensation program(s) and make pre-tax contributions subject to IRS regulations and program limitations. The Agency will administer the pre-tax deductions and submittal of employee contributions.

PROFESSIONAL
DEVELOPMENT

Professional Development

Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in Agency sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that are determined to be appropriate to the employee's professional development.

Computer Purchase Program	MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular fulltime employees who have completed their probation and are scheduled to work 72 hours or more per pay period. The total cost of each purchase shall be repaid by participating employee through bi-weekly payroll deduction, up to a maximum of a 2-yr period or 52 pay periods. See actual plan for details and limitations.
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MANDATORY PROVISIONS

As required by statute.

Workers' Compensation	Standard
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Unemployment Insurance	Standard
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METROPOLITAN TRANSPORTATION COMMISSION
Oakland, California

MEMORANDUM OF UNDERSTANDING

(As Provided Under California Government Code Section 3505.1)

The representatives of the Executive Director of the Metropolitan Transportation Commission (MTC) have met and conferred with the Committee for Staff Representation (CSR), representing certain staff of the Metropolitan Transportation Commission, and the Confidential employees, under provisions of the Meyers-Milias-Brown Act (California Government Code § 3500 et seq.). As a result of these meetings, an agreement has been reached for a three year period from July 1, 2014 through June 30, 2018, covering Fiscal Years 2014-2015, 2015-2016, 2016-2017 and 2017-2018.

The agreed to salary and benefits program for the first fiscal year of said period is set forth in Attachment A, approved by the Metropolitan Transportation Commission at its regular meeting on July 25, 2014 (Resolution No. 4153), attached hereto and incorporated herein as though set forth at length, which was ratified by the membership of CSR and the Confidentials.

Within the period of this MOU, it is agreed to initiate and complete a comprehensive review, through the use of an outside consultant, of MTC's organizational structure, position classifications, and performance management and compensation programs with the goal of reforming the structure, classifications, and programs to more accurately reflect organizational position needs and job duties. This work will be conducted in collaboration with CSR, Confidential, and Management staff representatives, and will have established milestone deadlines and protocols for communicating status to all employees.

It is further agreed to create a Mobility Policy that consolidates aspects of the existing Telework and Mobility Management policies. This new policy will commit to providing equipment that will allow employees to be mobile – in the new building, at other locations, etc. as well as educate managers and supervisors on how to manage and support sporadic and project-based telework needs.

This agreement shall be binding, for its term, upon the successors of the Metropolitan Transportation Commission (MTC) and MTC's Committee for Staff Representation (CSR) and the Confidentials.

Executed at Oakland, California on this 25th day of June, 2014.

Andrew B. Fremier Date
Deputy Executive Director, Operations

Marcella Aranda Date
Lead Negotiator, Committee for Staff
Representation (CSR)

Mamie Lai Date
Director of Administrative Services

Thomas H. Bryan Date
Lead Negotiator, Confidential Staff

Robin H. James Date
Human Resources Manager

MTC Medical Premium Cost-Share Table
All Employees - Cost-Share at 5% Employee, 95% Employer
Effective July 1, 2014

<u>Health Plans</u>	<u>Employee Total Monthly Cost 2014 per MOU</u>	<u>MTC Total Monthly Cost 2014</u>	<u>Full Monthly Premium 2014</u>
<u>Blue ShieldHMO</u>			
Employee	\$41.83	\$794.76	\$836.59
Employee + 1 Dependent	\$83.66	\$1,589.52	\$1,673.18
Employee + 2 or More Dep.	\$108.76	\$2,066.37	\$2,175.13
<u>Kaiser HMO</u>			
Employee	\$37.14	\$705.58	\$742.72
Employee + 1 Dependent	\$74.27	\$1,411.17	\$1,485.44
Employee + 2 or More Dep.	\$96.55	\$1,834.52	\$1,931.07
<u>BlueShield NetValueHMO</u>			
Employee	\$35.20	\$668.81	\$704.01
Employee + 1 Dependent	\$70.40	\$1,337.62	\$1,408.02
Employee + 2 or More Dep.	\$91.52	\$1,738.91	\$1,830.43
<u>UnitedhealthcareHMO</u>			
Employee	\$38.21	\$726.03	\$764.24
Employee + 1 Dependent	\$76.42	\$1,452.06	\$1,528.48
Employee + 2 or More Dep.	\$99.35	\$1,887.67	\$1,987.02
<u>Anthem SelectHMO</u>			
Employee	\$32.87	\$624.46	\$657.33
Employee + 1 Dependent	\$65.73	\$1,248.93	\$1,314.66
Employee + 2 or More Dep.	\$85.45	\$1,623.61	\$1,709.06
<u>AnthemTraditionalHMO</u>			
Employee	\$36.42	\$691.99	\$728.41
Employee + 1 Dependent	\$72.84	\$1,383.98	\$1,456.82
Employee + 2 or More Dep.	\$94.69	\$1,799.18	\$1,893.87
<u>PERSChoicePPO</u>			
Employee	\$34.54	\$656.23	\$690.77
Employee + 1 Dependent	\$69.08	\$1,312.46	\$1,381.54
Employee + 2 or More Dep.	\$89.80	\$1,706.20	\$1,796.00
<u>PERSCarePPO</u>			
Employee	\$36.00	\$684.04	\$720.04
Employee + 1 Dependent	\$72.00	\$1,368.08	\$1,440.08
Employee + 2 or More Dep.	\$93.61	\$1,778.50	\$1,872.10
<u>PERSSelect PPO</u>			
Employee	\$33.08	\$628.44	\$661.52
Employee + 1 Dependent	\$66.15	\$1,256.89	\$1,323.04
Employee + 2 or More Dep.	\$86.00	\$1,633.95	\$1,719.95

Health Plans Service Areas: For health plans service areas based upon your home or employer zip code, please refer to the CalPERS Open Enrollment packet mailed to enrolled employees in August, 2013. If you did not receive an Open Enrollment packet in the mail, please see Paula Johnson in Human Resources or go to www.calpers.ca.gov.

Employee Only Cash In-Lieu: an amount not to exceed the second most costly CalPERS employee only health plan available minus the employee cost-share for that plan. For 2014, the second most costly employee only premium is Unitedhealthcare at \$764.24 per month. The Cash In-lieu for 2014 will be \$764.24 - \$34.14 for the employee only Unitedhealthcare cost-share which = **\$730.10 per month**.

Benefit Eligibility: Employee must work at least an average of 20 hours per week to be eligible for Employer medical benefits. Employee must minimally maintain an average work schedule of 72 hours per two-week pay period to receive 100% of MTC's monthly Employer medical benefits contribution. Monthly contributions are prorated for part-time work schedules; therefore, cost-sharing to employees could increase.

Estimated MTC Salary Ranges 2.60% COLA Increase Effective JULY 1, 2014

	A	A1	B	B1	C	C1	D	D1	E	E1	F	
IX	107806.07	110503.28	113285.78	116097.32	118999.70	121974.67	125024.03	128149.54	131353.20	134637.02	138002.99	Yearly
Sr.	8984.01	9208.61	9438.81	9674.78	9916.64	10164.56	10418.67	10679.13	10946.10	11219.75	11500.25	Monthly
	4146.46	4250.13	4356.38	4465.28	4576.91	4691.33	4808.62	4928.83	5052.05	5178.35	5307.81	Bi-Weekly
	51.8308	53.1286	54.4547	55.8160	57.2114	58.6417	60.1077	61.6104	63.1506	64.7293	66.3476	Hourly
VIII	88061.20	90252.40	92508.67	94821.33	97191.94	99621.83	102112.34	104665.24	107281.91	109963.98	112713.15	Yearly
Assoc.	7337.60	7521.03	7709.06	7901.78	8099.33	8301.82	8509.36	8722.10	8940.16	9163.66	9392.76	Monthly
	3386.58	3471.25	3558.03	3646.97	3738.15	3831.61	3925.59	4025.38	4126.23	4229.38	4335.12	Bi-Weekly
	42.3323	43.3906	44.4753	45.5872	46.7269	47.8951	49.0925	50.3198	51.5778	52.8673	54.1890	Hourly
VII	76372.44	78281.67	80238.64	82244.68	84300.90	86408.40	88568.53	90782.83	93052.42	95378.62	97763.00	Yearly
Asst.	6364.37	6523.47	6686.55	6853.72	7025.07	7200.70	7380.71	7565.24	7754.37	7948.22	8146.92	Monthly
	2937.40	3010.83	3086.10	3163.26	3242.34	3323.40	3406.48	3491.65	3578.94	3668.41	3760.12	Bi-Weekly
	36.7175	37.6354	38.5763	39.5407	40.5293	41.5425	42.5810	43.6456	44.7367	45.8551	47.0014	Hourly
VI	66237.45	67893.35	69590.76	71330.59	73113.93	74941.68	76815.17	78735.50	80703.79	82721.38	84789.36	Yearly
Jr.	5519.79	5657.78	5799.23	5944.22	6092.83	6245.14	6401.26	6561.29	6725.32	6893.45	7065.78	Monthly
	2547.59	2611.28	2676.57	2743.48	2812.07	2882.37	2954.43	3028.29	3103.99	3181.59	3261.13	Bi-Weekly
	31.8449	32.6410	33.4571	34.2936	35.1509	36.0297	36.9304	37.8536	38.7989	39.7689	40.7641	Hourly
V	60048.37	61549.51	63088.18	64665.48	66282.08	67939.08	69637.61	71378.55	73163.00	74992.08	76866.90	Yearly
Tech.	5004.03	5129.13	5257.35	5388.79	5523.51	5661.59	5803.13	5948.21	6096.92	6249.34	6405.57	Monthly
	2306.55	2367.29	2426.47	2487.13	2549.31	2613.04	2678.37	2745.33	2813.96	2884.31	2956.42	Bi-Weekly
	28.8694	29.5911	30.3309	31.0892	31.8664	32.6630	33.4796	34.3166	35.1745	36.0539	36.9552	Hourly
IV	54575.12	55939.49	57338.06	58771.48	60240.87	61746.90	63290.67	64872.85	66494.78	68157.12	69860.97	Yearly
Adm/Tech	4547.93	4681.62	4778.17	4897.62	5020.07	5145.57	5274.22	5406.07	5541.23	5679.76	5821.75	Monthly
	2096.04	2151.52	2205.31	2260.44	2316.96	2374.88	2434.26	2495.11	2557.49	2621.43	2686.96	Bi-Weekly
	26.2380	26.8940	27.5664	28.2555	28.9620	29.6860	30.4282	31.1869	31.9686	32.7678	33.5870	Hourly
III	49627.77	50888.52	52140.41	53443.85	54779.95	56149.57	57553.14	58991.88	60466.74	61978.28	63527.70	Yearly
Adm III	4135.65	4239.04	4345.03	4453.65	4565.00	4679.13	4796.10	4916.00	5038.89	5164.86	5293.97	Monthly
	1906.76	1956.48	2005.40	2055.53	2106.92	2159.60	2213.58	2268.92	2325.64	2383.78	2443.37	Bi-Weekly
	23.8595	24.4560	25.0675	25.6942	26.3365	26.9950	27.6698	28.3615	29.0705	29.7973	30.5422	Hourly
II	45037.42	46163.24	47317.36	48500.43	49712.88	50955.81	52229.87	53535.49	54873.98	56246.00	57651.97	Yearly
Adm II	3753.12	3846.94	3943.11	4041.70	4142.74	4246.32	4352.49	4461.29	4572.83	4687.17	4804.33	Monthly
	1732.21	1775.51	1819.90	1865.40	1912.03	1959.84	2008.84	2059.06	2110.54	2163.31	2217.38	Bi-Weekly
	21.6526	22.1939	22.7487	23.3175	23.9004	24.4980	25.1105	25.7382	26.3817	27.0413	27.7173	Hourly
I	39650.15	40641.45	41657.34	42698.92	43766.40	44860.66	45982.13	47131.68	48309.96	49517.63	50755.77	Yearly
Adm I	3304.18	3386.79	3471.44	3558.24	3647.20	3738.39	3831.64	3927.64	4025.83	4126.47	4229.65	Monthly
	1525.01	1563.13	1602.21	1642.27	1683.32	1725.41	1768.54	1812.76	1858.08	1904.52	1952.14	Bi-Weekly
	19.0626	19.5392	20.0276	20.5293	21.0415	21.5676	22.1088	22.6595	23.2259	23.8066	24.4018	Hourly

By definition: Annual is Hry times 2080 Hrs BiWeekly is Annual divided by 26 pay periods Monthly is Annual divided by 12 months

Date: June 25, 2014
W.I.: 1153
Referred by: Administration
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4154, Revised

This resolution sets forth the employment benefits and salary schedule for specific executive employees from July 1, 2014 through and including June 30, 2018.

This resolution was revised on December 21, 2016 to increase the employee monthly public transit subsidy to up to \$255 per month from the original agreement which provided up to \$214 per month.

Further discussion is contained in the Executive Director's memorandum dated December 7, 2016.

Date: June 25, 2014
W.I.: 1153
Referred By: Administration

Re: Employment Benefits and Salary Schedule from July 1, 2014 through June 30, 2018 for Specific Executive Employees

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4154

WHEREAS, MTC Resolution No. 4024, adopted July 27, 2011 established employment benefits and a salary schedule for specific executive employees of the Metropolitan Transportation Commission (MTC) for the period beginning August 1, 2011 through June 30, 2014; and

WHEREAS, the Meyers-Milias-Brown Act (Government Code § 3500 et seq.) allows MTC and its employees to agree to self-representation which requires MTC and its employees to then meet and confer before MTC considers a new resolution to establish employment benefits and salary adjustments; and

WHEREAS, representatives of the executive staff have met and conferred with the appointed agency negotiator; and

WHEREAS, the Executive Director has presented the results of the meet-and-confer process to the Administration Committee together with his recommendations for employment benefits and salary adjustments for specific executive employees; and

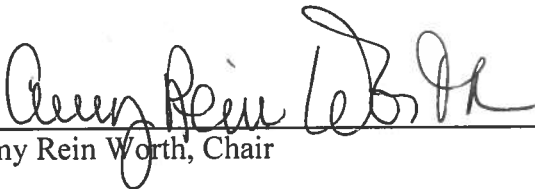
WHEREAS, the Administration Committee has reviewed all employment benefits and salary adjustment proposals and has referred them to the Metropolitan Transportation Commission with a recommendation for approval; now, therefore, be it

RESOLVED, that the employment benefits and salary schedule for specific executive employees effective July 1, 2014 through June 30, 2018 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Executive Director shall approve the applicable salary schedule updates as set forth in Attachment A as necessary to reflect the adjustments authorized therein; and be it further

RESOLVED, that MTC's agency operating budget for FYs 2014-2015, 2015-2016, 2016-2017, and 2017-2018, when adopted, shall include sufficient funds to cover the costs for such employment benefits, salaries, and adjustments.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 25, 2014.

Date: June 25, 2014
W.I.: 1153
Referred By: Administration
Revised: 12/21/16-C

Attachment A
Resolution No. 4154
Page 1 of 14

METROPOLITAN TRANSPORTATION COMMISSION
Oakland, California

SUMMARY OF BENEFITS FOR INCUMBENTS OF SPECIFIC EXECUTIVE
EMPLOYEE POSITIONS

Fiscal Years 2014-2015, 2015-2016, 2016-2017 and 2017-2018

SALARY TABLES

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

Salary Adjustments

Effective July 1, 2014, salary tables shall be adjusted by 2.6%.

Each following July 1 during this MOU period, salary tables shall be adjusted as follows:

July 1, 2015 – 2.6%

July 1, 2016 – 2.6%

July 1, 2017 – 2.6%

Merit Program

Pay step adjustments within range subject to policy guidelines.

PAID LEAVE BENEFITS

Use of all paid leave benefits is regulated per leave policy and the MTC Employee Handbook.

Holidays

Eleven (11) days per year for full time employees. No minimum service required for eligibility.

Funeral Leave

Up to three 3 days (24 hours), on the basis of need, in the case of the death of a defined family member or member of employee's household. No minimum service required for eligibility. This benefit has no cash value and is not payable upon employment separation.

Personal Leave Days

Up to 3 personal leave days (24 hours) are granted at the beginning of each calendar year. The number of personal leave days granted to new employees is prorated as follows:

January through April – 3 days
May through August – 2 days
September through November – 1 day
December – 0 days

In the event that Personal Leave Days are accrued but unused at the end of a calendar year, the employee will receive an amount to start the new calendar year at a maximum of three days. Personal Leave Days are not payable upon employment separation.

Vacation Leave Benefits

Accrual of Vacation Leave Benefits

- One day (8 hours) per month worked starting with the first day of employment. Prorated for new hires based on first working day of employment within the month.
- Addition of one more day (8 more hours) each additional year worked up to a maximum of 13 additional days (104 hours) for a total annual benefit of 25 days (200 hours) a year is reached.
- Accrued to a cap of 62.5 days (500 hours). Once the cap (500 hours) is reached, all vacation accrual stops until such time that the vacation balance falls below the cap (500 hours). If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees working an average of 40 hours over a two-week pay period, but less than 72 hours over a two-week pay period will receive prorated benefits.
- All vacation leave benefits are accrued and available for use with each bi-weekly pay period.

Annual Vacation Cash Out Option

Once a twelve month period, employees may cash-out accrued but unused vacation leave over 320 hours up to cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

Payment Upon Separation

Accrued but unused vacation time off benefits up to the maximum accrual of 62.50 days or 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit

Employees may use accrued vacation time off benefits per policy after completion of six months of employment per leave policy.

Sick Leave Benefits

Accrual of Sick Time Off Benefits

- One day (8 hours) per month worked starting with the first day of employment. Prorated for new hires based on first working day of employment within the month.
- Employees working an average of 40 hours over a two-week pay period, but less than 72 hours over a two-week pay period will receive prorated benefits.
- Sick time off benefit is accrued without a cap.

Payment Upon Separation

Accrued but unused sick time off benefits up to a maximum of 30 days or 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit

Employees may use accrued sick leave benefits per policy as soon as they are earned per leave policy.

INTRODUCTION PERIOD

The Introduction period is regulated per applicable policy and the MTC Employee Handbook.

The initial first year of employment is considered to be an introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employees success.

INSURANCE

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company policies and provided each year during open enrollment.

Group Dental Insurance

Agency pays total premium for employee's coverage. The cost to Employees for coverage for one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents. The Agency contributes the remainder of the premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

Group Dental Insurance
Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the Employee Only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The amount is subject to federal and state tax withholding.

Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five percent of premium for each coverage line.

Total cost per month to the employee is dependent on the coverage line they select.

Employee contributions will be capped as follows:

\$75.00 for Employee Only
\$125.00 for Employee Plus One
\$175.00 for Employee Plus Family

MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

Group Medical Insurance
Cash-in-Lieu

Employees have the option of receiving cash-in-lieu of enrolling in the health insurance plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of cash-in-lieu will be equal to the second most costly Employee Only premium total minus the Employee contribution amount for that premium. Cash-in-lieu payments are subject to federal and state tax withholding.

Vision Care Insurance	Agency pays total premium for Employee Only coverage. Employees may enroll dependents at their sole cost. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.
Domestic Partner Coverage	MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount of the Agency contributions shall be the same as that specified under “Group Dental Insurance” and “Group Medical Insurance” provisions referenced above.
Life and Related Insurance	Agency pays premiums for Employee life insurance policy; life insurance benefit is equal to two times annual salary or a minimum of \$100,000, whichever is greater. Agency pays additional premium for employee for Accidental Death and Dismemberment policy equal to the group term life insurance coverage. Agency pays premium for qualified dependents (as defined in current policy) for \$2,000 life coverage per dependent.
Group Voluntary Life and Related Insurance	In addition, Employee may elect to purchase, at his/her expense, supplemental Group Voluntary Life Insurance.
Short-Term and Long-Term Disability	<p>Agency pays monthly premium for short-term disability coverage for qualifying employee medical disabilities to cover loss of wages. There is a 14-day waiting period with an additional 11 weeks of paid benefits (total 12 week benefit program). Coverage level is 66 2/3% of salary up to a maximum of \$2,500 a week. Benefits paid are taxable.</p> <p>Agency pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover loss of wages. There is a 90-day waiting period (designed to pick up at the end of the 12-weeks of short-term disability coverage). Coverage level is 67% of monthly salary up to a maximum of \$15,000 per month. Benefits paid are taxable.</p>
Travel Insurance	Agency pays annual premium. Each employee is covered with a policy of \$100,000 for loss of life while traveling on MTC business.

RETIREMENT

1st Tier Retirement Formula
(Classic Plan)

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at age 55.

The Agency and employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8%.

Effective, June 30, 2014, the Agency total contribution rate is 22.395% and the shared contributions are as follows:

- (a) Employee pays 5.210% of salary
- (b) Agency pays 17.185% of salary

Effective July 1, 2014, the Agency total contribution rate will be 25.185% and the shared contributions will be:

- (a) Employee pays 5.602%
- (b) Agency pays 19.583%

July 1, 2015, July 1, 2016, and July 1, 2017, the shared contribution rates will change based on the change in the Employer contribution rate shown in the Annual PERS Actuarial Valuation Report for periods ending June 2013, June 2014, and June 2015, and per any additional CalPERS contribution rate changes announced at the time of the report or separately due to valuation methodology changes.

Other Contracted Benefits
(Classic Plan)

In accordance with Agency's PERS contract amendment effective August 1, 2000, Agency has contracted for the following optional provisions:

3% Maximum Cost-of-Living Allowance; Section 21573 – Third Level 1959 Survivor Benefits; Section 21583 – Second Election 1959 Survivor Benefits; Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit; and Section 20903 – Two years Additional Service Credit.

2nd Tier Retirement Formula
(New Plan)

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

As of June 30, 2014, the Agency total contribution rate is 22.395% and the shared contributions are as follows:

- (a) Employee pays 6.50% of salary
- (b) Agency pays 15.895% of salary

Effective July 1, 2014, the Agency total contribution rate will be 25.185% and the shared contributions will be:

- (c) Employee pays 6.50% of salary
- (d) Agency pays 18.685% of salary

Effective July 1 of each year during this MOU period, the employee rate will be 50% of the plan "Normal Costs" per pension regulation. CalPERS will provide documentation of each fiscal year's plan Normal Costs directly to the employer in the annual valuation report each October prior to the effective July 1 date.

Other Contracted Benefits
(New Plan)

Plan provisions are determined by pension reform and California PERL. However, this New Plan also includes the same employer selected plan provisions as the Agency's Classic Plan:

3% Maximum Cost-of-Living Allowance; Section 21573 – Third Level 1959 Survivor Benefits; Section 21583 – Second Election 1959 Survivor Benefits; Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit; and Section 20903 – Two years Additional Service Credit.

Retiree Medical

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC employees and at the same co-pay amounts (and per CalPERS' PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare. His/her PERS health coverage is then provided as a supplement.

Retiree Dental and Vision

MTC shall provide retiree group insurance plans for dental and vision coverage. The cost of premiums will be the sole responsibility of the retiree. Eligibility for this program will follow CalPERS retiree medical eligibility rules and requirements.

TRANSIT/PARKING PROGRAM

MTC shall provide a Transit/Parking Program providing commuting benefits as follows. Employees may elect to participate in one of the four options; and only one option at a time.

Public Transit Option

MTC provides a subsidy in accordance with IRS Fringe Benefit regulation for employees for legitimate and applicable transit ticket purchases. Purchases must be made through authorized MTC provided third-party transit administrator(s) only and must be for a monthly amount needed and used by each employee each month, per IRS regulation.

Effective July 1, 2014, MTC's monthly subsidy ~~will increase~~was increased to up to \$214 per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances. As of January 2014, the allowable tax free level for fare purchase ~~is was~~ \$130, and for eligible parking ~~is was~~ \$250. As of January 2016, the allowable tax free level for fare purchase and parking is \$255 monthly. The rest of the Any subsidy above the IRS limits is taxable income and added to the employees W-2.

Six months after relocation to MTC's new San Francisco office, MTC ~~will review this~~reviewed the transit subsidy level to determine if it ~~is was~~ sufficient to serve the majority of employee transit costs. Based on this review and in consultation with employees, the transit subsidy level was increased to \$255 monthly on December 21, 2016.

Employer Provided Parking Option

While MTC is still located at 101 8th Street, employees may select to contribute \$18.50 per month pre-tax for parking in the MTC leased employee parking lot in lieu of receiving the monthly transit subsidy. This option is based on availability of parking spaces in the lot.

After moving the office to San Francisco, this option will change as follows:

- (a) MTC will maintain rental of the Caltrans owned parking lot;
- (b) Parking spaces in this lot will be available to eligible employees to park at this lot and purchase transit to commute to San Francisco.
- (c) The cost of monthly parking in this lot will equal the cost of monthly parking at the BART Lake Merritt station as of July 1, 2014 (estimated to be \$84.00 per month) and will remain at this level for the period of the MOU.

Carpool Option

While MTC is still located at 101 8th Street, employees in a verified carpool with two or more persons, at least one passenger working at MTC, will receive one free parking space in the MTC leased employee parking lot in lieu of the monthly transit/parking subsidy. This option is based on availability of parking spaces in the lot.

After moving the office to San Francisco, parking in this lot will be administered as explained above, however, expanding the carpool rules for eligible passengers to include someone who works at MTC, ABAG, or the Air District. Carpool participants will be using transit to get to San Francisco.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in IRS Publication 15-B, \$20 per month tax-free subsidy paid by MTC.

Cash-in-Lieu Option

Employees may elect to receive \$20.00 per month cash-in-lieu if not selecting another Transit/Parking Program. Cash-in-lieu payments are subject to federal and state tax withholding.

OTHER ELECTIVE
DEDUCTIONS

Dependent Care Assistant
Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by Agency to administer the program. Employees may elect pre-tax payroll deductions up to the limits set by the Internal Revenue Service for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

Health Care Flexible Spending
Account

MTC's Health Care Flexible Spending Account is a totally employee-funded program, except for the costs incurred by the agency to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account for the reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

Deferred Compensation Plan

Employee may elect to participate in the 457 Deferred compensation program(s) and make pre-tax contributions subject to IRS regulations and program limitations. The Agency will administer the pre-tax deductions and submittal of employee contributions.

PROFESSIONAL
DEVELOPMENT

Professional Development

Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in Agency sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that are determined to be appropriate to the employee's professional development.

Computer Purchase Program	MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular fulltime employees who have completed their probation and are scheduled to work 72 hours or more per pay period. The total cost of each purchase shall be repaid by participating employee through bi-weekly payroll deduction, up to a maximum of a 2-yr period or 52 pay periods. See actual plan for details and limitations.
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MANDATORY PROVISIONS

As required by statute.

Workers' Compensation	Standard
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Unemployment Insurance	Standard
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METROPOLITAN TRANSPORTATION COMMISSION
Oakland, California

MEMORANDUM OF UNDERSTANDING

(As Provided Under California Government Code Section 3505.1)

The representatives of the Executive Director of the Metropolitan Transportation Commission (MTC) have met and conferred with the representatives of specific executive staff employees under provisions of the Meyers-Milias-Brown Act (California Government Code § 3500 et seq.). As a result of these meetings, an agreement has been reached for a three year period from July 1, 2014 through June 30, 2018, covering Fiscal Years 2014-2015, 2015-2016, 2016-2017 and 2017-2018.

The agreed to salary and benefits program for said period is set forth in Attachment A, approved by the Metropolitan Transportation Commission at its regular meeting on July 25, 2014 (Resolution No. 4154), attached hereto and incorporated herein as though set forth at length, which was ratified by the membership of management employees.

Within the period of this MOU, it is agreed to initiate and complete a comprehensive review, through the use of an outside consultant, of MTC's organizational structure, position classifications, and performance management and compensation programs with the goal of reforming the structure, classifications, and programs to more accurately reflect organizational position needs and job duties. This work will be conducted in collaboration with CSR, Confidential, and Management staff representatives, and will have established milestone deadlines and protocols for communicating status to all employees.

It is further agreed to create a Mobility Policy that consolidates aspects of the existing Telework and Mobility Management policies. This new policy will commit to providing equipment that will allow employees to be mobile – in the new building, at other locations, etc. as well as educate managers and supervisors on how to manage and support sporadic and project-based telework needs.

This agreement shall be binding, for its term, upon the successors of the Metropolitan Transportation Commission (MTC) and MTC's representatives of specific executive employees.

Executed at Oakland, California on this 25th day of June, 2014.

Andrew B. Fremier Date
Deputy Executive Director, Operations

Peter Lee Date
Lead Negotiator, Management Staff

Mamie Lai Date
Director of Administrative Services

Robin H. James Date
Human Resources Manager

MTC Medical Premium Cost-Share Table
All Employees - Cost-Share at 5% Employee, 95% Employer
Effective July 1, 2014

<u>Health Plans</u>	<u>Employee Total Monthly Cost 2014 per MOU</u>	<u>MTC Total Monthly Cost 2014</u>	<u>Full Monthly Premium 2014</u>
<u>Blue ShieldHMO</u>			
Employee	\$41.83	\$794.76	\$836.59
Employee + 1 Dependent	\$83.66	\$1,589.52	\$1,673.18
Employee + 2 or More Dep.	\$108.76	\$2,066.37	\$2,175.13
<u>Kaiser HMO</u>			
Employee	\$37.14	\$705.58	\$742.72
Employee + 1 Dependent	\$74.27	\$1,411.17	\$1,485.44
Employee + 2 or More Dep.	\$96.55	\$1,834.52	\$1,931.07
<u>BlueShield NetValueHMO</u>			
Employee	\$35.20	\$668.81	\$704.01
Employee + 1 Dependent	\$70.40	\$1,337.62	\$1,408.02
Employee + 2 or More Dep.	\$91.52	\$1,738.91	\$1,830.43
<u>UnitedhealthcareHMO</u>			
Employee	\$38.21	\$726.03	\$764.24
Employee + 1 Dependent	\$76.42	\$1,452.06	\$1,528.48
Employee + 2 or More Dep.	\$99.35	\$1,887.67	\$1,987.02
<u>Anthem SelectHMO</u>			
Employee	\$32.87	\$624.46	\$657.33
Employee + 1 Dependent	\$65.73	\$1,248.93	\$1,314.66
Employee + 2 or More Dep.	\$85.45	\$1,623.61	\$1,709.06
<u>AnthemTraditionalHMO</u>			
Employee	\$36.42	\$691.99	\$728.41
Employee + 1 Dependent	\$72.84	\$1,383.98	\$1,456.82
Employee + 2 or More Dep.	\$94.69	\$1,799.18	\$1,893.87
<u>PERSChoicePPO</u>			
Employee	\$34.54	\$656.23	\$690.77
Employee + 1 Dependent	\$69.08	\$1,312.46	\$1,381.54
Employee + 2 or More Dep.	\$89.80	\$1,706.20	\$1,796.00
<u>PERSCarePPO</u>			
Employee	\$36.00	\$684.04	\$720.04
Employee + 1 Dependent	\$72.00	\$1,368.08	\$1,440.08
Employee + 2 or More Dep.	\$93.61	\$1,778.50	\$1,872.10
<u>PERSSelect PPO</u>			
Employee	\$33.08	\$628.44	\$661.52
Employee + 1 Dependent	\$66.15	\$1,256.89	\$1,323.04
Employee + 2 or More Dep.	\$86.00	\$1,633.95	\$1,719.95

Health Plans Service Areas: For health plans service areas based upon your home or employer zip code, please refer to the CalPERS Open Enrollment packet mailed to enrolled employees in August, 2013. If you did not receive an Open Enrollment packet in the mail, please see Paula Johnson in Human Resources or go to www.calpers.ca.gov.

Employee Only Cash In-Lieu: an amount not to exceed the second most costly CalPERS employee only health plan available minus the employee cost-share for that plan. For 2014, the second most costly employee only premium is Unitedhealthcare at \$764.24 per month. The Cash In-lieu for 2014 will be \$764.24 - \$34.14 for the employee only Unitedhealthcare cost-share which = **\$730.10 per month**.

Benefit Eligibility: Employee must work at least an average of 20 hours per week to be eligible for Employer medical benefits. Employee must minimally maintain an average work schedule of 72 hours per two-week pay period to receive 100% of MTC's monthly Employer medical benefits contribution. Monthly contributions are prorated for part-time work schedules; therefore, cost-sharing to employees could increase.

**CLASSIFIED EXECUTIVE MANAGEMENT/ADMINISTRATIVE
GRADES X/3, X/4, X/A, X/B, L/2, & L3, effective July 1, 2014**

Title	Grade	Minimum	Maximum
Executive Administrative/Attorney I-II	X/B, L2	\$125,582.40	\$167,321.57
Executive Management/Deputy General Counsel	X/A, L3	\$164,774.57	\$204,876.81
Deputy Executive Director/ Chief Financial Officer	X/3, X/4	\$205,200.00	\$245,233.49

II

Unclassified Executives

Title

Executive Director Salary established by the Commission by employment agreement.

General Counsel Salary established by the Commission by employment agreement.

Classified Executive Management, Executive Administrative, Deputy General Counsel, Attorneys I-II, Deputy Executive Director, and Chief Financial Officer shall be adjusted in FYs July 1, 2015, July 1, 2016, & July 1, 2017 in a manner consistent with the adjustments to the salary schedule in MTC Resolution No. 4054.



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee

DATE: December 7, 2016

FR: Executive Director

RE: MTC Resolution Nos. 4153, Revised, and 4154, Revised: Memorandum of Understanding, Employment Benefits and Salary Schedules from July 1, 2014 through June 30, 2018

This memorandum requests referral of MTC Resolution Nos. 4153, Revised, and 4154, Revised, approving an increase to the employee monthly public transit subsidy to up to \$255 per month. The original agreement provided up to \$214.

Background

As a reminder, MTC Resolution Nos. 4153 and 4154 set forth the employee benefits and salary schedules for Committee for Staff Representation (CSR) represented employees and confidential employees, and specific executive employees, respectively. Attachment A to both resolutions state that the agreed to maximum transit subsidy as \$214 per month. The resolutions further state that "six months after relocation to MTC's new San Francisco office, MTC will review the transit subsidy level to determine if it is sufficient to serve the majority of employee transit costs."

Staff, in consultation with CSR, has reviewed employee transit changes and costs, and recommend the subsidy be increased to up to \$255 per month for all employees. This amount matches the 2016 IRS tax-free fringe benefit maximum. The proposed revisions are shown in track changes on page 8 of Attachment A to each resolution.

Recommendation

Staff recommends that the Committee refer MTC Resolution Nos. 4153, Revised and 4154, Revised to the Commission for approval allowing the increase to the transit benefit as soon as possible for calendar year 2017.


Steve Heminger

SH:rj
Attachments

Date: June 25, 2014
W.I.: 1153
Referred by: Administration
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4153, Revised

This resolution sets forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2014 through and including June 30, 2018.

This resolution was revised on December 21, 2016 to increase the employee monthly public transit subsidy to up to \$255 per month from the original agreement which provided up to \$214 per month.

Further discussion is contained in the Executive Director's memorandum dated December 7, 2016.

Date: June 25, 2014
W.I.: 1153
Referred By: Administration

Re: Employment Benefits and Salary Schedule from July 1, 2014 through June 30, 2018 for CSR and Confidential Employees

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4153

WHEREAS, MTC Resolution No. 4023, adopted July 27, 2011 established employment benefits and a salary schedule for non-management staff employees of the Metropolitan Transportation Commission (MTC) for the period beginning August 1, 2011 through June 30, 2014; and

WHEREAS, the Meyers-Milias-Brown Act (Government Code § 3500 et seq.) allows MTC and its employees to agree to self-representation which requires MTC and its employees to then meet and confer before MTC considers a new resolution to establish employment benefits and salary adjustments; and

WHEREAS, representatives of the Committee for Staff Representation (CSR) representing regular staff employees (other than confidential) have met and conferred with the appointed management negotiator; and

WHEREAS, representatives of the Confidential employees have met and conferred with the appointed management negotiator; and

WHEREAS, the Executive Director has presented the results of the meet-and-confer process to the Administration Committee together with his recommendations for employment benefits and salary adjustments for CSR represented employees and Confidential employees; and

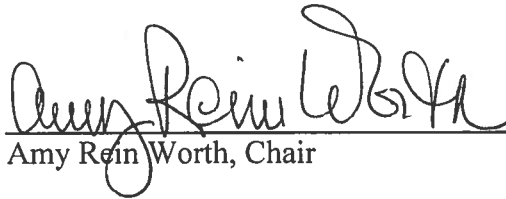
WHEREAS, the Administration Committee has reviewed all employment benefits and salary adjustment proposals and has referred them to the Metropolitan Transportation Commission with a recommendation for approval; now, therefore, be it

RESOLVED, that the employment benefits and salary schedule for CSR represented regular staff employees and Confidential employees effective July 1, 2014 through June 30, 2018 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Executive Director shall approve the applicable salary schedule updates as set forth in Attachment A as necessary to reflect the adjustments authorized therein; and be it further

RESOLVED, that MTC's agency operating budget for FYs 2014-2015, 2015-2016, 2016-2017, and 2017-2018, when adopted, shall include sufficient funds to cover the costs for such employment benefits, salaries, and adjustments.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 25, 2014.

Date: June 25, 2014
W.I.: 1153
Referred By: Administration
Revised: 12/21/16-C

Attachment A
Resolution No. 4153
Page 1 of 14

METROPOLITAN TRANSPORTATION COMMISSION
Oakland, California

SUMMARY OF BENEFITS FOR INCUMBENTS OF FULL-TIME REGULAR CSR
REPRESENTED AND CONFIDENTIAL EMPLOYEE POSITIONS (EXCEPT AS
OTHERWISE NOTED AND EXCLUDING EXECUTIVE EMPLOYEES)

Fiscal Years 2014-2015, 2015-2016, 2016-2017 and 2017-2018

SALARY TABLES

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

Salary Adjustments

Effective July 1, 2014, salary tables shall be adjusted by 2.6%.

Each following July 1 during this MOU period, salary tables shall be adjusted as follows:

July 1, 2015 – 2.6%

July 1, 2016 – 2.6%

July 1, 2017 – 2.6%

Merit Program

Pay step adjustments within range subject to policy guidelines.

PAID LEAVE BENEFITS

Use of all paid leave benefits is regulated per leave policy and the MTC Employee Handbook.

Holidays

Eleven (11) days per year for full time employees. No minimum service required for eligibility.

Funeral Leave

Up to three 3 days (24 hours), on the basis of need, in the case of the death of a defined family member or member of employee's household. No minimum service required for eligibility. This benefit has no cash value and is not payable upon employment separation.

Personal Leave Days

Up to 3 personal leave days (24 hours) are granted at the beginning of each calendar year. The number of personal leave days granted to new employees is prorated as follows:

January through April – 3 days
May through August – 2 days
September through November – 1 day
December – 0 days

In the event that Personal Leave Days are accrued but unused at the end of a calendar year, the employee will receive an amount to start the new calendar year at a maximum of three days. Personal Leave Days are not payable upon employment separation.

Vacation Leave Benefits

Accrual of Vacation Leave Benefits

- One day (8 hours) per month worked starting with the first day of employment. Prorated for new hires based on first working day of employment within the month.
- Addition of one more day (8 more hours) each additional year worked up to a maximum of 13 additional days (104 hours) for a total annual benefit of 25 days (200 hours) a year is reached.
- Accrued to a cap of 62.5 days (500 hours). Once the cap (500 hours) is reached, all vacation accrual stops until such time that the vacation balance falls below the cap (500 hours). If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees working an average of 40 hours over a two-week pay period, but less than 72 hours over a two-week pay period will receive prorated benefits.
- All vacation leave benefits are accrued and available for use with each bi-weekly pay period.

Annual Vacation Cash Out Option

Once a twelve month period, employees may cash-out accrued but unused vacation leave over 320 hours up to cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

Payment Upon Separation

Accrued but unused vacation time off benefits up to the maximum accrual of 62.50 days or 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit

Employees may use accrued vacation time off benefits per policy after completion of first six months of employment per leave policy.

Sick Leave Benefits

Accrual of Sick Time Off Benefits

- One day (8 hours) per month worked starting with the first day of employment. Prorated for new hires based on first working day of employment within the month.
- Employees working an average of 40 hours over a two-week pay period, but less than 72 hours over a two-week pay period will receive prorated benefits.
- Sick time off benefit is accrued without a cap.

Payment Upon Separation

Accrued but unused sick time off benefits up to a maximum of 30 days or 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit

Employees may use accrued sick leave benefits per policy as soon as they are earned.

INTRODUCTION PERIOD

The Introduction period is regulated per applicable policy and the MTC Employee Handbook.

The initial six months of employment is considered to be an introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employee's success.

INSURANCE

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company policies and provided each year during open enrollment.

Group Dental Insurance

Agency pays total premium for employee's coverage. The cost to Employees for coverage for one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents. The Agency contributes the remainder of the premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

Group Dental Insurance
Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the Employee Only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The amount is subject to federal and state tax withholding.

Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five (95%) percent of premium for each coverage line.

Total cost per month to the employee is dependent on the coverage line they select.

Employee contributions will be capped as follows:

\$75.00 for Employee Only
\$125.00 for Employee Plus One
\$175.00 for Employee Plus Family

MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

Group Medical Insurance
Cash-in-Lieu

Employees have the option of receiving cash-in-lieu of enrolling in the health insurance plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of cash-in-lieu will be equal to the second most costly Employee Only premium total minus the Employee contribution amount for that premium. Cash-in-lieu payments are subject to federal and state tax withholding.

Vision Care Insurance	Agency pays total premium for Employee Only coverage. Employees may enroll dependents at their sole cost. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.
Domestic Partner Coverage	MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount of the Agency contributions shall be the same as that specified under "Group Dental Insurance" and "Group Medical Insurance" provisions referenced above.
Life and Related Insurance	Agency pays premiums for Employee life insurance policy; life insurance benefit is equal to one times annual salary or a minimum of \$55,000, whichever is greater. Agency pays additional premium for employee for Accidental Death and Dismemberment policy equal to the group term life insurance coverage. Agency pays premium for qualified dependents (as defined in current policy) for \$2,000 life coverage per dependent.
Group Voluntary Life and Related Insurance	In addition, Employee may elect to purchase, at his/her expense, supplemental Group Voluntary Life Insurance.
Short-Term and Long-Term Disability	<p>Agency pays monthly premium for short-term disability coverage for qualifying employee medical disabilities to cover loss of wages. There is a 14-day waiting period with an additional 11 weeks of paid benefits (total 12 week benefit program). Coverage level is 66 2/3% of salary up to a maximum of \$2,500 a week. Benefits paid are taxable.</p> <p>Agency pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover loss of wages. There is a 90-day waiting period (designed to pick up at the end of the 12-weeks of short-term disability coverage). Coverage level is 67% of monthly salary up to a maximum of \$15,000 per month. Benefits paid are taxable.</p>
Travel Insurance	Agency pays annual premium. Each employee is covered with a policy of \$100,000 for loss of life while traveling on MTC business.

RETIREMENT

1st Tier Retirement Formula
(Classic Plan)

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at age 55.

The Agency and employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8%.

Effective, June 30, 2014, the Agency total contribution rate is 22.395% and the shared contributions are as follows:

- (a) Employee pays 5.210% of salary
- (b) Agency pays 17.185% of salary

Effective July 1, 2014, the Agency total contribution rate will be 25.185% and the shared contributions will be:

- (a) Employee pays 5.602%
- (b) Agency pays 19.583%

July 1, 2015, July 1, 2016, and July 1, 2017, the shared contribution rates will change based on the change in the Employer contribution rate shown in the Annual PERS Actuarial Valuation Report for periods ending June 2013, June 2014, and June 2015, and per any additional CalPERS contribution rate changes announced at the time of the report or separately due to valuation methodology changes.

Other Contracted Benefits
(Classic Plan)

In accordance with Agency's PERS contract amendment effective August 1, 2000, Agency has contracted for the following optional provisions:

3% Maximum Cost-of-Living Allowance; Section 21573 – Third Level 1959 Survivor Benefits; Section 21583 – Second Election 1959 Survivor Benefits; Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit; and Section 20903 – Two years Additional Service Credit.

2nd Tier Retirement Formula
(New Plan)

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

As of June 30, 2014, the Agency total contribution rate is 22.395% and the shared contributions are as follows:

- (a) Employee pays 6.50% of salary
- (b) Agency pays 15.895% of salary

Effective July 1, 2014, the Agency total contribution rate will be 25.185% and the shared contributions will be:

- (c) Employee pays 6.50% of salary
- (d) Agency pays 18.685% of salary

Effective July 1 of each year during this MOU period, the employee rate will be 50% of the plan “Normal Costs” per pension regulation. CalPERS will provide documentation of each fiscal year’s plan Normal Costs directly to the employer in the annual valuation report each October prior to the effective July 1 date.

Other Contracted Benefits
(New Plan)

Plan provisions are determined by pension reform and California PERL. However, this New Plan also includes the same employer selected plan provisions as the Agency’s Classic Plan:

3% Maximum Cost-of-Living Allowance; Section 21573 – Third Level 1959 Survivor Benefits; Section 21583 – Second Election 1959 Survivor Benefits; Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit; and Section 20903 – Two years Additional Service Credit.

Retiree Medical

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC employees and at the same co-pay amounts (and per CalPERS’ PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare. His/her PERS health coverage is then provided as a supplement.

Retiree Dental and Vision

MTC shall provide retiree group insurance plans for dental and vision coverage. The cost of premiums will be the sole responsibility of the retiree. Eligibility for this program will follow CalPERS retiree medical eligibility rules and requirements.

TRANSIT/PARKING PROGRAM

MTC shall provide a Transit/Parking Program providing commuting benefits as follows. Employees may elect to participate in only one option at a time.

Public Transit Option

MTC provides a subsidy in accordance with IRS Fringe Benefit regulation for employees for legitimate and applicable transit ticket purchases. Purchases must be made through authorized MTC provided third-party transit administrator(s) only and must be for a monthly amount needed and used by each employee each month, per IRS regulation.

Effective July 1, 2014, MTC's monthly subsidy ~~will increase~~was increased to up to \$214 per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances. As of January 2014, the allowable tax free level for fare purchase ~~is~~was \$130, and for eligible parking ~~is~~was \$250. As of January 2016, the allowable tax free level for fare purchase and parking is \$255 monthly. The rest of the Any subsidy above the IRS limits is taxable income.

Six months after relocation to MTC's new San Francisco office, MTC ~~will review this~~reviewed the transit subsidy level to determine if it ~~is~~was sufficient to serve the majority of employee transit costs. Based on this review and in consultation with employees, the transit subsidy level was increased to \$255 monthly on December 21, 2016.

Employer Provided Parking Option

While MTC is still located at 101 8th Street, employees may select to contribute \$18.50 per month pre-tax for parking in the MTC leased employee parking lot in lieu of receiving the monthly transit subsidy. This option is based on availability of parking spaces in the lot.

After moving the office to San Francisco, this option will change as follows:

- (a) MTC will maintain rental of the Caltrans owned parking lot;
- (b) Parking spaces in this lot will be available to eligible employees to park at this lot and purchase transit to commute to San Francisco.
- (c) The cost of monthly parking in this lot will equal the cost of monthly parking at the BART Lake Merritt station as of July 1, 2014 (estimated to be \$84.00 per month) and will remain at this level for the period of the MOU.

Carpool Option

While MTC is still located at 101 8th Street, employees in a verified carpool with two or more persons, at least one passenger working at MTC, will receive one free parking space in the MTC leased employee parking lot in lieu of the monthly transit/parking subsidy. This option is based on availability of parking spaces in the lot.

After moving the office to San Francisco, parking in this lot will be administered as explained above, however, expanding the carpool rules for eligible passengers to include someone who works at MTC, ABAG, or the Air District. Carpool participants will be using transit to get to San Francisco.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in IRS Publication 15-B, \$20 per month tax-free subsidy paid by MTC.

Cash-in-Lieu Option

Employees may elect to receive \$20.00 per month cash-in-lieu if not selecting another Transit/Parking Program. Cash-in-lieu payments are subject to federal and state tax withholding.

OTHER ELECTIVE
DEDUCTIONS

Dependent Care Assistant
Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by Agency to administer the program. Employees may elect pre-tax payroll deductions up to the limits set by the Internal Revenue Service for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

Health Care Flexible Spending
Account

MTC's Health Care Flexible Spending Account is a totally employee-funded program, except for the costs incurred by the agency to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account for the reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

Deferred Compensation Plan

Employee may elect to participate in the 457 Deferred compensation program(s) and make pre-tax contributions subject to IRS regulations and program limitations. The Agency will administer the pre-tax deductions and submittal of employee contributions.

PROFESSIONAL
DEVELOPMENT

Professional Development

Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in Agency sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that are determined to be appropriate to the employee's professional development.

Computer Purchase Program	MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular fulltime employees who have completed their probation and are scheduled to work 72 hours or more per pay period. The total cost of each purchase shall be repaid by participating employee through bi-weekly payroll deduction, up to a maximum of a 2-yr period or 52 pay periods. See actual plan for details and limitations.
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MANDATORY PROVISIONS

As required by statute.

Workers' Compensation	Standard
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Unemployment Insurance	Standard
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METROPOLITAN TRANSPORTATION COMMISSION
Oakland, California

MEMORANDUM OF UNDERSTANDING

(As Provided Under California Government Code Section 3505.1)

The representatives of the Executive Director of the Metropolitan Transportation Commission (MTC) have met and conferred with the Committee for Staff Representation (CSR), representing certain staff of the Metropolitan Transportation Commission, and the Confidential employees, under provisions of the Meyers-Milias-Brown Act (California Government Code § 3500 et seq.). As a result of these meetings, an agreement has been reached for a three year period from July 1, 2014 through June 30, 2018, covering Fiscal Years 2014-2015, 2015-2016, 2016-2017 and 2017-2018.

The agreed to salary and benefits program for the first fiscal year of said period is set forth in Attachment A, approved by the Metropolitan Transportation Commission at its regular meeting on July 25, 2014 (Resolution No. 4153), attached hereto and incorporated herein as though set forth at length, which was ratified by the membership of CSR and the Confidentials.

Within the period of this MOU, it is agreed to initiate and complete a comprehensive review, through the use of an outside consultant, of MTC's organizational structure, position classifications, and performance management and compensation programs with the goal of reforming the structure, classifications, and programs to more accurately reflect organizational position needs and job duties. This work will be conducted in collaboration with CSR, Confidential, and Management staff representatives, and will have established milestone deadlines and protocols for communicating status to all employees.

It is further agreed to create a Mobility Policy that consolidates aspects of the existing Telework and Mobility Management policies. This new policy will commit to providing equipment that will allow employees to be mobile – in the new building, at other locations, etc. as well as educate managers and supervisors on how to manage and support sporadic and project-based telework needs.

This agreement shall be binding, for its term, upon the successors of the Metropolitan Transportation Commission (MTC) and MTC's Committee for Staff Representation (CSR) and the Confidentials.

Executed at Oakland, California on this 25th day of June, 2014.

Andrew B. Fremier Date
Deputy Executive Director, Operations

Marcella Aranda Date
Lead Negotiator, Committee for Staff
Representation (CSR)

Mamie Lai Date
Director of Administrative Services

Thomas H. Bryan Date
Lead Negotiator, Confidential Staff

Robin H. James Date
Human Resources Manager

MTC Medical Premium Cost-Share Table
All Employees - Cost-Share at 5% Employee, 95% Employer
Effective July 1, 2014

<u>Health Plans</u>	<u>Employee Total Monthly Cost 2014 per MOU</u>	<u>MTC Total Monthly Cost 2014</u>	<u>Full Monthly Premium 2014</u>
<u>Blue ShieldHMO</u>			
Employee	\$41.83	\$794.76	\$836.59
Employee + 1 Dependent	\$83.66	\$1,589.52	\$1,673.18
Employee + 2 or More Dep.	\$108.76	\$2,066.37	\$2,175.13
<u>Kaiser HMO</u>			
Employee	\$37.14	\$705.58	\$742.72
Employee + 1 Dependent	\$74.27	\$1,411.17	\$1,485.44
Employee + 2 or More Dep.	\$96.55	\$1,834.52	\$1,931.07
<u>BlueShield NetValueHMO</u>			
Employee	\$35.20	\$668.81	\$704.01
Employee + 1 Dependent	\$70.40	\$1,337.62	\$1,408.02
Employee + 2 or More Dep.	\$91.52	\$1,738.91	\$1,830.43
<u>UnitedhealthcareHMO</u>			
Employee	\$38.21	\$726.03	\$764.24
Employee + 1 Dependent	\$76.42	\$1,452.06	\$1,528.48
Employee + 2 or More Dep.	\$99.35	\$1,887.67	\$1,987.02
<u>Anthem SelectHMO</u>			
Employee	\$32.87	\$624.46	\$657.33
Employee + 1 Dependent	\$65.73	\$1,248.93	\$1,314.66
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<u>PERSCoPPO</u>			
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Employee + 1 Dependent	\$66.15	\$1,256.89	\$1,323.04
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Health Plans Service Areas: For health plans service areas based upon your home or employer zip code, please refer to the CalPERS Open Enrollment packet mailed to enrolled employees in August, 2013. If you did not receive an Open Enrollment packet in the mail, please see Paula Johnson in Human Resources or go to www.calpers.ca.gov.

Employee Only Cash In-Lieu: an amount not to exceed the second most costly CalPERS employee only health plan available minus the employee cost-share for that plan. For 2014, the second most costly employee only premium is Unitedhealthcare at \$764.24 per month. The Cash In-lieu for 2014 will be \$764.24 - \$34.14 for the employee only Unitedhealthcare cost-share which = **\$730.10 per month.**

Benefit Eligibility: Employee must work at least an average of 20 hours per week to be eligible for Employer medical benefits. Employee must minimally maintain an average work schedule of 72 hours per two-week pay period to receive 100% of MTC's monthly Employer medical benefits contribution. Monthly contributions are prorated for part-time work schedules; therefore, cost-sharing to employees could increase.

Estimated MTC Salary Ranges 2.60% COLA Increase Effective JULY 1, 2014

	A	A1	B	B1	C	C1	D	D1	E	E1	F	
IX	107808.07	110503.29	113265.78	116097.32	118999.70	121974.67	125024.03	128149.54	131353.20	134637.02	138002.99	Yearly
Sr.	8984.01	9208.61	9438.81	9674.78	9916.64	10164.56	10418.67	10679.13	10946.10	11219.75	11500.25	Monthly
	4146.46	4250.13	4356.38	4465.28	4576.91	4691.33	4808.62	4928.83	5052.05	5178.35	5307.81	Bi-Weekly
	51.8308	53.1266	54.4547	55.8160	57.2114	58.6417	60.1077	61.6104	63.1506	64.7293	66.3476	Hourly
VIII	88051.20	90252.40	92508.67	94821.33	97191.94	99621.83	102112.34	104665.24	107281.91	109963.98	112713.15	Yearly
Assoc.	7337.60	7521.03	7709.06	7901.78	8099.33	8301.82	8509.36	8722.10	8940.16	9163.66	9392.76	Monthly
	3386.58	3471.25	3558.03	3646.97	3738.15	3831.61	3927.40	4025.59	4126.23	4229.38	4335.12	Bi-Weekly
	42.3323	43.3906	44.4753	45.5872	46.7269	47.8951	49.0925	50.3198	51.5778	52.8673	54.1890	Hourly
VII	76372.44	78281.67	80238.64	82244.68	84300.90	86408.40	88568.53	90782.83	93052.42	95378.62	97763.00	Yearly
Asst.	6364.37	6523.47	6686.55	6853.72	7025.07	7200.70	7380.71	7565.24	7754.37	7948.22	8146.92	Monthly
	2937.40	3010.83	3086.10	3163.26	3242.34	3323.40	3406.48	3491.65	3578.94	3668.41	3760.12	Bi-Weekly
	36.7175	37.6354	38.5763	39.5407	40.5293	41.5425	42.5810	43.6456	44.7367	45.8551	47.0014	Hourly
VI	66237.45	67893.35	69590.76	71330.59	73113.93	74941.68	76815.17	78735.50	80703.79	82721.38	84789.36	Yearly
Jr.	5519.79	5657.78	5799.23	5944.22	6092.83	6245.14	6401.26	6561.29	6725.32	6893.45	7065.78	Monthly
	2547.59	2611.28	2676.57	2743.48	2812.07	2882.37	2954.43	3028.29	3103.99	3181.59	3261.13	Bi-Weekly
	31.8449	32.6410	33.4571	34.2936	35.1509	36.0297	36.9304	37.8536	38.7999	39.7699	40.7641	Hourly
V	60048.37	61549.51	63088.18	64665.48	66282.08	67939.08	69637.61	71378.55	73163.00	74992.08	76866.90	Yearly
Tech.	5004.03	5129.13	5257.35	5388.79	5523.51	5661.59	5803.13	5948.21	6096.92	6249.34	6405.57	Monthly
	2309.55	2367.29	2426.47	2487.13	2549.31	2613.04	2678.37	2745.33	2813.96	2884.31	2956.42	Bi-Weekly
	28.8694	29.5911	30.3309	31.0892	31.8664	32.6630	33.4796	34.3166	35.1745	36.0539	36.9552	Hourly
IV	54575.12	55939.49	57338.06	58771.48	60240.87	61746.90	63290.67	64872.85	66494.78	68157.12	69860.97	Yearly
Adm/Tech	4547.93	4661.62	4778.17	4897.62	5020.07	5145.57	5274.22	5406.07	5541.23	5679.76	5821.75	Monthly
	2099.04	2151.52	2205.31	2260.44	2316.96	2374.88	2434.26	2495.11	2557.49	2621.43	2686.96	Bi-Weekly
	26.2380	26.8940	27.5684	28.2555	28.9620	29.6860	30.4282	31.1889	31.9686	32.7678	33.5870	Hourly
III	49627.77	50868.52	52140.41	53443.85	54779.95	56149.57	57553.14	58991.98	60466.74	61978.28	63527.70	Yearly
Adm III	4135.65	4239.04	4345.03	4453.65	4565.00	4679.13	4796.10	4916.00	5038.89	5164.86	5293.97	Monthly
	1908.76	1956.48	2005.40	2055.53	2106.92	2159.60	2213.58	2268.92	2325.64	2383.78	2443.37	Bi-Weekly
	23.8595	24.4560	25.0675	25.6942	26.3365	26.9950	27.6698	28.3615	29.0705	29.7973	30.5422	Hourly
II	45037.42	46163.24	47317.36	48500.43	49712.88	50955.81	52229.87	53535.49	54873.98	56246.00	57651.97	Yearly
Adm II	3753.12	3846.94	3943.11	4041.70	4142.74	4246.32	4352.49	4461.29	4572.83	4687.17	4804.33	Monthly
	1732.21	1775.51	1819.90	1865.40	1912.03	1959.84	2008.84	2059.06	2110.54	2163.31	2217.38	Bi-Weekly
	21.6526	22.1939	22.7487	23.3175	23.9004	24.4980	25.1105	25.7382	26.3817	27.0413	27.7173	Hourly
I	39650.15	40641.45	41657.34	42698.92	43766.40	44860.66	45982.13	47131.68	48309.96	49517.63	50755.77	Yearly
Adm I	3304.18	3386.79	3471.44	3558.24	3647.20	3738.39	3831.84	3927.64	4025.83	4126.47	4229.65	Monthly
	1525.01	1563.13	1602.21	1642.27	1683.32	1725.41	1768.54	1812.76	1858.08	1904.52	1952.14	Bi-Weekly
	19.0626	19.5392	20.0276	20.5283	21.0415	21.5676	22.1068	22.6595	23.2259	23.8066	24.4018	Hourly

By definition: Annual is Hrly times 2080 Hrs BiWeekly is Annual divided by 26 pay periods Monthly is Annual divided by 12 months

Date: June 25, 2014
W.I.: 1153
Referred by: Administration
Revised: 12/21/16-C

ABSTRACT

Resolution No. 4154, Revised

This resolution sets forth the employment benefits and salary schedule for specific executive employees from July 1, 2014 through and including June 30, 2018.

This resolution was revised on December 21, 2016 to increase the employee monthly public transit subsidy to up to \$255 per month from the original agreement which provided up to \$214 per month.

Further discussion is contained in the Executive Director's memorandum dated December 7, 2016.

Date: June 25, 2014
W.I.: 1153
Referred By: Administration

Re: Employment Benefits and Salary Schedule from July 1, 2014 through June 30, 2018 for Specific Executive Employees

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4154

WHEREAS, MTC Resolution No. 4024, adopted July 27, 2011 established employment benefits and a salary schedule for specific executive employees of the Metropolitan Transportation Commission (MTC) for the period beginning August 1, 2011 through June 30, 2014; and

WHEREAS, the Meyers-Milius-Brown Act (Government Code § 3500 et seq.) allows MTC and its employees to agree to self-representation which requires MTC and its employees to then meet and confer before MTC considers a new resolution to establish employment benefits and salary adjustments; and

WHEREAS, representatives of the executive staff have met and conferred with the appointed agency negotiator; and

WHEREAS, the Executive Director has presented the results of the meet-and-confer process to the Administration Committee together with his recommendations for employment benefits and salary adjustments for specific executive employees; and

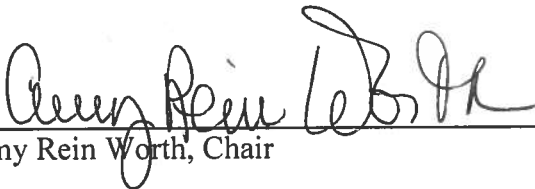
WHEREAS, the Administration Committee has reviewed all employment benefits and salary adjustment proposals and has referred them to the Metropolitan Transportation Commission with a recommendation for approval; now, therefore, be it

RESOLVED, that the employment benefits and salary schedule for specific executive employees effective July 1, 2014 through June 30, 2018 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Executive Director shall approve the applicable salary schedule updates as set forth in Attachment A as necessary to reflect the adjustments authorized therein; and be it further

RESOLVED, that MTC's agency operating budget for FYs 2014-2015, 2015-2016, 2016-2017, and 2017-2018, when adopted, shall include sufficient funds to cover the costs for such employment benefits, salaries, and adjustments.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 25, 2014.

Date: June 25, 2014
W.I.: 1153
Referred By: Administration
Revised: 12/21/16-C

Attachment A
Resolution No. 4154
Page 1 of 14

METROPOLITAN TRANSPORTATION COMMISSION
Oakland, California

SUMMARY OF BENEFITS FOR INCUMBENTS OF SPECIFIC EXECUTIVE
EMPLOYEE POSITIONS

Fiscal Years 2014-2015, 2015-2016, 2016-2017 and 2017-2018

SALARY TABLES

Salary administration is regulated per compensation policy and the MTC Employee Handbook.

Salary Adjustments

Effective July 1, 2014, salary tables shall be adjusted by 2.6%.

Each following July 1 during this MOU period, salary tables shall be adjusted as follows:

July 1, 2015 – 2.6%

July 1, 2016 – 2.6%

July 1, 2017 – 2.6%

Merit Program

Pay step adjustments within range subject to policy guidelines.

PAID LEAVE BENEFITS

Use of all paid leave benefits is regulated per leave policy and the MTC Employee Handbook.

Holidays

Eleven (11) days per year for full time employees. No minimum service required for eligibility.

Funeral Leave

Up to three 3 days (24 hours), on the basis of need, in the case of the death of a defined family member or member of employee's household. No minimum service required for eligibility. This benefit has no cash value and is not payable upon employment separation.

Personal Leave Days

Up to 3 personal leave days (24 hours) are granted at the beginning of each calendar year. The number of personal leave days granted to new employees is prorated as follows:

January through April – 3 days
May through August – 2 days
September through November – 1 day
December – 0 days

In the event that Personal Leave Days are accrued but unused at the end of a calendar year, the employee will receive an amount to start the new calendar year at a maximum of three days. Personal Leave Days are not payable upon employment separation.

Vacation Leave Benefits

Accrual of Vacation Leave Benefits

- One day (8 hours) per month worked starting with the first day of employment. Prorated for new hires based on first working day of employment within the month.
- Addition of one more day (8 more hours) each additional year worked up to a maximum of 13 additional days (104 hours) for a total annual benefit of 25 days (200 hours) a year is reached.
- Accrued to a cap of 62.5 days (500 hours). Once the cap (500 hours) is reached, all vacation accrual stops until such time that the vacation balance falls below the cap (500 hours). If the vacation accrual is larger than the difference between the vacation balance and the 500 hour cap, individuals will receive only a fraction of their bi-weekly vacation accrual for that pay period bringing their vacation balance to 500 hours.
- Employees working an average of 40 hours over a two-week pay period, but less than 72 hours over a two-week pay period will receive prorated benefits.
- All vacation leave benefits are accrued and available for use with each bi-weekly pay period.

Annual Vacation Cash Out Option

Once a twelve month period, employees may cash-out accrued but unused vacation leave over 320 hours up to cap of 500 hours. Payment will be made at the employee's current hourly rate and is considered taxable earnings. Payment is subject to any and all applicable deductions.

Payment Upon Separation

Accrued but unused vacation time off benefits up to the maximum accrual of 62.50 days or 500 hours are payable upon employment separation at the hourly rate earned by the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit

Employees may use accrued vacation time off benefits per policy after completion of six months of employment per leave policy.

Sick Leave Benefits

Accrual of Sick Time Off Benefits

- One day (8 hours) per month worked starting with the first day of employment. Prorated for new hires based on first working day of employment within the month.
- Employees working an average of 40 hours over a two-week pay period, but less than 72 hours over a two-week pay period will receive prorated benefits.
- Sick time off benefit is accrued without a cap.

Payment Upon Separation

Accrued but unused sick time off benefits up to a maximum of 30 days or 240 hours are payable upon employment separation at the hourly rate paid the employee at the time of employment separation. Payment will be in one lump sum and is subject to any and all applicable deductions.

Use of Benefit

Employees may use accrued sick leave benefits per policy as soon as they are earned per leave policy.

INTRODUCTION PERIOD

The Introduction period is regulated per applicable policy and the MTC Employee Handbook.

The initial first year of employment is considered to be an introduction period during which time a new employee's work and conduct are observed and evaluated, orientation and training provided as necessary, and issues with performance addressed directly and promptly in an effort to ensure the employees success.

INSURANCE

Scope, limitations, and annual insurance premium costs are set forth in actual insurance company policies and provided each year during open enrollment.

Group Dental Insurance

Agency pays total premium for employee's coverage. The cost to Employees for coverage for one dependent is \$6.30 per month, and \$19.13 per month for two or more dependents. The Agency contributes the remainder of the premium. MTC will deduct employee dependent premium payments from earned wages pre-tax as allowable by law.

Group Dental Insurance
Cash-in-Lieu

Employees have the option of receiving the equivalent dollar amount of the Employee Only premium in cash upon signing a waiver of coverage and providing proof of being covered under a comparable dental plan. The amount is subject to federal and state tax withholding.

Group Medical Insurance

Employees agree to contribute towards medical premiums by paying five percent (5%) of the premium for each coverage line. The employer will cover ninety-five percent of premium for each coverage line.

Total cost per month to the employee is dependent on the coverage line they select.

Employee contributions will be capped as follows:

\$75.00 for Employee Only
\$125.00 for Employee Plus One
\$175.00 for Employee Plus Family

MTC will deduct employee medical insurance premium payments from earned wages pre-tax as allowable by law.

Group Medical Insurance
Cash-in-Lieu

Employees have the option of receiving cash-in-lieu of enrolling in the health insurance plan upon the signing of a waiver of coverage and providing proof of being covered under a comparable medical plan. The amount of cash-in-lieu will be equal to the second most costly Employee Only premium total minus the Employee contribution amount for that premium. Cash-in-lieu payments are subject to federal and state tax withholding.

Vision Care Insurance	Agency pays total premium for Employee Only coverage. Employees may enroll dependents at their sole cost. MTC will deduct dependent premium payments from earned wages pre-tax as allowable by law.
Domestic Partner Coverage	MTC provides group medical insurance, group dental insurance, and group vision coverage for an eligible domestic partner and dependents subject to CalPERS regulations regarding domestic partner coverage. The maximum amount of the Agency contributions shall be the same as that specified under “Group Dental Insurance” and “Group Medical Insurance” provisions referenced above.
Life and Related Insurance	Agency pays premiums for Employee life insurance policy; life insurance benefit is equal to two times annual salary or a minimum of \$100,000, whichever is greater. Agency pays additional premium for employee for Accidental Death and Dismemberment policy equal to the group term life insurance coverage. Agency pays premium for qualified dependents (as defined in current policy) for \$2,000 life coverage per dependent.
Group Voluntary Life and Related Insurance	In addition, Employee may elect to purchase, at his/her expense, supplemental Group Voluntary Life Insurance.
Short-Term and Long-Term Disability	<p>Agency pays monthly premium for short-term disability coverage for qualifying employee medical disabilities to cover loss of wages. There is a 14-day waiting period with an additional 11 weeks of paid benefits (total 12 week benefit program). Coverage level is 66 2/3% of salary up to a maximum of \$2,500 a week. Benefits paid are taxable.</p> <p>Agency pays monthly premium for long-term disability coverage for qualifying employee medical disabilities to cover loss of wages. There is a 90-day waiting period (designed to pick up at the end of the 12-weeks of short-term disability coverage). Coverage level is 67% of monthly salary up to a maximum of \$15,000 per month. Benefits paid are taxable.</p>
Travel Insurance	Agency pays annual premium. Each employee is covered with a policy of \$100,000 for loss of life while traveling on MTC business.

RETIREMENT

1st Tier Retirement Formula
(Classic Plan)

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.5% at age 55.

The Agency and employee agree to equally share any annual employer contribution rate change with employees assuming 50% of the annual employer rate change up to an employee total contribution rate capped at 8%.

Effective, June 30, 2014, the Agency total contribution rate is 22.395% and the shared contributions are as follows:

- (a) Employee pays 5.210% of salary
- (b) Agency pays 17.185% of salary

Effective July 1, 2014, the Agency total contribution rate will be 25.185% and the shared contributions will be:

- (a) Employee pays 5.602%
- (b) Agency pays 19.583%

July 1, 2015, July 1, 2016, and July 1, 2017, the shared contribution rates will change based on the change in the Employer contribution rate shown in the Annual PERS Actuarial Valuation Report for periods ending June 2013, June 2014, and June 2015, and per any additional CalPERS contribution rate changes announced at the time of the report or separately due to valuation methodology changes.

Other Contracted Benefits
(Classic Plan)

In accordance with Agency's PERS contract amendment effective August 1, 2000, Agency has contracted for the following optional provisions:

3% Maximum Cost-of-Living Allowance; Section 21573 – Third Level 1959 Survivor Benefits; Section 21583 – Second Election 1959 Survivor Benefits; Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit; and Section 20903 – Two years Additional Service Credit.

2nd Tier Retirement Formula
(New Plan)

The retirement benefit formula is calculated, pursuant to contract with PERS, at 2.0% at 62.

As of June 30, 2014, the Agency total contribution rate is 22.395% and the shared contributions are as follows:

- (a) Employee pays 6.50% of salary
- (b) Agency pays 15.895% of salary

Effective July 1, 2014, the Agency total contribution rate will be 25.185% and the shared contributions will be:

- (c) Employee pays 6.50% of salary
- (d) Agency pays 18.685% of salary

Effective July 1 of each year during this MOU period, the employee rate will be 50% of the plan “Normal Costs” per pension regulation. CalPERS will provide documentation of each fiscal year’s plan Normal Costs directly to the employer in the annual valuation report each October prior to the effective July 1 date.

Other Contracted Benefits
(New Plan)

Plan provisions are determined by pension reform and California PERL. However, this New Plan also includes the same employer selected plan provisions as the Agency’s Classic Plan:

3% Maximum Cost-of-Living Allowance; Section 21573 – Third Level 1959 Survivor Benefits; Section 21583 – Second Election 1959 Survivor Benefits; Section 21548 – Pre-retirement Optional Settlement 2 Death Benefit; and Section 20903 – Two years Additional Service Credit.

Retiree Medical

Retiree and eligible dependents are entitled to the same medical benefits provided to regular MTC employees and at the same co-pay amounts (and per CalPERS’ PEMCHA Equal Method Plan). If eligible, a retired MTC employee must apply for Medicare. His/her PERS health coverage is then provided as a supplement.

Retiree Dental and Vision

MTC shall provide retiree group insurance plans for dental and vision coverage. The cost of premiums will be the sole responsibility of the retiree. Eligibility for this program will follow CalPERS retiree medical eligibility rules and requirements.

TRANSIT/PARKING PROGRAM

MTC shall provide a Transit/Parking Program providing commuting benefits as follows. Employees may elect to participate in one of the four options; and only one option at a time.

Public Transit Option

MTC provides a subsidy in accordance with IRS Fringe Benefit regulation for employees for legitimate and applicable transit ticket purchases. Purchases must be made through authorized MTC provided third-party transit administrator(s) only and must be for a monthly amount needed and used by each employee each month, per IRS regulation.

Effective July 1, 2014, MTC's monthly subsidy ~~will increase~~was increased to up to \$214 per month.

MTC will provide this subsidy tax-free per IRS fringe benefit allowances. As of January 2014, the allowable tax free level for fare purchase ~~is~~was \$130, and for eligible parking ~~is~~was \$250. As of January 2016, the allowable tax free level for fare purchase and parking is \$255 monthly. The rest of the Any subsidy above the IRS limits is taxable income and added to the employees W-2.

Six months after relocation to MTC's new San Francisco office, MTC ~~will review this~~reviewed the transit subsidy level to determine if it ~~is~~was sufficient to serve the majority of employee transit costs. Based on this review and in consultation with employees, the transit subsidy level was increased to \$255 monthly on December 21, 2016.

Employer Provided Parking Option

While MTC is still located at 101 8th Street, employees may select to contribute \$18.50 per month pre-tax for parking in the MTC leased employee parking lot in lieu of receiving the monthly transit subsidy. This option is based on availability of parking spaces in the lot.

After moving the office to San Francisco, this option will change as follows:

- (a) MTC will maintain rental of the Caltrans owned parking lot;
- (b) Parking spaces in this lot will be available to eligible employees to park at this lot and purchase transit to commute to San Francisco.
- (c) The cost of monthly parking in this lot will equal the cost of monthly parking at the BART Lake Merritt station as of July 1, 2014 (estimated to be \$84.00 per month) and will remain at this level for the period of the MOU.

Carpool Option

While MTC is still located at 101 8th Street, employees in a verified carpool with two or more persons, at least one passenger working at MTC, will receive one free parking space in the MTC leased employee parking lot in lieu of the monthly transit/parking subsidy. This option is based on availability of parking spaces in the lot.

After moving the office to San Francisco, parking in this lot will be administered as explained above, however, expanding the carpool rules for eligible passengers to include someone who works at MTC, ABAG, or the Air District. Carpool participants will be using transit to get to San Francisco.

Bicycle Commuter Option

For any employee regularly using a bicycle for a substantial portion of the travel between the employee's residence and place of employment for qualifying bicycle commuting months as described in IRS Publication 15-B, \$20 per month tax-free subsidy paid by MTC.

Cash-in-Lieu Option

Employees may elect to receive \$20.00 per month cash-in-lieu if not selecting another Transit/Parking Program. Cash-in-lieu payments are subject to federal and state tax withholding.

OTHER ELECTIVE
DEDUCTIONS

Dependent Care Assistant
Plan (DCAP)

MTC's Dependent Care Assistance Plan (DCAP) is a totally employee-funded program, except for the costs incurred by Agency to administer the program. Employees may elect pre-tax payroll deductions up to the limits set by the Internal Revenue Service for the reimbursement of eligible childcare and dependent care expenses, in accordance with IRS regulations. See actual plan for details and limitations.

Health Care Flexible Spending
Account

MTC's Health Care Flexible Spending Account is a totally employee-funded program, except for the costs incurred by the agency to administer the program. Employees may elect pre-tax payroll deductions up to a limit equivalent to the Federal Health Care Flexible Spending Account for the reimbursement of eligible healthcare costs that are not covered under the employee's health insurance. See actual plan for details and limitations.

Deferred Compensation Plan

Employee may elect to participate in the 457 Deferred compensation program(s) and make pre-tax contributions subject to IRS regulations and program limitations. The Agency will administer the pre-tax deductions and submittal of employee contributions.

PROFESSIONAL
DEVELOPMENT

Professional Development

Subject to approval by the Section Director and appropriations in the annual training and travel budget, employees may participate in Agency sponsored Professional Development, defined as any training, materials, testing, licensing, membership, conferences, classes, tuition, etc. that are determined to be appropriate to the employee's professional development.

Computer Purchase Program	MTC will assist in the purchase of a personal computer and peripheral equipment, up to a maximum of \$5,000 for regular fulltime employees who have completed their probation and are scheduled to work 72 hours or more per pay period. The total cost of each purchase shall be repaid by participating employee through bi-weekly payroll deduction, up to a maximum of a 2-yr period or 52 pay periods. See actual plan for details and limitations.
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MANDATORY PROVISIONS

As required by statute.

Workers' Compensation	Standard
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Unemployment Insurance	Standard
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Robin H. James
Human Resources Manager

MTC Medical Premium Cost-Share Table
All Employees - Cost-Share at 5% Employee, 95% Employer
Effective July 1, 2014

<u>Health Plans</u>	<u>Employee Total Monthly Cost 2014 per MOU</u>	<u>MTC Total Monthly Cost 2014</u>	<u>Full Monthly Premium 2014</u>
<u>Blue ShieldHMO</u>			
Employee	\$41.83	\$794.76	\$836.59
Employee + 1 Dependent	\$83.66	\$1,589.52	\$1,673.18
Employee + 2 or More Dep.	\$108.76	\$2,066.37	\$2,175.13
<u>Kaiser HMO</u>			
Employee	\$37.14	\$705.58	\$742.72
Employee + 1 Dependent	\$74.27	\$1,411.17	\$1,485.44
Employee + 2 or More Dep.	\$96.55	\$1,834.52	\$1,931.07
<u>BlueShield NetValueHMO</u>			
Employee	\$35.20	\$668.81	\$704.01
Employee + 1 Dependent	\$70.40	\$1,337.62	\$1,408.02
Employee + 2 or More Dep.	\$91.52	\$1,738.91	\$1,830.43
<u>UnitedhealthcareHMO</u>			
Employee	\$38.21	\$726.03	\$764.24
Employee + 1 Dependent	\$76.42	\$1,452.06	\$1,528.48
Employee + 2 or More Dep.	\$99.35	\$1,887.67	\$1,987.02
<u>Anthem SelectHMO</u>			
Employee	\$32.87	\$624.46	\$657.33
Employee + 1 Dependent	\$65.73	\$1,248.93	\$1,314.66
Employee + 2 or More Dep.	\$85.45	\$1,623.61	\$1,709.06
<u>AnthemTraditionalHMO</u>			
Employee	\$36.42	\$691.99	\$728.41
Employee + 1 Dependent	\$72.84	\$1,383.98	\$1,456.82
Employee + 2 or More Dep.	\$94.69	\$1,799.18	\$1,893.87
<u>PERSChoicePPO</u>			
Employee	\$34.54	\$656.23	\$690.77
Employee + 1 Dependent	\$69.08	\$1,312.46	\$1,381.54
Employee + 2 or More Dep.	\$89.80	\$1,706.20	\$1,796.00
<u>PERSCarePPO</u>			
Employee	\$36.00	\$684.04	\$720.04
Employee + 1 Dependent	\$72.00	\$1,368.08	\$1,440.08
Employee + 2 or More Dep.	\$93.61	\$1,778.50	\$1,872.10
<u>PERSSelect PPO</u>			
Employee	\$33.08	\$628.44	\$661.52
Employee + 1 Dependent	\$66.15	\$1,256.89	\$1,323.04
Employee + 2 or More Dep.	\$86.00	\$1,633.95	\$1,719.95

Health Plans Service Areas: For health plans service areas based upon your home or employer zip code, please refer to the CalPERS Open Enrollment packet mailed to enrolled employees in August, 2013. If you did not receive an Open Enrollment packet in the mail, please see Paula Johnson in Human Resources or go to www.calpers.ca.gov.

Employee Only Cash In-Lieu: an amount not to exceed the second most costly CalPERS employee only health plan available minus the employee cost-share for that plan. For 2014, the second most costly employee only premium is Unitedhealthcare at \$764.24 per month. The Cash In-lieu for 2014 will be \$764.24 - \$34.14 for the employee only Unitedhealthcare cost-share which = **\$730.10 per month**.

Benefit Eligibility: Employee must work at least an average of 20 hours per week to be eligible for Employer medical benefits. Employee must minimally maintain an average work schedule of 72 hours per two-week pay period to receive 100% of MTC's monthly Employer medical benefits contribution. Monthly contributions are prorated for part-time work schedules; therefore, cost-sharing to employees could increase.

**CLASSIFIED EXECUTIVE MANAGEMENT/ADMINISTRATIVE
GRADES X/3, X/4, X/A, X/B, L/2, & L3, effective July 1, 2014**

Title	Grade	Minimum	Maximum
Executive Administrative/Attorney I-II	X/B, L2	\$125,582.40	\$167,321.57
Executive Management/Deputy General Counsel	X/A, L3	\$164,774.57	\$204,876.81
Deputy Executive Director/ Chief Financial Officer	X/3, X/4	\$205,200.00	\$245,233.49

II

Unclassified Executives

Title

Executive Director Salary established by the Commission by employment agreement.

General Counsel Salary established by the Commission by employment agreement.

Classified Executive Management, Executive Administrative, Deputy General Counsel, Attorneys I-II, Deputy Executive Director, and Chief Financial Officer shall be adjusted in FYs July 1, 2015, July 1, 2016, & July 1, 2017 in a manner consistent with the adjustments to the salary schedule in MTC Resolution No. 4054.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2156 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 12/7/2016 **In control:** Administration Committee

On agenda: 12/14/2016 **Final action:**

Title: MTC Resolution No. 4261 - Purchase Agreement with Bay Area Rapid Transit District for Office Space at 101 - 8th Street

Sponsors:

Indexes:

Code sections:

Attachments: [6j Admin 2h Reso 4261 101 8th Street](#)
[2h Reso 4261 101 8th Street.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4261 - Purchase Agreement with Bay Area Rapid Transit District for Office Space at 101 - 8th Street

Presenter:
Teri Green

Recommended Action:
Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee

DATE: December 7, 2016

FR: Executive Director

W.I.: 1153

RE: MTC Resolution No. 4261 Purchase Agreement with Bay Area Rapid Transit District for Office Space at 101 – 8th Street

Staff recommends approval of MTC Resolution No. 4261 authorizing the Executive Director or his designee to negotiate and execute a Purchase Agreement between MTC and the Bay Area Rapid Transit District (“BART”) for the sale of office space and related furniture, fixtures and equipment located at 101 – 8th Street, Oakland CA.

Background

On May 25, 2016, the MTC Commission authorized the Executive Director to enter into negotiations with BART for the sale of the MTC and ABAG condominium interests at the Joseph P. Bort MetroCenter building based on terms and conditions authorized in the closed session.

MTC and ABAG each currently own a condominium interest at the former Oakland headquarters and it is expected that both properties will be sold to BART under one consolidated transaction. Under BAHA Resolution No. 10, ABAG and BAHA have agreed under a memorandum of understanding to enter into a zero-cost purchase and sale agreement under which ABAG would purchase, and BAHA would sell, a condominium unit at 375 Beale Street in San Francisco in exchange for ABAG’s sale, and BAHA’s purchase, of ABAG’s condominium unit at the MetroCenter.

In order to consolidate ownership of the two MetroCenter condominiums under MTC, BAHA assigned its rights to ABAG’s MetroCenter condominium through an Interagency Agreement between BAHA and MTC. In exchange, MTC would agree to provide BAHA with the net proceeds of its disposition, whether by lease or by sale, of ABAG’s MetroCenter condominium. The Interagency Agreement was approved by BAHA at its January 27, 2016 meeting and by MTC at its February 10, 2016 meeting.

Staff from MTC and BART have concluded negotiations of the terms for the Purchase Agreement. This document is consistent with the direction given by the Commission on May 25, 2016.

Recommendation

The Purchase Agreement will provide for the sale of the MTC and ABAG properties at the Joseph P. Bort MetroCenter to BART including office space and related furniture, fixtures and equipment. Staff from both MTC and BART have reviewed the documents and believe they are appropriate for approval.

Staff requests approval of the form of the Purchase Agreement in substantially the form on file with the Secretary of MTC and authorizes the Executive Director, and/or his designee, to negotiate, execute and deliver, for and on behalf of MTC, the Purchase Agreement with BART.



Steve Heminger

Attachment

SH:tg

J:\COMMITTEE\Administration\2016 by Month\12_Dec\2016_Admin\2h_Reso-4261 BART PSA Memo.docx

Date: December 21, 2016

W.I.: 1153

ABSTRACT

MTC Resolution No. 4261

This resolution authorizes the Executive Director or his designee to negotiate and enter into a Purchase Agreement with the Bay Area Rapid Transit District for office and related space and furniture, fixtures and equipment located at 101 Eighth Street, Oakland, California.

Discussion of this action is contained in the Executive Director's Memorandum, dated December 7, 2016.

Date: December 21, 2016
W.I.: 1153

Re: Purchase Agreement with the Bay Area Rapid Transit District

BAY AREA HEADQUARTERS AUTHORITY
RESOLUTION NO. 4261

WHEREAS, the Metropolitan Transportation Commission (“MTC”), the Association of Bay Area Governments (“ABAG”) and the Bay Area Rapid Transit District (“BART”) each own condominium interests in the Bay Area MetroCenter located at 101 Eighth Street, Oakland California (“MetroCenter”); and

WHEREAS, the Bay Area Headquarters Authority, a joint powers authority established pursuant to the California Joint Exercise of Powers Act (“BAHA”), and ABAG plan and expect to enter into a Purchase and Sale Agreement and Joint Escrow Instructions (the “ABAG PSA”) wherein ABAG will agree to sell to BAHA that certain office condominium unit (“ABAG Unit”) that consists of a portion of the first floor of the building located at the MetroCenter, together with all rights, privileges, easements and appurtenances to or affecting the ABAG Unit, including without limitation, the right to use the Common Area, the Library Unit, the Meeting Room Unit, the Parking Unit and the Cafeteria Unit Common Area, as such terms are defined in the Declaration of Covenants, Conditions and Restrictions of the Regional Administrative Facility, recorded in the Official Records of Alameda County as Instrument No. 84-254126 (the “CC&R’s”) (collectively, the “ABAG Property”); and

WHEREAS, in connection with the ABAG PSA, BAHA and the Metropolitan Transportation Commission (“MTC”) entered into that certain Interagency Agreement dated as of the 22nd day of April, 2016, pursuant to which BAHA designated MTC as the purchaser of the ABAG property; and

WHEREAS, MTC owns the second and third floors of the MetroCenter (the “MTC Unit”), together with all rights, privileges, easements and appurtenances to or affecting the MTC Unit, including without limitation, the right to use the Common Area, the Library Unit, the Meeting Room Unit, the Parking Unit and the Cafeteria Unit Common Area (collectively, the “MTC Property”); and

WHEREAS, BART is purchasing the MTC Property, the ABAG Property and other interests defined as “Property” set forth in the form of Purchase Agreement between MTC and BART, the form of which is on file with the Secretary of MTC (the “Purchase Agreement”); and

WHEREAS, it furthers MTC’s purpose for MTC to negotiate, execute and deliver the Purchase Agreement; and

WHEREAS, all acts, conditions and things required by the Constitution and the laws of the State of California to exist, to have happened and to have been performed in connection with the execution of the Purchase Agreement, other MTC actions contemplated hereby do exist, have happened and have been performed in regular and due time, form and manner as required by law, and MTC is now duly authorized and empowered, pursuant to each and every requirement of law, to take such actions; now, therefore, be it

RESOLVED, that MTC specifically finds and declares that the statements, findings and determinations of MTC set forth in the preambles above are true and correct; and be it further

RESOLVED, that MTC authorizes the Executive Director of MTC and/or his designee (each, an “Authorized Representative”), to negotiate, execute and deliver, for and on behalf of MTC, the Purchase Agreement with BART in substantially the form on file with the Secretary of MTC, with such revisions as the Authorized Representative executing the same, with the advice of the General Counsel to MTC, may approve, such approval to be conclusively evidenced by the execution of the Purchase Agreement in final form; and be it further

RESOLVED, that this Resolution shall take effect from and after its adoption.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of MTC held in San Francisco, California, on December 21, 2016.

101 EIGHTH STREET, OAKLAND, CALIFORNIA

PURCHASE AGREEMENT

BETWEEN

**METROPOLITAN TRANSPORTATION COMMISSION, a regional transportation
planning agency established pursuant to California Government Code §66500**

AND

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT, a rapid transit district
created by the San Francisco Bay Area Rapid Transit District Act pursuant to Public
Utilities Code Section 28500 et seq.**

_____, 2016

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LIST OF EXHIBITS

Exhibit A	Description of the Real Property
Exhibit B	Plat of Real Property
Exhibit C	Documents Delivered to Buyer
Exhibit D	Grant Deed
Exhibit E	Bill of Sale and General Assignment
Exhibit F	FIRPTA Affidavit
Exhibit G	Form of Owner’s Affidavit

PURCHASE AGREEMENT

101 Eighth Street, Oakland, California

THIS PURCHASE AGREEMENT (this “**Agreement**”) is entered into as of the ____ day of _____, 2016 (“**Contract Date**”), by and between METROPOLITAN TRANSPORTATION COMMISSION, a regional transportation planning agency established pursuant to California Government Code §66500 (“**Seller**”), and the SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT, a rapid transit district created by the San Francisco Bay Area Rapid Transit District Act pursuant to Public Utilities Code Section 28500 et seq. (“**Buyer**”). Seller and Buyer each referred to herein as a “**Party**,” and both together as the “**Parties**.”

RECITALS

Seller owns and is offering for sale condominium units and associated rights in the building located at 101 Eighth Street, Oakland, California, and more completely described below. Buyer has offered to buy the property, and the parties are entering into this Agreement to set forth the terms and conditions of the sale.

Bay Area Headquarters Authority, a joint powers authority established pursuant to the California Joint Exercise of Powers Act (“**BAHA**”), and Association of Bay Area Governments, a joint powers authority established pursuant to the California Joint Exercise of Powers Act (“**ABAG**”) plan and expect to enter into a Purchase and Sale Agreement and Joint Escrow Instructions (the “**ABAG PSA**”). Under the ABAG PSA, ABAG will agree to sell to BAHA that certain office condominium unit (“**ABAG Unit**”) that consists of a portion of the first floor of the building located at 101 Eighth Street, Oakland, California 94607 (the “**Building**”), together with all rights, privileges, easements and appurtenances to or affecting the ABAG Unit, including without limitation, the right to use the Common Area, the Library Unit, the Meeting Room Unit, the Parking Unit and the Cafeteria Unit Common Area, as such terms are defined in the Declaration of Covenants, Conditions and Restrictions of the Regional Administrative Facility, recorded in the Official Records of Alameda County as Instrument No. 84-254126 (the “**CC&R’s**”) (collectively, the “**ABAG Property**”). In connection with the ABAG PSA, BAHA and Seller entered into that certain Interagency Agreement dated as of the 22 day of April, 2016, pursuant to which BAHA assigned its rights under the ABAG PSA to Seller.

Buyer is purchasing the Property (as defined below) pursuant to an exercise of its right of first refusal contained in Section 9 of the CC&R’s.

NOW, THEREFORE, in consideration of the foregoing and the agreements set forth below, the Parties hereto agree as follows:

1. Agreement of Sale.

1.1 Seller hereby agrees to sell to Buyer, and Buyer hereby agrees to purchase from Seller, subject to the terms and conditions set forth herein, Seller's right, title and interest in the following (collectively, the "**Property**");

(a) Those certain office condominium units consisting of the ABAG Unit and the condominium units located on the second and third floors of the Building and Seller's condominium interest in Space G-5 of the Building (collectively, the "**Units**"), as more particularly described on the attached Exhibit A, and depicted on the attached Exhibit B, together with all rights, privileges, easements and appurtenances to or affecting the Units, including without limitation, the right to use the Common Area, the Library Unit, the Meeting Room Unit, the Parking Unit and the Cafeteria Unit Common Area (collectively, the "**Real Property**");

(b) Service Contracts (as such terms are hereinafter defined);

(c) All "as-built" plans and specifications and governmental permits and approvals relating to the use and occupancy of the Units (the "**Intangible Property**");

(d) All personal property now or prior to the Closing owned or controlled by Seller and used in connection with and located upon any or all of the Real Property, including, without limitation, all furniture, cubicle panels, video equipment, CCTV cameras, fixtures, machinery, appliances, building maintenance supplies, cafeteria equipment and equipment located on the Property (collectively the "**Personal Property**").

(e) All reserves and operating monies that are held in the Condominium Maintenance Fund Account and the Condominium Reserve Fund Account for use for the Building, as specified in the CC&Rs as well as any other funds held by the Corporation, as that term is defined in the CC&Rs (the "**Reserves**"); and

(f) All financial documentation held by the Regional Administrative Facility Corporation (RAFC) for the Building (the "**Financials**").

2. Purchase Price. The purchase price for the Property shall be paid in cash by Buyer at the Closing (as defined in Section 10.1 below).

3. NOT USED.

4. Due Diligence Documents.

4.1 Due Diligence Deliveries. Seller has provided Buyer with, and Buyer acknowledges receipt of, copies of the materials and documents identified in Exhibit C attached hereto.

4.2 Title Report. Seller has also provided Buyer with, and Buyer acknowledges receipt of those certain preliminary title reports for the Property prepared under Order No. NCS-807904-CC, together with a copy of each document referred to therein (collectively, the “**Preliminary Title Report**”).

4.3 Additional Property Documents. Buyer shall have the right, at Buyer’s sole cost and expense and with at least two (2) business days’ prior notice, to review Seller’s permanent real property transaction files (excluding any privileged or confidential information and excluding any valuation and appraisal information) and plans and specification files relating to the Property during regular business hours, which files are located at Seller’s offices at 375 Beale Street, San Francisco, California.

4.4 Service Contracts. Seller attests that it has provided Buyer with copies of all service, maintenance, management and other contracts and agreements related to the operation and management of the Property, which are listed on Exhibit C, excluding the listing agreement which will not be assigned at Closing. Buyer acknowledges that it has received the contracts and agreements listed on Exhibit C. Buyer shall notify Seller prior to the expiration of the Due Diligence Period whether Buyer will assume any said contracts or agreements as of the Closing. Buyer’s failure to so notify Seller shall constitute Buyer’s election to have all such agreements and contracts terminated at Closing. All agreements and contracts that Buyer elects or is required to assume are hereinafter referred to as the “**Service Contracts**.”

4.5 Natural Hazards Disclosure Report and Additional Disclosures. Seller provided Buyer with, and Buyer acknowledges receipt of, Natural Hazards Disclosure Reports for all of the Property.

Unless Seller specifically and expressly otherwise agrees in writing, Buyer agrees that, except as required by law or as necessary for Buyer to enforce its rights under this Agreement, (1) the results of all inspections, analyses, studies and similar reports relating to the Property prepared by or for Buyer utilizing any information acquired in whole or in part through the exercise of Buyer’s inspection rights; and (2) all information regarding the Property of whatsoever nature made available to Buyer by Seller or Seller’s agents or representatives is confidential and shall not be disclosed to any other person except those assisting Buyer with the transaction, or Buyer’s lender, if any, and then only upon Buyer making such persons aware of the confidentiality restriction and procuring such persons’ agreement to be bound thereby. Except as otherwise provided above, Buyer agrees not to use or allow to be used any such information for any purpose other than to determine whether to proceed with the contemplated purchase. Further, if the transaction contemplated hereby fails to close for any reason whatsoever, Buyer agrees to return to Seller, or cause to be returned to Seller, all materials delivered to Buyer pursuant to this Section 4 and to destroy any copies of such materials. Notwithstanding any other term of this Agreement, the confidentiality provisions of this Section 4 shall survive the termination of this Agreement but shall not survive the Closing.

5. Title.

5.1 Title Commitment. Buyer shall obtain, no later than the end of the Due Diligence Period (as defined in Section 7 below), a commitment from the Title Company to issue at Closing a policy or policies of title insurance in a form acceptable to Buyer, which is not conditioned on the performance by any party or third party of any actions other than the express obligations of the parties under this Agreement (collectively, the “**Commitment**”). Buyer shall deliver the Commitment to Seller together with a letter from Buyer to Seller stating that the exceptions to title reflected in the Commitment are approved by Buyer. If Buyer does not provide Seller with the Commitment and such letter prior to the expiration of the Due Diligence Period, the title reflected in the Preliminary Title Report (or any updated title reports) shall be deemed approved. Seller shall have no duty to cure, and Buyer shall not be entitled to any offset or credit against the Purchase Price due to, any defect in the title to the Property or any condition or aspect of the Property, to which Buyer may object, except as may be agreed by Seller in writing, in its sole and absolute discretion; provided, however, that Seller shall remove, bond over, or obtain a title endorsement for any monetary liens voluntarily created by Seller that affect the Property (“**Seller Liens**”), other than liens for taxes or assessments to the extent accruing on or after the Closing or liens created by, or resulting from the actions of, Buyer or any third party. Any cure that Seller has so agreed to perform or is obligated to perform shall become a condition precedent to Closing in favor of Buyer and shall be cured by the Closing Date. If such cure is not accomplished by the Closing Date, Buyer, as its sole and exclusive remedy, may either terminate this Agreement or waive such objection and complete the Closing subject to such exception, provided that if Seller refuses to remove a Seller Lien at Closing, Buyer shall have the right to instruct the Title Company, as escrow agent, to apply a portion of the Purchase Price sufficient to discharge such Seller Lien at Closing.

5.2 Permitted Exceptions. The following shall constitute the “**Permitted Exceptions**”: (a) the Title Company’s standard exceptions; (b) all exceptions that are shown on the Commitment (or if buyer does not obtain the Commitment prior to the end of the Due Diligence Period, then on the Preliminary Title Report deemed approved pursuant to Section 5.1, above, as updated as of such date); (c) all exceptions that arise after the expiration of the Due Diligence Period that are not Seller Liens and that are not caused to appear of record by Seller.

5.3 Title Policy. Evidence of title shall be the issuance by the Title Company at Closing of a policy or policies of title insurance in the form of the Commitment, subject only to the Permitted Exceptions (collectively, the “**Title Policy**”); provided that if Buyer does not obtain the Commitment prior to the end of the Due Diligence Period and satisfy the conditions set forth in the Commitment (other than those that Seller is expressly obligated to perform in connection with this Agreement), then the “Title Policy” shall be an ALTA standard coverage owner’s policy of title insurance subject to the standard printed exceptions and the exceptions listed in the Preliminary Title Report and any other Permitted Exceptions. Buyer shall be responsible for all costs of the Title Policy and for providing any necessary surveys to the Title Company at Buyer’s expense.

5.4 No Recording. Neither this Agreement nor any memorandum of this Agreement shall be recorded by, or on behalf of, Buyer in the Official Records of the county or counties in

which the Land is located. If Buyer violates the terms of this Section 5.4 by recording or attempting to record this Agreement or a memorandum thereof, such act shall not operate to bind or cloud the title to the Property, shall constitute a material breach and default by Buyer under this Agreement, and shall entitle Seller to terminate this Agreement by written notice to Buyer, which termination notice may be recorded against the Property.

6. Access.

6.1 Access Terms. Provided that Buyer has complied with the insurance requirements in Section 6.3 and gives Seller at least two (2) business days prior notice (oral or written), Seller shall allow Buyer and authorized representatives of Buyer reasonable access to the Property for the purposes of satisfying Buyer with respect to the Property. In performing its examinations and inspections of the Property, Seller shall have the right at all times to have a representative of Seller accompany any of Buyer or Buyer's employees, agents, contractors, consultants, officers, directors, representatives, managers or members (collectively, "**Buyer's Agents**") while such persons are on the Property. All investigations and inspections shall be performed in compliance with this Section 6 and all local, state and federal laws, rules and regulations, including, without limitation, any and all permits required thereunder, which permits shall be obtained by and at the sole cost of Buyer.

(a) Buyer shall provide Seller with two (2) days written notice prior to the commencement of any physically intrusive or destructive testing, accompanied by a detailed work plan describing the nature, scope, location and purpose of the proposed work. Buyer acknowledges and agrees that Seller's review of Buyer's work plan is solely for the purpose of protecting Seller's interests, and shall not be deemed to create any liability of any kind on the part of Seller in connection with such review that, for example, the work plan is adequate or appropriate for any purpose, or complies with applicable legal requirements. All work and investigations shall be performed in compliance with all local, state and federal laws, rules and regulations, including, without limitation, any and all permits required thereunder, all of which shall be at the sole cost and expense of Buyer.

(b) During the performance of Buyer's investigations, Buyer shall promptly remove and properly dispose of all samples, substances and materials extracted from or generated by Buyer at the Property and, upon the completion of its investigations, shall return the Property to its original condition, including the removal of all equipment and materials used or generated during its investigations. Buyer shall name itself as the generator on any waste manifests required to dispose of said materials and shall obtain its own waste generator identification number with respect thereto. If Buyer fails to perform or cause such restoration, and such failure shall continue for two (2) days after Buyer receives written notice from Seller demanding the cure thereof, Seller may perform or cause to be performed such restoration work, and Buyer shall reimburse Seller for all the costs and expenses thereof within two (2) days after receipt of bills therefor from Seller.

6.2 Indemnification. Notwithstanding anything in this Agreement to the contrary, any entry upon, inspection, or investigation of the Property by Buyer or Buyer's Agents shall be performed at the sole risk and expense of Buyer, and Buyer shall be solely and absolutely

responsible for the acts or omissions of any of Buyer's Agents. Furthermore, Buyer shall protect, indemnify, defend and hold Seller, and its successors, assigns, and affiliates harmless from and against any and all losses, damages (whether general, punitive or otherwise), liabilities, claims, causes of action, judgments, costs and legal or other expenses (including, but not limited to, attorneys' fees and costs) (collectively, "**Access Claims**") suffered or incurred by any or all of such indemnified parties to the extent resulting from any act or omission of Buyer or Buyer's Agents in connection with: (i) Buyer's inspection or investigations of the Property; (ii) Buyer's entry upon the Property; (iii) any activities, studies or investigations conducted at, to, or on the Property by Buyer or Buyer's Agents; or (iv) the presence by Buyer or Buyer's Agents at or on the Property. If at any time prior to Closing, Buyer or Buyer's Agents cause any damage to the Property, Buyer shall, at its sole expense, immediately restore the Property to the same condition as existed immediately prior to the occurrence of such damage as determined by Seller in Seller's reasonable discretion. Buyer's obligations under this Section 6.2 shall survive the termination of this Agreement or the Closing, as the case may be, notwithstanding any other provisions herein to the contrary, and shall not be limited by the terms of Section 3. Buyer shall, at all times, keep the Property free and clear of any mechanics', materialmen's or design professional's claims or liens arising out of or relating to its investigations of the Property.

6.3 Insurance. Buyer is a self-insured Rapid Transit District. Prior to any entry onto the Property by Buyer or Buyer's Agents, any time prior to Closing, and upon request from Seller, Buyer shall provide a letter of self-insurance to Seller from the Buyer's Risk Management Department. Prior to any entry onto the Property by Buyer or Buyer's Agents, such letter shall be delivered to Seller for approval, which approval shall not be unreasonably conditioned, delayed, or withheld. Seller shall be named as an additional insured under all such liability insurance.

7. Due Diligence Period. Subject to Section 6, Buyer shall have until the date that is forty-five (45) days after Seller's execution of this Agreement (the "**Due Diligence Period**"), to inspect and investigate the Property, including roof, plumbing, soils, electrical, sprinkler, water, sewer, mechanical, engineering, heating, ventilation and air conditioning and life safety systems, structural integrity of the Building, subject to the terms, conditions and restrictions set forth in the CC&R's, measurement of the square footage of the Property, legal status and requirements pertaining to the Property (including applicable building codes, zoning, environmental, public health and fire safety laws), hazardous substance inspections including preparation of an environmental assessment, suitability of the Property for Buyer's purposes and all other matters of significance to Buyer. Consistent with the terms and conditions of Section 4 above, Buyer agrees to keep the results of such testing and inspections confidential, except to the extent that disclosure is required by law (in which case Buyer will notify Seller in writing prior to making any such disclosure), which obligation shall survive the termination of this Agreement. If so requested by Seller in writing, Buyer shall, at no cost to Seller, provide Seller, as and when Buyer receives same, with a copy of all due diligence materials, reports, plans, surveys and inspections performed by or on behalf of Buyer or Buyer's Agents, which obligation shall survive termination of this Agreement. Buyer shall order and pay for all costs and expenses with respect to such inspections and investigations. If, in Buyer's sole and absolute discretion, Buyer desires to proceed with its acquisition of the Property, Buyer shall deliver written notice to Seller (the "**Approval Notice**"), prior to the expiration of the Due Diligence Period, stating that it approves the Property, in which case the parties shall proceed to complete the Closing (subject to the terms and conditions of this

Agreement). If Buyer fails to deliver the Approval Notice prior to the expiration of the Due Diligence Period or if such Approval Notice seeks to modify any of the terms or provisions of this Agreement, Buyer will be deemed to have disapproved the Property and to have exercised its right to terminate this Agreement pursuant to this Section 7, in which case this Agreement shall automatically terminate as of the expiration of the Due Diligence Period.

8. Acceptance of Property "As Is". ACKNOWLEDGING BUYER'S OPPORTUNITY TO INSPECT AND INVESTIGATE THE PROPERTY AS PROVIDED IN THIS AGREEMENT, BUYER AGREES TO TAKE THE PROPERTY "AS IS" WITH ALL FAULTS AND CONDITIONS THEREON. ANY INFORMATION, REPORTS, STATEMENTS, DOCUMENTS OR RECORDS ("**DISCLOSURES**") PROVIDED OR MADE TO BUYER OR ITS CONSTITUENTS BY SELLER, ITS AGENTS, REPRESENTATIVES OR EMPLOYEES CONCERNING THE PROPERTY, OTHER THAN THE EXPRESS REPRESENTATIONS SET FORTH IN SECTION 11.1 OR IN ANY CLOSING DOCUMENTS, SHALL NOT CONSTITUTE REPRESENTATIONS OR WARRANTIES. BUYER SHALL NOT RELY ON SUCH DISCLOSURES BUT, RATHER, BUYER SHALL RELY SOLELY ON ITS OWN INSPECTION OF THE PROPERTY. ACCORDINGLY, BUYER'S DELIVERY OF THE APPROVAL NOTICE PURSUANT TO THE PROVISIONS OF SECTION 7 (DUE DILIGENCE PERIOD) ABOVE, SHALL CONSTITUTE BUYER'S ACKNOWLEDGMENT AND AGREEMENT TO THE FOLLOWING: (i) BUYER HAS REVIEWED, EVALUATED AND VERIFIED THE DISCLOSURES AND DOCUMENTS AND HAS CONDUCTED ALL INSPECTIONS, INVESTIGATIONS, TESTS, ANALYSES, APPRAISALS AND EVALUATIONS OF THE PROPERTY (INCLUDING FOR TOXIC OR HAZARDOUS MATERIALS, SUBSTANCES OR WASTES (DEFINED AND REGULATED AS SUCH PURSUANT TO SECTIONS 25316 AND 25501 OF THE CALIFORNIA HEALTH & SAFETY CODE, THE RESOURCE CONSERVATION AND RECOVERY ACT, THE COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY ACT OF 1980, AS AMENDED ("**CERCLA**") OR ANY SIMILAR LAWS AND ALL REGULATIONS PROMULGATED THEREUNDER)) AS BUYER CONSIDERS NECESSARY OR APPROPRIATE TO SATISFY ITSELF FULLY WITH RESPECT TO THE CONDITION AND ACCEPTABILITY OF THE PROPERTY (ALL OF SUCH INSPECTIONS, INVESTIGATIONS AND REPORTS BEING HEREIN COLLECTIVELY CALLED THE "**INVESTIGATIONS**"); (ii) SELLER HAS PERMITTED BUYER ACCESS TO THE PROPERTY AND HAS DELIVERED TO, OR MADE AVAILABLE TO, BUYER ALL OF THE MATERIALS REFERENCED IN SECTION 4 (INCLUDING THE DOCUMENTS AND MATERIALS IDENTIFIED ON EXHIBIT C) (COLLECTIVELY, THE "**DOCUMENTS**") SUFFICIENT FOR BUYER TO COMPLETE THE INVESTIGATIONS AND MAKE AN INFORMED DECISION TO PROCEED WITH THE PURCHASE OF THE PROPERTY PURSUANT TO THE TERMS OF THIS AGREEMENT; AND (iii) BUYER HAS COMPLETED ITS DUE DILIGENCE WITH RESPECT TO THE PROPERTY AND THE DOCUMENTS TO ITS SATISFACTION, IS THOROUGHLY FAMILIAR WITH THE PHYSICAL CONDITION OF THE PROPERTY, AND IS ACQUIRING THE PROPERTY BASED EXCLUSIVELY UPON ITS OWN INVESTIGATIONS AND INSPECTIONS OF THE PROPERTY AND THE DOCUMENTS AND THE EXPRESS REPRESENTATIONS AND WARRANTIES SET FORTH IN SECTION 11.1 OR IN ANY CLOSING DOCUMENTS. WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, BUYER SHALL FURTHER BE DEEMED TO HAVE ACKNOWLEDGED

AND AGREED THAT (A) SELLER, BY MAKING AVAILABLE THE DOCUMENTS AND PERMITTING BUYER TO PERFORM THE INVESTIGATIONS, HAS FULLY COMPLIED WITH ALL DISCLOSURE REQUIREMENTS UNDER LOCAL, STATE AND FEDERAL LAWS, INCLUDING THE REQUIREMENTS OF SECTIONS 25359.7 AND 25915, *ET SEQ.*, OF THE CALIFORNIA HEALTH & SAFETY CODE (COLLECTIVELY, THE “**DISCLOSURE LAWS**”), AND (B) BUYER’S RIGHTS AND REMEDIES WITH RESPECT TO THE PROPERTY SHALL BE LIMITED TO THE RIGHTS AND REMEDIES (INCLUDING ALL CONDITIONS AND LIMITATIONS PLACED THEREON) EXPRESSLY SET FORTH IN THIS AGREEMENT OR IN ANY CLOSING DOCUMENTS, AND BUYER HEREBY WAIVES ALL RIGHTS AND REMEDIES THAT MIGHT OTHERWISE BE AVAILABLE TO BUYER UNDER THE DISCLOSURE LAWS.

FURTHER, BUYER’S DELIVERY OF THE APPROVAL NOTICE PURSUANT TO THE PROVISIONS OF SECTION 7 (DUE DILIGENCE PERIOD) ABOVE, SHALL CONSTITUTE BUYER’S ACKNOWLEDGMENT AND AGREEMENT TO THE PROVISIONS OF THIS SECTION 8 AND THAT, REGARDLESS OF THE CONTENT OF ANY OF THE DOCUMENTS OR ANY STATEMENTS THAT SELLER, ITS AGENTS, EMPLOYEES, OFFICERS, CONTRACTORS, PARTNERS OR MEMBERS MAY HAVE MADE TO BUYER, ITS AGENTS, EMPLOYEES, OFFICERS, CONTRACTORS, PARTNERS OR MEMBERS PRIOR TO OR DURING THE DUE DILIGENCE PERIOD, OTHER THAN THE EXPRESS REPRESENTATIONS AND WARRANTIES SET FORTH IN SECTION 11.1 OR IN ANY CLOSING DOCUMENTS, SELLER HAS NOT MADE, DOES NOT MAKE AND SPECIFICALLY DISCLAIMS ANY REPRESENTATIONS, WARRANTIES, PROMISES, COVENANTS, AGREEMENTS OR GUARANTIES OF ANY KIND OR CHARACTER WHATSOEVER, WHETHER EXPRESS OR IMPLIED, ORAL OR WRITTEN, PAST, PRESENT OR FUTURE, OF, AS TO, CONCERNING OR WITH RESPECT TO: (1) THE NATURE, QUALITY OR CONDITION OF THE PROPERTY, INCLUDING, WITHOUT LIMITATION, THE WATER, SOIL AND GEOLOGY; (2) THE INCOME TO BE DERIVED FROM THE PROPERTY; (3) THE SUITABILITY OF THE PROPERTY FOR ANY AND ALL ACTIVITIES AND USES THAT BUYER MAY CONDUCT THEREON; (4) THE COMPLIANCE OF OR BY THE PROPERTY OR ITS OPERATION WITH ANY LAWS, RULES, ORDINANCES OR REGULATIONS OF ANY APPLICABLE GOVERNMENTAL AUTHORITY OR BODY; (5) THE HABITABILITY, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OF THE PROPERTY; OR (6) ANY OTHER MATTER WITH RESPECT TO THE PROPERTY. BUYER SPECIFICALLY DISCLAIMS ANY REPRESENTATIONS REGARDING TERMITES OR WASTES, AS DEFINED BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY REGULATIONS AT 40 C.F.R., OR ANY HAZARDOUS SUBSTANCE, AS DEFINED BY CERCLA AND REGULATIONS PROMULGATED THEREUNDER. BUYER, ITS SUCCESSORS AND ASSIGNS, HEREBY WAIVE, RELEASE AND AGREE NOT TO MAKE ANY CLAIM OR BRING ANY COST RECOVERY ACTION OR CLAIM FOR CONTRIBUTION OR OTHER ACTION OR CLAIM AGAINST SELLER OR ITS RELATED ENTITIES (COLLECTIVELY OR INDIVIDUALLY), AND ITS AND THEIR MEMBERS, MANAGERS, PARTNERS, DIRECTORS, OFFICERS, SHAREHOLDERS, TRUSTEES, BENEFICIARIES, AGENTS, EMPLOYEES, REPRESENTATIVES, SUCCESSORS, HEIRS AND ASSIGNS (COLLECTIVELY, “**SELLER**

AND ITS AFFILIATES”) BASED ON, (x) ANY FEDERAL, STATE, OR LOCAL ENVIRONMENTAL OR HEALTH AND SAFETY LAW OR REGULATION, INCLUDING CERCLA OR ANY STATE EQUIVALENT, OR ANY SIMILAR LAW NOW EXISTING OR HEREFTER ENACTED; (y) ANY DISCHARGE, DISPOSAL, RELEASE, OR ESCAPE OF ANY CHEMICAL, OR ANY MATERIAL WHATSOEVER, ON, AT, TO, OR FROM THE PROPERTY; OR (z) ANY CONDITIONS WHATSOEVER ON, IN, UNDER, OR IN THE VICINITY OF THE PROPERTY. EXCEPT WITH RESPECT TO ANY CLAIMS ARISING OUT OF ANY BREACH OF COVENANTS, REPRESENTATIONS OR WARRANTIES EXPRESSLY SET FORTH IN THIS AGREEMENT OR THE DOCUMENTS EXECUTED IN CONNECTION WITH THIS AGREEMENT, BUYER, ON BEHALF OF ITSELF AND ITS PARTNERS, MEMBERS, MANAGERS, DIRECTORS, OFFICERS, SHAREHOLDERS, TRUSTEES, BENEFICIARIES, AGENTS, EMPLOYEES, REPRESENTATIVES, SUCCESSORS, HEIRS AND ASSIGNS HEREBY RELEASES, SELLER AND ITS AFFILIATES, FROM ANY AND ALL CLAIMS OF ANY KIND WHATSOEVER, KNOWN OR UNKNOWN, WITH RESPECT TO ANY ASPECT OF THE PROPERTY, INCLUDING THE FOREGOING MATTERS, AND SPECIFICALLY WAIVES WITH RESPECT TO ALL SUCH MATTERS THE PROVISIONS OF CALIFORNIA CIVIL CODE SECTION 1542, AND ANY COMPARABLE LAW APPLICABLE IN THE STATE WHERE THE PROPERTY IS LOCATED, REGARDING THE MATTERS COVERED BY A GENERAL RELEASE, WHICH PROVIDES AS FOLLOWS:

“A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.”

BUYER AND SELLER REPRESENT AND ACKNOWLEDGE THAT THIS SECTION 8 WAS EXPLICITLY NEGOTIATED AND BARGAINED FOR AS A MATERIAL PART OF BUYER’S CONSIDERATION BEING PAID. Terms appearing in this Section 8 in all capital letters that have been defined elsewhere in this Agreement shall have the meanings set forth in such definitions.

9. Conditions to Closing.

9.1 Buyer’s Conditions to Closing. Buyer’s obligation to purchase the Property is conditioned upon the satisfaction of each of the following conditions each of which is for the exclusive benefit of Buyer. Buyer may, at any time or times before the Closing, waive one or more of the following conditions, without affecting its rights and remedies with respect to the remaining conditions:

(a) Seller’s performance in all material respects of all its obligations hereunder;

(b) The truth, completeness and accuracy, in all material respects, of each representation and warranty made by Seller as of the Contract Date and the Closing;

(c) The closing of Seller's purchase of the ABAG Unit pursuant to the ABAG PSA and the Interagency Agreement; and

(d) The unconditional commitment of the Title Company to issue the Title Policy other than conditions that are required to be satisfied by Buyer.

If Buyer elects to proceed with the Closing notwithstanding the fact that one or more of the foregoing conditions has not been satisfied, Buyer shall be deemed to have waived such condition and shall have no further rights or remedies on account of the failure of such condition or conditions.

9.2 Seller's Conditions. Seller's obligation to sell the Property is conditioned upon the satisfaction of each of the following conditions, each of which is for the exclusive benefit of Seller. Seller may, at any time before the Closing, waive one or more of the following conditions, without affecting its right, and remedies with respect to the remaining conditions:

(a) The performance by Buyer of all its obligations hereunder in all material respects; and

(b) The closing of Seller's purchase of the ABAG Unit pursuant to the ABAG PSA and the Interagency Agreement;

(c) The truth, completeness and accuracy, in all material respects, of each representation and warranty made by Buyer as of the Contract Date and the Closing.

If Seller elects to proceed with the Closing notwithstanding the fact that one or more of the foregoing conditions has not been satisfied, Seller shall be deemed to have waived such condition and shall have no further rights or remedies on account of the failure of such condition or conditions.

9.3 Seller Default. If the Closing fails to occur on the Closing Date by reason of Seller's failure or refusal to perform its obligations hereunder in any material respect in a prompt and timely manner, and any such circumstance continues for five (5) business days after written notice from Buyer to Seller, which written notice shall detail such default, untruth or failure, as applicable, then Buyer shall have the right, to elect, as its sole and exclusive remedy, to (a) terminate this Agreement by written notice to Seller and, thereafter, the parties shall have no further rights or obligations hereunder except for obligations which expressly survive the termination of this Agreement, or (b) waive the condition and proceed to Closing, or (c) seek specific performance of this Agreement by Seller. By proceeding with the Closing, Buyer shall be deemed to have elected to have waived the condition. As a condition precedent to Buyer exercising any right it may have to bring an action for specific performance hereunder, Buyer must commence such an action within thirty (30) days after the occurrence of Seller's default. Buyer agrees that its failure to timely commence such an action for specific performance within such thirty (30) day period shall be deemed a waiver by it of its right to commence an action for specific

performance as well as a waiver by it of any right it may have to file or record a notice of *lis pendens* or notice of pendency of action or similar notice against any portion of the Property.

10. Closing.

10.1 Closing Date. The consummation of the purchase and sale of the Property (the “**Closing**”) shall be conducted through the Escrow on the date that is the later of (i) thirty (30) days after the expiration of the Due Diligence Period or (ii) thirty (30) business days after the closing date of the ABAG PSA (the “**Closing Date**”).

10.2 Seller’s Deposits Into Escrow. Seller shall deposit the following documents and items into escrow at least one (1) business day prior to the Closing Date:

(a) duly executed and acknowledged grant deed(s) conveying the Land and Improvements to Buyer in the form of the attached Exhibit D (collectively, the “**Grant Deed**”);

(b) two original, duly executed counterparts of the bill of sale and general assignment, in the form of the attached Exhibit E (the “**Assignment**”) relating to transfer of the Service Contracts, Personal Property, Reserves, Financials and Intangible Property to Buyer;

(c) an affidavit in the form of the attached Exhibit F stating that Seller is not a “foreign person” under Section 1445(f)(3) of the Internal Revenue Code of 1986, as amended (“**IRC**”);

(d) a duly executed affidavit in the form required by the California Franchise Tax Board certifying that no withholding of any amount of the Purchase Price is required in connection with the Closing;

(e) the Reserves;

(f) Seller’s share of the prorations and closing costs as described in Sections 10.4 and 10.5 or instructions to Title Company to deduct same from the Purchase Price;

(g) an owner’s title affidavit in the form of the attached Exhibit G; and

(h) such other documents as may reasonably be required to complete the Closing.

10.3 Buyer’s Deposits into Escrow. Buyer shall deposit the following into escrow at least one (1) business day prior to the Closing Date:

(a) the balance of the Purchase Price in immediately available funds;

(b) Buyer’s share of the prorations and closing costs as described in Sections 10.4 and 10.5 below.

(c) two original, duly executed counterparts of the Assignment; and

(d) such other documents as may reasonably be required to complete the Closing.

10.4 Adjustment and Proration.

(a) Accounts Payable. All sums due for accounts payable which were owing or accrued by the Property for any period prior to the Closing and for all agreements and contracts not assumed by Buyer will be paid by Seller. Buyer will furnish to Seller for payment any bills received after the Closing that apply to any period prior to the Closing with respect to such accounts, agreements and contracts. Payments due under any Service Contracts shall be prorated as of the Closing Date, and Buyer shall be liable for all payments accruing thereunder after the Closing.

(b) Property Taxes. Seller and Buyer are governmental entities and are not subject to real property taxes.

(c) Utility Charges. All utility (including electricity, gas, water, sewer and telephone) charges will be prorated to the Closing Date. All utility security deposits, if any, will be retained by Seller.

(d) Post-Closing. If the amount of any proration cannot be determined at the Closing, the adjustments will be made between the parties as soon after Closing as possible.

(e) Survival. This Section 10.4 shall survive the Closing.

10.5 Closing Costs. The Closing costs for this transaction shall be paid as follows:

(a) Seller shall pay (i) the brokerage fees to the Broker as required under Section 16.8 below; (ii) one-half (1/2) of escrow and recording fees, (iii) all county documentary transfer taxes and one-half (1/2) of any city transfer tax; and (iv) all other costs and expenses allocated to Seller pursuant to this Agreement.

(b) Buyer shall pay (i) the cost of the Title Policy, including the cost of any endorsements requested by Buyer, and the premium for any policy of lender's title insurance, (ii) one-half (1/2) of any city transfer tax, (iii) one-half (1/2) of escrow and recording fees, and (iv) all other costs and expenses allocated to Buyer pursuant to this Agreement.

10.6 Closing. Pursuant to Section 10.1 above, Title Company shall close the escrow for this transaction when it is in a position to issue the Title Policy and has received from Seller and Buyer the items required of each in Sections 10.2 and 10.3 above. Title Company shall close escrow by doing the following:

(a) Delivering to Seller the amount due Seller as shown on the Closing Statement, the original documents listed in Section 10.3 above, and a signed original of Seller's Closing Statement;

(b) Delivering to Buyer the Title Policy, the original documents and items listed in Section 10.2 above, and a closing statement for the escrow consistent with this Agreement and signed by Buyer and Seller (the “**Closing Statement**”), and any refund due Buyer; and

(c) Recording the Grant Deed in the Official Records of the county or counties in which the Real Property is located.

10.7 Possession. Seller shall deliver possession of the Property to Buyer on the Closing Date. At such time, Seller shall provide Buyer with the keys and access codes to the Property. In addition, outside of escrow, Seller shall deliver to Buyer originals or copies of any Service Contracts.

11. Representations and Warranties.

11.1 Representations and Warranties of Seller. Seller hereby makes the following representations and warranties to Buyer, which representations and warranties shall survive the Closing, and all of which (i) are material and are being relied upon by Buyer, and (ii) are true, complete and accurate as of the date hereof. For purposes of this Section 11, all references to Seller’s “**Actual Knowledge**” shall mean the actual, current knowledge of Seller’s Deputy Director Andrew F. Fremier without a duty of inquiry or investigation.

(a) This Agreement has been duly authorized, executed, and delivered by Seller; the obligations of Seller under this Agreement are legal, valid, and binding obligations of Seller; and this Agreement does not, and at the time of Closing will not, violate any provision of any agreement to which Seller is a party or to which it is subject or any law, judgment or order applicable to Seller.

(b) All documents executed by Seller which are to be delivered to Buyer at the Closing will be, at the time of Closing, duly authorized, executed, and delivered by Seller; the obligations of Seller under such documents will be, at the time of Closing, legal, valid, and binding obligations of Seller; and such documents will not, at the time of Closing, violate any provision of any agreement to which Seller is a party or to which it is subject or any law, judgment or order applicable to Seller.

(c) Seller is not a “foreign person” within the meaning of IRC Section 1445(f)(3).

(d) No proceedings under any federal or state bankruptcy or insolvency laws have been commenced by or against Seller which have not been terminated; no general assignment for the benefit of creditors has been made by Seller; and no trustee or receiver of Seller’s property has been appointed.

(e) Except as disclosed in writing to Buyer, no litigation or proceeding is pending that materially and adversely affects the Property or Seller’s ability to consummate the transactions contemplated by this Agreement.

(f) Except as disclosed in writing to Buyer, Seller, to Seller's Actual Knowledge, has not received any written notice that the condition of the Property is in violation of any applicable material rule, regulation, ordinance or government directive from any administrative or governmental authority that has not been cured.

11.2 Material Changes; Survival. If, prior to the Closing, Seller obtains Actual Knowledge of any fact or circumstance that would materially change a representation or warranty of Seller in this Agreement, then Seller shall promptly, and in all events at least five (5) days prior to the Closing Date (which date shall be extended if necessary to give Buyer five days to review such material change), give written notice of such changed fact or circumstance to Buyer. If, prior to Closing, upon Seller's notice or otherwise, Buyer becomes aware of the material untruth or inaccuracy of, or facts or circumstances that would change materially, any representation or warranty of Seller in this Agreement, then Buyer shall have the option of: (i) waiving such breach of representation or warranty and completing its purchase of the Property pursuant to this Agreement; (ii) reaching agreement with Seller to adjust the terms of this Agreement to compensate Buyer for such change; or (iii) terminating this Agreement; provided, however, if Buyer elects to complete Closing or if Buyer does not make an election by five (5) days after Buyer becomes aware of such material untruth or inaccuracy, Buyer will be deemed to have waived such breach. All of Seller's representations and warranties shall survive the Closing for a period of six (6) months, but only with respect to written claims alleging a specific breach of one or more of those representations and warranties received by Seller within such six (6)-month period. For the purposes of this Section 11.2, a matter shall be deemed material only if it would cause a reduction in the value of the Property of more than five percent (5%) of the Purchase Price.

11.3 Representations and Warranties of Buyer. Buyer hereby makes the following representations and warranties to Seller, which representations and warranties shall survive the Closing and all of which (i) are material and are being relied upon by Seller, and (ii) are true, complete and accurate in all respects as of the date hereof and shall be true, complete and accurate as of the Closing Date:

(a) Buyer is a rapid transit district created by the San Francisco Bay Area Rapid Transit District Act duly organized, and validly existing under the laws of the State of California.

(b) This Agreement has been duly authorized, executed, and delivered by Buyer; the obligations of Buyer under this Agreement are legal, valid, and binding obligations of Buyer; and this Agreement does not, and at the time of Closing will not, violate any provision of any agreement to which Buyer is a party or to which it is subject or any law, judgment or order applicable to Buyer.

(c) All documents executed by Buyer that are to be delivered to Seller at the Closing will be, at the time of Closing, duly authorized, executed, and delivered by Buyer; the obligations of Buyer under such documents will be, at the time of Closing, legal, valid, and binding obligations of Buyer; and such documents will not, at the time of Closing, violate any provision of any agreement to which Buyer is a party or to which it is subject or any law, judgment or order applicable to Buyer.

(d) No proceedings under any federal or state bankruptcy or insolvency laws have been commenced by or against Buyer which have not been terminated; no general assignment for the benefit of creditors has been made by Buyer; and no trustee or receiver of Buyer's property has been appointed.

12. Risk of Loss; Insurance Proceeds; Condemnation.

12.1 Damage or Destruction. In the event of damage or destruction of any of the Improvements that occurs prior to the Closing Date that would require the expenditure of an amount less than ten percent (10%) of the Purchase Price to repair, Buyer and Seller shall consummate this Agreement, and Seller shall assign to Buyer at Closing all rights to insurance proceeds on account of such damage or destruction, including any insurance proceeds previously received by Seller with respect to such damage or destruction. In the event such damage or destruction would require the expenditure of an amount in excess of ten percent (10%) of the Purchase Price to repair, either Buyer or Seller may elect to terminate this Agreement by written notice to the other, given no later than the date ten (10) days after occurrence of such damage or destruction. If neither party elects to terminate this Agreement, the parties shall consummate this Agreement, and Seller shall assign to Buyer at Closing all rights to insurance proceeds on account of such damage or destruction, including any insurance proceeds previously received by Seller with respect to such damage or destruction.

12.2 Eminent Domain. If, prior to the Closing, there is a substantial taking by eminent domain of any of the Land that materially and adversely interferes with the use of the Property for its current permitted uses, Buyer shall have the right, by delivering written notice to Seller within ten (10) days after such taking, to terminate this Agreement. If Buyer does not terminate this Agreement or if the taking is not substantial, or it does not materially and adversely interfere with the use of the Property for its current permitted uses, then this Agreement shall remain in effect, and Seller shall assign to Buyer at Closing its rights to the compensation and damages due Seller on account of such taking (and will not settle any proceedings relating to such taking without Buyer's prior written consent). Seller shall promptly (and in any event prior to the Closing) notify Buyer of any condemnation affecting the Property.

The provisions of this Section 12 shall supersede the provisions of any applicable laws with respect to the subject matter of this Section 12.

13. Assignment. Buyer may not, at any time, assign this Agreement or Buyer's rights or obligations under this Agreement, either directly or indirectly, without the prior written consent of Seller, which Seller may withhold in its sole and absolute discretion. Notwithstanding the foregoing, subject to prior approval by the Regional Administration Facility Corporation's board of: (1) the planned third-party assignee, to the extent such assignee is neither a government entity nor a nonprofit, and (2) the planned use by such assignee, to the extent such use, as to any Unit, is other than the applicable use permitted under the CC&Rs for the building, Buyer shall have the right to assign this Agreement (a) to any third party with Seller's prior written consent, which shall not be unreasonably withheld, conditioned or delayed, or (b) to any third party without Seller's consent so long as such assignment occurs in conjunction with the Closing. Subject to the foregoing, this Agreement shall be binding upon, inure to the benefit of, and be enforceable by the

parties hereto and their respective heirs, devisees, executors, administrators, legal representatives, successors and assigns. In connection with any approved assignment, the assignee shall assume the assignor's obligations hereunder, but assignor shall nevertheless remain liable therefor.

14. Seller's Covenants During Contract Period. Between Seller's execution of this Agreement and the Closing, or earlier termination of this Agreement as permitted hereunder, Seller shall (i) maintain the Property in its current condition, reasonable wear and tear excepted, but in no event shall Seller be obligated to make any capital repairs, replacements or improvements; (ii) not make any material physical changes to the Units; (iii) continue to manage the Property in the manner in which it is being managed; and (iv) after the end of the Due Diligence Period, not offer the Property for sale publicly or otherwise solicit, make, pursue, negotiate or accept offers for the sale of the Property to or from any party.

15. ARBITRATION OF DISPUTES. IN THE EVENT OF ANY DISPUTE BETWEEN THE PARTIES ARISING UNDER OR RELATED TO THIS AGREEMENT, SUCH DISPUTE, SHALL BE RESOLVED BY BINDING ARBITRATION BEFORE A SINGLE ARBITRATOR MUTUALLY AGREED TO BY THE PARTIES. SUCH ARBITRATION MAY BE INITIATED BY EITHER PARTY BY DELIVERING WRITTEN NOTICE OF INTENT TO ARBITRATE TO THE OTHER PARTY, WHICH NOTICE SHALL DESCRIBE THE DISPUTE AND THE PARTY'S PROPOSAL FOR RESOLVING THE DISPUTE IN DETAIL. WITHIN THIRTY (30) DAYS AFTER DELIVERY OF SUCH NOTICE EACH PARTY SHALL PROVIDE ALL RELEVANT DOCUMENTS AND MATERIALS THAT PERTAIN TO THE DISPUTE. THE ARBITRATOR SHALL BE A LICENSED, PRACTICING ATTORNEY WHO IS SUBSTANTIALLY FAMILIAR WITH THE REAL ESTATE LAW, CUSTOM, PRACTICE, OR PROCEDURE, IN THE AREA IN WHICH THE PROPERTY IS LOCATED, PERTINENT TO THE DISPUTE BEING ARBITRATED. IN ESTABLISHING WHETHER AN ARBITRATOR IS ABLE TO SERVE, THE PARTIES SHALL ADVISE HIM OR HER OF THE NAMES OF ALL PARTIES AND THEIR AFFILIATES AND PRINCIPAL OFFICERS AND OWNERS, AND CONFIRM THAT THERE IS NO CONFLICT OF INTEREST, WHICH FOR PURPOSES HEREOF SHALL MEAN NO BUSINESS OR PERSONAL CONNECTIONS WITH THE ARBITRATOR, OR HIS OR HER FIRM, WITH ANY OF SUCH PARTIES EITHER CURRENTLY OR AT ANY TIME DURING THE IMMEDIATELY PRECEDING THREE (3) YEARS. THE ARBITRATION SHALL BE CONDUCTED PURSUANT TO SUCH ORGANIZATION AND RULES AS THE PARTIES MAY MUTUALLY AGREE UPON. IF THE PARTIES CANNOT AGREE ON AN ORGANIZATION AND RULES, THE PROVISIONS OF CALIFORNIA CODE OF CIVIL PROCEDURE SECTION 1280 ET. SEQ. SHALL APPLY. ALL ARBITRATION PROCEEDINGS SHALL BE CONFIDENTIAL, AND NEITHER PARTY NOR THE ARBITRATOR MAY DISCLOSE THE CONTENT OR RESULTS OF ANY ARBITRATION HEREUNDER WITHOUT THE WRITTEN CONSENT OF BOTH PARTIES. THE ARBITRATOR SHALL FOLLOW THE LAW (INCLUDING APPLICABLE STATUTES OF LIMITATIONS) AND ALL RULES OF EVIDENCE UNLESS THE PARTIES STIPULATE TO THE CONTRARY. ANY PROVISIONAL REMEDY (INCLUDING PRELIMINARY OR PERMANENT INJUNCTIONS AND WRITS OF ATTACHMENT AND POSSESSION) WHICH WOULD BE AVAILABLE FROM A COURT OF LAW OR EQUITY SHALL BE AVAILABLE FROM THE ARBITRATOR PENDING COMPLETION OF THE ARBITRATION. THE BENEFITED PARTY OF SUCH

PROVISIONAL REMEDY SHALL BE ENTITLED TO ENFORCE SUCH REMEDY IN COURT IMMEDIATELY, EVEN THOUGH A FINAL ARBITRATION AWARD HAS NOT YET BEEN RENDERED. WITHIN THIRTY (30) DAYS AFTER HIS OR HER APPOINTMENT, THE ARBITRATOR SHALL HEAR AND DECIDE THE DISPUTE SUBMITTED TO ARBITRATION HEREUNDER AND SHALL PROMPTLY PREPARE A WRITTEN DECISION ON THE MERITS OF THE MATTERS IN DISPUTE, WHICH DECISION SHALL STATE THE FACTS AND LAW RELIED UPON AND THE REASONS FOR THE ARBITRATOR'S DECISION. THE ARBITRATOR MAY, AT HIS OR HER DISCRETION, ELECT WHETHER TO MEET WITH THE PARTIES AND WHETHER TO CONDUCT A HEARING ATTENDED BY ALL PARTIES; PROVIDED, HOWEVER, THAT FOR DISPUTES INVOLVING \$50,000.00 OR MORE, THE ARBITRATOR SHALL CONDUCT A HEARING. DISCOVERY SHALL BE ALLOWED IN ACCORDANCE WITH CALIFORNIA CODE OF CIVIL PROCEDURE 1283.05. THE ARBITRATOR SHALL HAVE COMPLETE DISCRETION TO RESOLVE DISCOVERY DISPUTES, TO ORDER THE PRODUCTION OF DOCUMENTS AND PRESENTATION OF WITNESSES AND TO LIMIT SUCH DISCOVERY, INCLUDING THE NUMBER AND SCOPE OF DEPOSITIONS THAT MAY BE TAKEN BY THE PARTIES. PRIOR TO ISSUING HIS OR HER FINAL WRITTEN DECISION, THE ARBITRATOR SHALL INFORM THE PARTIES, IN WRITING, OF THE ARBITRATOR'S EXPECTED DECISION ON THE MATTER AND THE REASONS THEREFORE AND GIVE THE PARTIES FIVE (5) BUSINESS DAYS TO SUBMIT ADDITIONAL ARGUMENTS OR INFORMATION, IN WRITING, TO THE ARBITRATOR AND THE OTHER PARTIES. THE AWARD OR DECISION OF THE ARBITRATOR, WHICH MAY INCLUDE AN ORDER OF SPECIFIC PERFORMANCE, SHALL BE FINAL AND BINDING ON ALL PARTIES AND ENFORCEABLE IN ANY COURT OF COMPETENT JURISDICTION; PROVIDED, HOWEVER, THAT THE AWARD MAY BE VACATED OR CORRECTED FOR ANY OF THE REASONS PERMITTED UNDER AND PURSUANT TO CALIFORNIA CODE OF CIVIL PROCEDURE SECTIONS 1286.2 OR 1286.6. THE ARBITRATOR SHALL HAVE NO AUTHORITY TO MODIFY ANY OF THE TERMS OF THIS AGREEMENT.

NOTICE: BY INITIALING IN THE SPACE BELOW YOU ARE AGREEING TO HAVE ANY DISPUTE ARISING OUT OF THE MATTERS INCLUDED IN THE 'ARBITRATION OF DISPUTES' PROVISION DECIDED BY NEUTRAL ARBITRATION AS PROVIDED BY CALIFORNIA LAW AND YOU ARE GIVING UP ANY RIGHTS YOU MIGHT POSSESS TO HAVE THE DISPUTE LITIGATED IN A COURT OR JURY TRIAL. BY INITIALING IN THE SPACE BELOW YOU ARE GIVING UP YOUR JUDICIAL RIGHTS TO DISCOVERY AND APPEAL, UNLESS THOSE RIGHTS ARE SPECIFICALLY INCLUDED IN THE 'ARBITRATION OF DISPUTES' PROVISION. IF YOU REFUSE TO SUBMIT TO ARBITRATION AFTER AGREEING TO THIS PROVISION, YOU MAY BE COMPELLED TO ARBITRATE UNDER THE AUTHORITY OF THE CALIFORNIA CODE OF CIVIL PROCEDURE. YOUR AGREEMENT TO THIS ARBITRATION PROVISION IS VOLUNTARY.

WE HAVE READ AND UNDERSTAND THE FOREGOING AND AGREE TO SUBMIT DISPUTES ARISING OUT OF THE MATTERS INCLUDED IN THIS "ARBITRATION OF DISPUTES" PROVISION TO NEUTRAL ARBITRATION

Seller

Buyer

THIS ARBITRATION OF DISPUTES PROVISION SHALL SURVIVE THE CLOSING OR TERMINATION OF THIS AGREEMENT.

16. Miscellaneous.

16.1 Notice. All notices and any other communications permitted or required under this Agreement must be in writing and will be effective (i) immediately upon delivery in person, provided delivery is made during regular business hours; (ii) immediately upon delivery if delivery is made by electronic mail transmission (“**Email**”) (so long as any Email notice contains the following in the Subject line in all caps: “OFFICIAL NOTICE UNDER 101 8TH STREET PSA”) completed before 5:00 p.m. California time on a business day, as evidenced by the transmission confirmation generated by the sending Email system; and otherwise on the business day next following the date of completed transmission; provided, however, that any communication by Email to be effective must be confirmed two (2) business days after transmission by duplicate notice delivered as otherwise provided herein unless the recipient confirms receipt by return Email; (iii) upon the actual delivery as evidenced by executed receipt of the recipient if delivered by a nationally recognized delivery service for overnight delivery, provided delivery is made during regular business hours or receipt is acknowledged by a person reasonably believed by the delivering party to be employed by the recipient; or (iv) or the date shown on the return receipt if delivered by the United States Postal Service, certified mail, return receipt requested, postage prepaid and with the return receipt returned to the sender marked as delivered, undeliverable or rejected. The inability to deliver because of a changed address of which no notice was given, or rejection or other refusal to accept any notice, shall be deemed to be the receipt of the notice as of the first date of such inability to deliver or rejection or refusal to accept. Any notice to be given by any party hereto may be given by the counsel for such party. All notices must be properly addressed and delivered to the parties at the addresses set forth below, or at such other addresses as either party may subsequently designate by written notice given in the manner provided in this Section 16.1:

Seller: Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105
Attn: Andrew B. Fremier
Telephone: 415-778-5240
Email: afremier@mtc.ca.gov

with copy to: Farella Braun + Martel LLP
235 Montgomery Street
San Francisco, CA 94104
Attn: Tony Ratner
Telephone: (415) 954-4448
Email: tratner@fbm.com

Buyer: San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 22nd Floor
Oakland, CA 94612
Attn: Sean Brooks, Manager, Real Estate and Property
Development Department
Telephone: (510) 464-6114
Email: SBrooks1@BART.Gov

with copy to: Office of the General Counsel
300 Lakeside Drive, 23rd Floor
Oakland, CA 94612
Attn: Stephen Muzio
Telephone: (510) 287-4959
Email: smuzio@bart.gov

16.2 Headings. The headings used herein are for purposes of convenience only and should not be used in construing the provisions hereof.

16.3 Covenant of Further Assurances. The parties hereby agree to execute and deliver such other documents and instruments (including, without limitation, additional escrow instructions in conformity with this Agreement), and to take such other actions, whether before or after Closing, as may reasonably be required and which may be necessary to consummate this transaction and to otherwise effectuate the agreements of the parties hereto; provided that such additional documents, instruments, or actions shall not impose upon the parties any obligations, duties, liabilities or responsibilities which are not expressly provided for in this Agreement.

16.4 Entire Agreement. This document represents the final, entire and complete agreement between the parties with respect to the subject matter hereof and supersedes all other prior or contemporaneous agreements, communications or representations, whether oral or written, express or implied, including any letters of intent. The parties acknowledge and agree that they may not and are not relying on any representation, promise, inducement, or other statement, whether oral or written and by whomever made, that is not contained expressly in this Agreement. This Agreement may only be modified by a written instrument signed by representatives authorized to bind both parties. Oral modifications are unenforceable.

16.5 Partial Invalidity. If any term, covenant or condition of this Agreement or its application to any person or circumstances shall be held to be illegal, invalid or unenforceable, the remainder of this Agreement or the application of such term or provisions to other persons or circumstances shall not be affected, and each term hereof shall be legal, valid and enforceable to the fullest extent permitted by law, unless an essential purpose of this Agreement would be defeated by the loss of the illegal, unenforceable, or invalid provision. In the event of such partial invalidity, the parties shall seek in good faith to agree on replacing any such legally invalid provisions with valid provisions which, in effect, will, from an economic viewpoint, most nearly and fairly approach the effect of the invalid provision and the intent of the parties in entering into this Agreement.

16.6 No Waiver. Except as otherwise provided in this Agreement, no consent or waiver by either party to or of any breach or non-performance of any representation, condition, covenant or warranty shall be enforceable unless in a writing signed by the party entitled to enforce performance, and such signed consent or waiver shall not be construed as a consent to or waiver of any other breach or non-performance of the same or any other representation, condition, covenant, or warranty.

16.7 [NOT USED]

16.8 Brokers and Finders. Each party represents that it has not had any contact or dealings regarding the Property, through any licensed real estate broker or other persons who can claim a right to a commission or finder's fee in connection with this transaction, except for Cushman & Wakefield, representing Seller (the "**Broker**"). Seller shall pay a brokerage commission to the Broker, if any is earned at the Closing, pursuant to separate agreement. Each party shall indemnify the other against all claims arising from its breach of its representation under this Section. This indemnification obligation shall survive the Closing or termination of this Agreement.

16.9 Time of the Essence. Time is of the essence of this Agreement.

16.10 Governing Law; Forum. This Agreement is entered into and shall be governed by and construed in accordance with the laws of the State of California (without giving effect to its choice of law principles). The parties agree that, except as otherwise provided in Section 15, all suits or actions of any kind brought to interpret or enforce the terms of, or otherwise arising out of or relating to, this Agreement shall be filed and litigated solely in the state or federal courts in the City and County of San Francisco, California. Each party hereby consents to the personal and subject matter jurisdiction of said courts.

16.11 Interpretation. All parties have been represented by counsel in the preparation and negotiation of this Agreement, and this Agreement shall be construed according to the fair meaning of its language. The rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement. Unless the context clearly requires otherwise, (i) the plural and singular numbers shall each be deemed to include the other; (ii) the masculine, feminine, and neuter genders shall each be deemed to include the others; (iii) "shall," "will," or "agrees" are mandatory, and "may" is permissive; (iv) "or" is not exclusive; (v) "includes" and "including" are not limiting; and (vi) "days" means calendar days unless specifically provided otherwise.

16.12 IRS Form 1099-S Designation. In order to comply with information reporting requirements of IRC Section 6045(e) and the Treasury Regulations thereunder, the parties agree (i) to execute an IRS Form 1099-S Designation Agreement to designate the Title Company (the "**Designee**") as the party who shall be responsible for reporting the contemplated sale of the Property to the Internal Revenue Service (the "**IRS**") on IRS Form 1099-S; and (ii) to provide the Designee with the information necessary to complete Form 1099-S.

16.13 Third Party Beneficiaries. This Agreement has been made solely for the benefit of the parties hereto and their respective successors and permitted assigns, and nothing in this Agreement is intended to, or shall, confer upon any other person any benefits, rights or remedies under or by reason of this Agreement.

16.14 Compliance With Laws. Each party shall comply with all applicable laws, rules, regulations, orders, consents and permits in the performance of all of their obligations under this Agreement.

16.15 Counterparts. This Agreement may be signed in any number of counterparts with the same effect as if the signatures to each counterpart were upon a single instrument, and is intended to be binding when all parties have delivered their signatures to the other parties. Signatures may be delivered by facsimile transmission or by e-mail in a portable document format (*pdf*). All counterparts shall be deemed an original of this Agreement.

16.16 Exhibits. All Recitals and Exhibits referred to in this Agreement are incorporated herein by reference and shall be deemed part of this Agreement.

16.17 Authority. The individuals executing this Agreement on behalf of Seller and Buyer individually represent and warrant that he or she has been authorized to do so and has the power to bind the party for whom they are signing.

16.18 Exchange Transaction. Each party agrees upon the request of the other party to cooperate with the other party in closing all or part of this transaction as an exchange pursuant to IRC Section 1031, provided that:

(a) The non-exchanging party shall incur no additional expense or liability in connection therewith and shall not be required to hold title to any property other than the Property;

(b) The exchanging party shall indemnify, protect, defend and hold the non-exchanging harmless from any claims, demands, causes of action, judgments, expenses, costs and attorneys' fees which result from the non-exchanging party's compliance with this paragraph, which obligation shall survive the Closing or termination of this Agreement; and

(c) The Closing is not materially delayed by the exchange.

16.19 Limitation on Liability. Notwithstanding anything to the contrary contained herein, if Closing shall have occurred (and Buyer shall not have waived, relinquished or released any applicable rights in further limitation), the aggregate liability of Seller arising pursuant to or in connection with the representations, warranties, indemnifications, covenants or other obligations (whether express or implied) of Seller under this Agreement (or any document executed or delivered in connection herewith) shall not exceed one percent (1%) of the Purchase Price. In no event shall any officers, members, partners, employees or affiliates of Seller have any liability under this Agreement.

16.20 Acceptance of Deed. Acceptance by Buyer at Closing of the Grant Deed shall constitute an acknowledgment by Buyer of full performance by Seller of all of Seller's obligations

under this Agreement, except for the obligations of Seller which are expressly provided in this Agreement to survive Closing. Any of Buyer's obligations under this Agreement that are expressly provided in this Agreement to survive Closing shall survive Closing and delivery of the Grant Deed, notwithstanding any presumption to the contrary.

16.21 Confidentiality. Except as required by law or as necessary to perform their obligations under this Agreement, Buyer and Seller shall keep this Agreement and the transactions contemplated hereby, including the identities of Buyer and Seller and their respective affiliates, and the terms of this of this Agreement (collectively, "**Confidential Information**") strictly confidential and shall not, without the prior written consent of the other party, disclose any Confidential Information to any other party or use any Confidential Information for any purpose other than evaluating the transaction described herein. However, each party may disclose Confidential Information to its affiliates and their respective officers, employees, advisors, agents, actual and prospective investors and lenders, consultants, title companies, surveyors and other contractors, provided that the party making the disclosure (1) shall provide Confidential Information to such persons only to the extent needed in connection with the transaction contemplated hereby and (2) shall instruct the recipient to keep such Confidential Information confidential. The confidentiality obligations contained in this Section shall survive the Closing, with the exception that, after the Closing, either party may disclose the fact that the Property was sold, but may not disclose any other Confidential Information except to the extent such Confidential Information is publicly available other than as a result of a breach of a party's obligations under this Agreement.

(Signature Page Follows)

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the Contract Date.

SELLER: METROPOLITAN TRANSPORTATION COMMISSION

Steve Heminger, Executive Director

Approved as to form:

Legal Counsel

BUYER: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Grace Crunican, General Manager

Approved as to form:

General Counsel

NOTE: BOTH PARTIES MUST INITIAL THE AGREEMENT AT SECTION 15.

AGREEMENT OF TITLE COMPANY

The undersigned has executed this Agreement solely to confirm its agreement to comply with the provisions of the Agreement applicable to the Title Company.

In witness whereof, the undersigned has executed this Agreement as of _____, 2016.

FIRST AMERICAN TITLE INSURANCE COMPANY

By: _____
Name: _____
Title: _____

EXHIBIT A

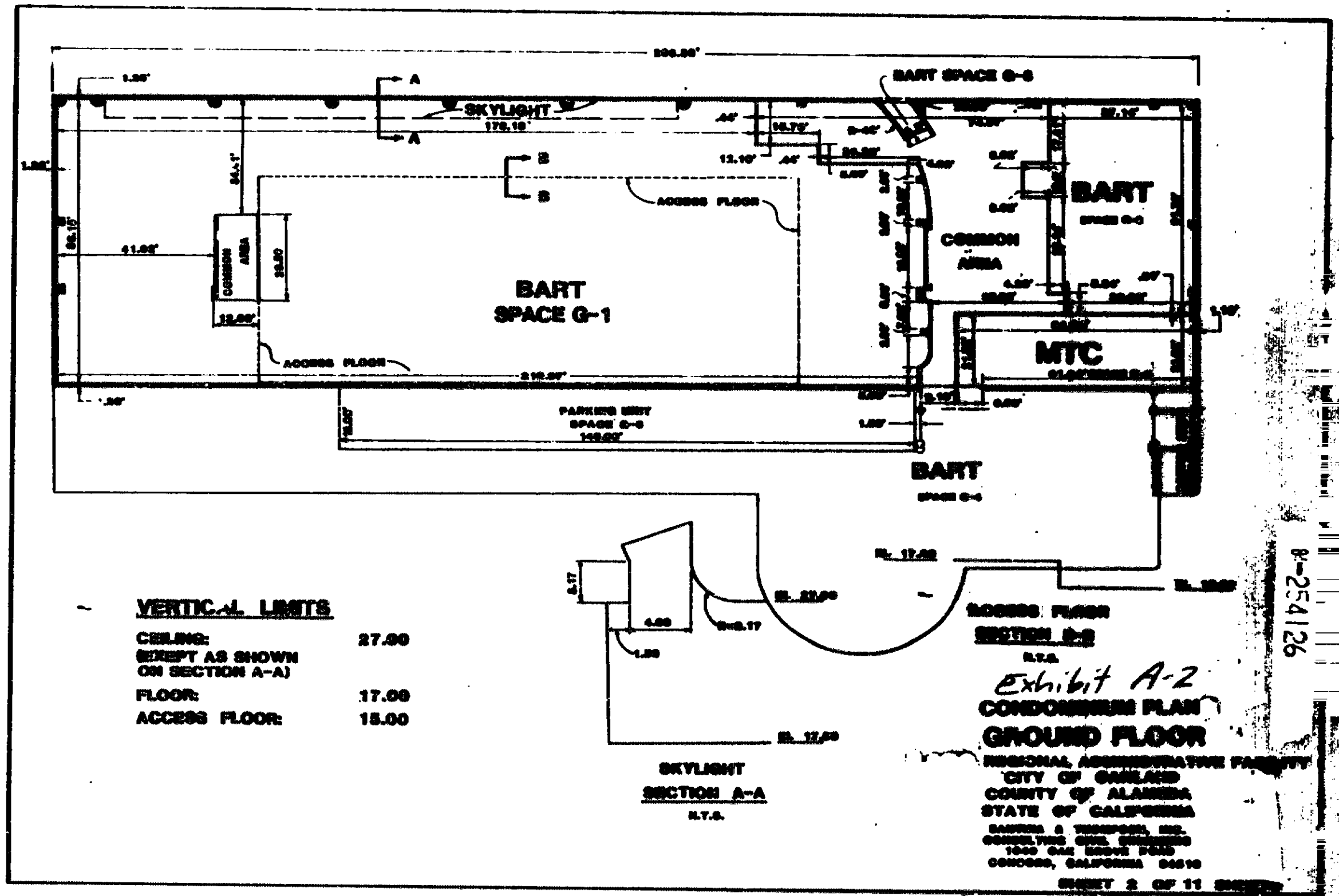
DESCRIPTION OF THE REAL PROPERTY

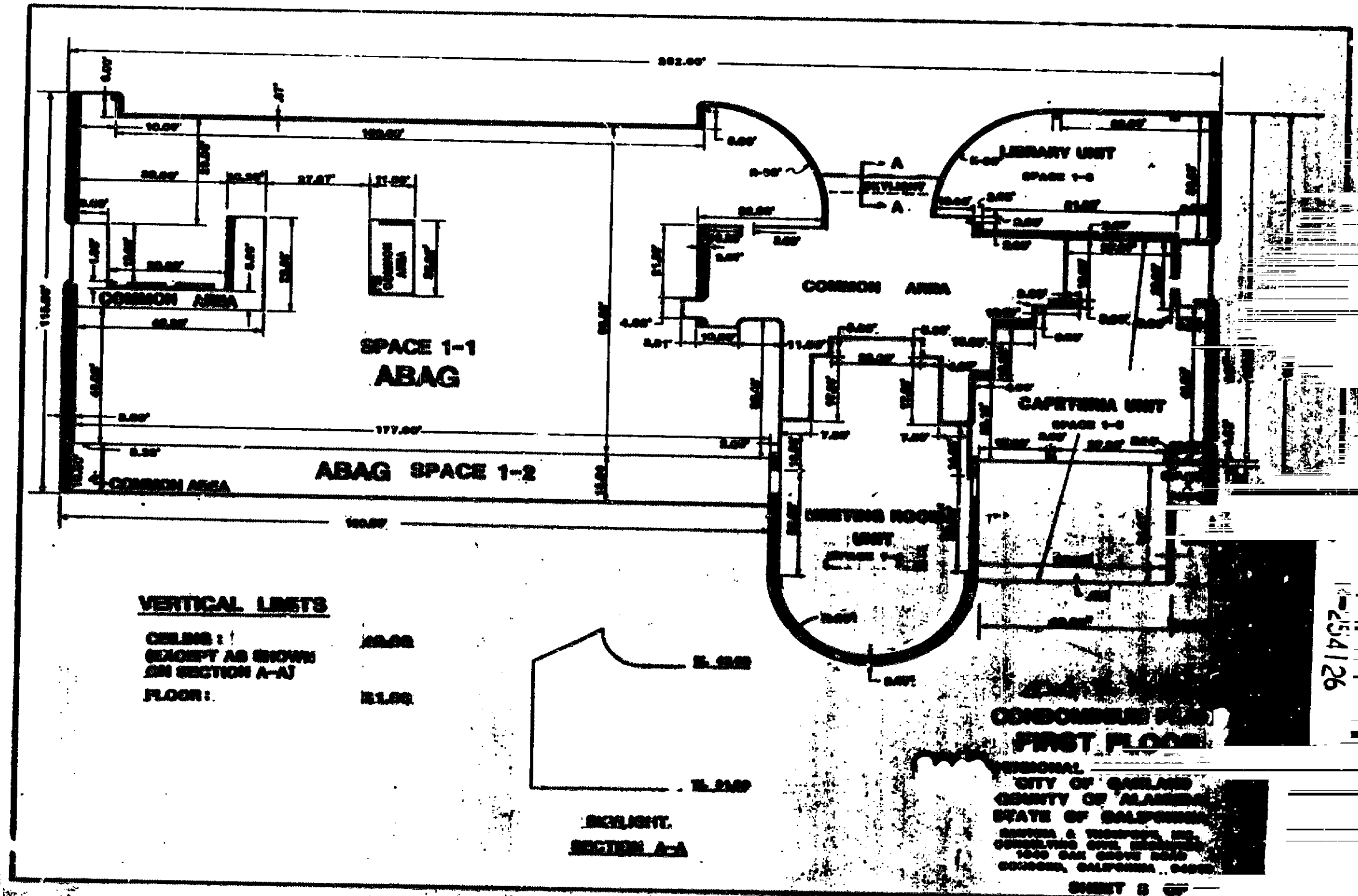
The Real Property is described in the attached Title Insurance Commitment of First American Title Insurance Company (Commitment No.: NS-807904-CC dated August 12, 2016)

EXHIBIT B

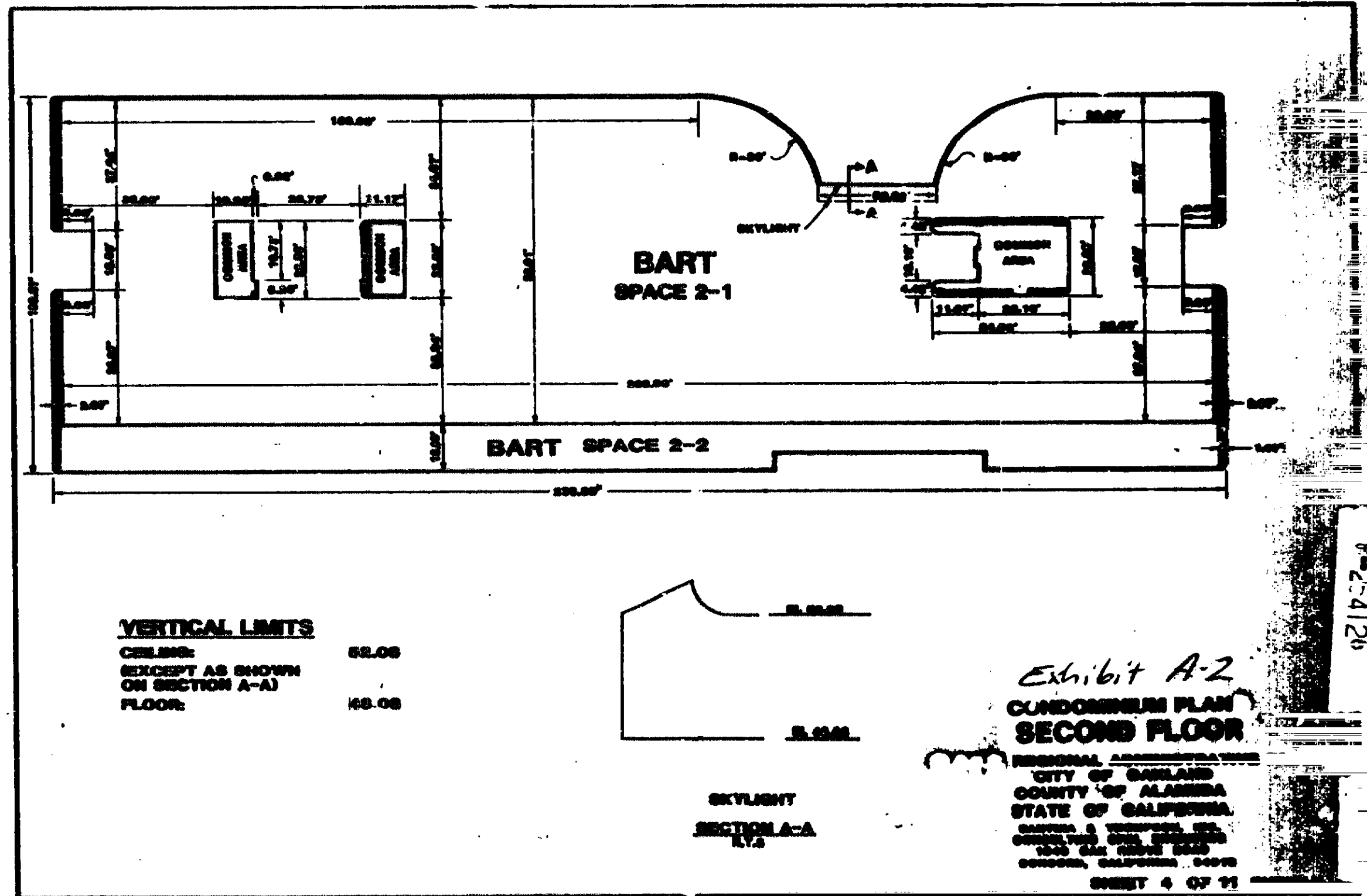
PLAT MAP OF THE REAL PROPERTY

Note: parcel map document to be included/attached to this document. Currently in a .pdf form.





254126



8-254120

EXHIBIT C

DOCUMENTS DELIVERED TO BUYER

Due Diligence Documents

Agreements and Documents

- BAHA/MTC Interagency Agreement
- First American Title – Commercial Commitment

MetroCenter 1981 Construction Documents

MetroCenter Seismic Retrofit Documents

MetroCenter 2008 Seismic Request for Information (RFIs)

Regional Administrative Board Meetings (2013-2016)

Regional Administrative Facility Corporation Audited Financial Statements for period ending June 30, 2016 and June 30, 2015

EXHIBIT D
GRANT DEED

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO
:

SAN FRANCISCO BAY AREA RAPID

TRANSIT DISTRICT

P.O. Box 12688

Oakland, CA 94604-2688

Attn: Real Estate Manager

Space Above this Line for Recorder's Use

APN: 001-0171-002

.The undersigned grantor hereby declares this instrument to be exempt from Recording Fees (Govt. Code §27383) and Documentary Transfer Tax (Revenue and Taxation Code §11922).

GRANT DEED

THIS GRANT DEED is made and entered into this _____ day of _____, 2016, by METROPOLITAN TRANSPORTATION COMMISSION ("**Grantor**"), in favor of SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT ("**Grantee**").

WITNESSETH:

For good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, GRANTOR hereby GRANTS to Grantee that certain real property in the County of Alameda, California (the "**Property**") more particularly described as follows:

LEGAL DESCRIPTION IS ATTACHED HERETO AS
EXHIBIT A WITH PLAT MAP AND INCORPORATED
HEREIN BY THIS REFERENCE.

The foregoing grant is expressly subject to all matters of record as of the date hereof.

EXECUTED as of the day and year set forth above.

GRANTOR:

METROPOLITAN TRANSPORTATION
COMMISSION

Steve Heminger, Executive Director

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)
COUNTY OF _____)

On _____, 2016, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(Notary Seal)

EXHIBIT A TO GRANT DEED
DESCRIPTION OF PROPERTY

EXHIBIT E

BILL OF SALE AND GENERAL ASSIGNMENT

THIS BILL OF SALE AND GENERAL ASSIGNMENT (“**Assignment**”) is executed as of the _____ day of _____, 2016, by METROPOLITAN TRANSPORTATION COMMISSION (“**Seller**”) in favor of SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT (“**Buyer**”).

RECITALS

A. Reference is made to certain office condominium units located on the first, second and third floors of the building located at 101 Eighth Street, Oakland, California, which real property is more thoroughly described in attached Schedule I (the “**Property**”). Concurrently herewith, Seller is selling to Buyer and Buyer is purchasing from Seller all of Seller’s interest in the Property pursuant to that certain Purchase Agreement dated as of _____, 2016, between Seller and Buyer, providing for the sale of the Property (the “**Purchase Agreement**”). Initially capitalized terms used herein but not otherwise defined herein shall have the meanings given them in the Purchase Agreement; and

B. In connection with the sale of the Property to Buyer, Seller desires to assign and transfer to Buyer all of Seller’s interest in the Service Contracts, Financials, Reserves, Personal Property and Intangible Property identified in this Assignment.

IN CONSIDERATION OF THE FOREGOING, and for other good and valuable consideration, Seller agrees as follows:

1. Seller hereby grants, conveys, assigns and transfers to Buyer all of Seller’s rights, title and interest in the contracts and agreements listed on Schedule II hereto (the “**Service Contracts**”). Buyer hereby assumes all of Seller’s obligations under the Service Contracts. g.

3. Seller hereby grants, transfers and conveys to Buyer all of Seller’s interest in the Financials, Reserves and Personal Property listed on Schedule III hereto. (the “**Financials, Reserves, and Personal Property**”).

4. Seller hereby grants, transfers and conveys to Buyer all of Seller’s interest in all transferable or assignable certificate(s) of occupancy, building or equipment permits, consents, authorizations, variances, waivers, licenses, permits, certificates and approvals from any governmental or quasi-governmental authority with respect to the Property, and all transferable or assignable warranties, representations, guaranties, and miscellaneous rights relating to the ownership, development, use and operation of the Property (the “**Intangible Property**”).

5. Buyer acknowledges and agrees that the Service Contracts, Financials, Reserves and Personal Property and the Intangible Property assigned, transferred and conveyed hereby are being assigned, transferred, and conveyed “AS IS, WHERE IS” subject to, and in accordance with, the terms of Section 8 of the Purchase Agreement.

6. Any disputes under this Assignment shall be arbitrated in accordance with the provisions of Section 15 of the Purchase Agreement. The “prevailing party” shall be determined based upon an assessment of which party’s major arguments or positions taken in the action or proceeding could fairly be said to have prevailed (whether by compromise, settlement, abandonment by the other party of its claim or defense, final decision, after any appeals, or otherwise) over the other party’s major arguments or positions on major disputed issues.

7. The terms of this Assignment shall bind and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors and assigns.

8. The parties agree to execute such other documents and perform such other acts as may be necessary or desirable to carry out the purposes of this Assignment. This Assignment may be signed in any number of counterparts with the same effect as if the signatures to each counterpart were upon a single instrument. All counterparts shall be deemed an original of this Assignment.

(Signature Page Follows)

IN WITNESS WHEREOF, the parties have executed this Assignment as of the date and year first above written.

SELLER:

METROPOLITAN TRANSPORTATION
COMMISSION

Steve Heminger, Executive Director

BUYER:

SAN FRANCISCO BAY AREA RAPID
TRANSIT DISTRICT

Grace Crunican, General Manager

Approved as to Form

Stephen Muzio, BART Attorney

SCHEDULE I TO BILL OF SALE AND GENERAL ASSIGNMENT

DESCRIPTION OF THE PROPERTY

SCHEDULE II TO BILL OF SALE AND GENERAL ASSIGNMENT

LIST OF SERVICE CONTRACTS

ABC Security (Guard Services)

AT&T (Emergency Telephone lines)

Biagini Waste (Recycling Pickup)

Carrier Corporation (HVAC Maintenance)

Cintas (Cooling Tower Chemicals and Maintenance)

Clark Pest Control (Pest)

Customized Performance, Inc. (Janitorial)

EB Landscaping (Landscaping)

Home Depot (Building Supplies)

San Joaquin Chemicals (Cooling Tower Chemicals and Maintenance)

Shaw Industries (Auditorium Carpet Replacement)

Sonitrol (Security Alarm System Maintenance)

Thyssen (Elevator Maintenance)

Waste Management (Dumpster Pickup)

SCHEDULE III TO BILL OF SALE AND GENERAL ASSIGNMENT

LIST OF FINANCIALS, RESERVES, AND PERSONAL PROPERTY

FINANCIALS/RESERVES

Based on Regional Administrative Facility Corporation (RAFC) audited financial statements prepared by Patel and Associates for the years ending June 30, 2016 and June 30, 2015, the net assets/reserve balance is \$2,267,129 with the final amount adjusted upon close of escrow.

All financial documentation held by RAFC.

PERSONAL PROPERTY

The following MTC personal property is included, but not limited to:

Type	Description	Approximate number
Office Furniture	Desks, workstation modules including panels and surfaces, desk/guest chairs, tables, credenzas, bulletin boards, filing and storage units/cabinets, waste bins	1 st floor - 65 locations 2 nd floor – 80 locations 3 rd floor – 80 locations
Misc. Equipment	LCD monitors, HP laser jet printers, IT server racks, cabling,	Varies
Conference Room Furniture	Conference Room tables, chairs, credenzas,	10 locations
Reception Furniture	Receptionist workstation, sitting area seats	2 locations (1 st and 3 rd floors)
Telecom Room	Option 61 phone switch & related equipment	1

The following RAFC personal property will transfer to BART ownership and includes, but not limited to:

Type/Location	Description	Approximate number
Cafeteria Inventory	Ice Maker	1 each
	Freezer and Refrigerators	1 each
	Tables and Chairs	8 tables, 20 chairs
	Meat Slicer, Waffle Machine	1 each
	Cutting Table, Steam Table	1 each
	Baker Display Cases	2
	Sinks	2
	TV	1
	Patio Furniture – tables and chairs	5 tables, 15 chairs
	Stove, Steam Oven	1 each
	Fryer	1

Type/Location	Description	Approximate number
Room 171	Folding Tables	9
	Mini Rack	1
	Projector	1
	Chairs	56
	Screen Flag	1

Type/Location	Description	Approximate number
Auditorium	Podium	1
	Table Carts	4
	Microphone set of 31	1 set
	Wireless Microphone System	45
	Folding Tables	40
	Waste Container Set	2
	Flags	1
	AV Rack with Equipment	1
	Leather Chairs	40
	Stack Chairs	120
	Easel	4

Type/Location	Description	Approximate number
RAFC Shop Inventory	Misc. tools and equipment	n/a

EXHIBIT F

FIRPTA AFFIDAVIT

Section 1445 of the Internal Revenue Code of 1986, as amended (the “**Code**”) provides that a buyer of a U.S. real property interest must withhold tax if the seller is a foreign person. To inform SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT (the “**Buyer**”), that withholding tax is not required upon the disposition of a U.S. real property interest by METROPOLITAN TRANSPORTATION COMMISSION (the “**Seller**”), the undersigned hereby certifies the following on behalf of Seller:

1. Seller is not a foreign corporation, foreign partnership, foreign trust or foreign estate (as those terms are defined in the Code and Income Tax Regulations)
2. Seller’s U.S. employer identification number is: 94-1749911
3. Seller’s office address is: Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105
4. Seller is not a disregarded entity as defined in Section 1.1445-2(b)(2)(iii) of the Internal Revenue Code Regulations.

Seller understand that this certification may be disclosed to the Internal Revenue Service by the Buyer and that any false statement Seller has made here could be punished by fine, imprisonment or both.

Under penalties of perjury, I declare that I have examined this certification and to the best of my knowledge and belief it is true, correct and complete, and I further declare that I have authority to sign this document on behalf of Seller.

Dated: _____, ____

METROPOLITAN TRANSPORTATION
COMMISSION

Steve Heminger,
Executive Director

EXHIBIT G

FORM OF OWNER'S AFFIDAVIT

Escrow No. _____
_____, _____, CA

The undersigned hereby certifies:

1. That they are the owner of the certain real property in the State of California, described in your Commitment for Title Insurance or Preliminary Title Report No.
2. That the land is improved by a:
 - ☐ Office Building
 - ☒ Commercial Building
 - ☐ Industrial Building
 - ☐ Other:
3. First American Title Insurance Company (referred to as "First American") has been requested to issue a form of policy of title insurance showing as an exception to title in Schedule B therein all existing leases affecting the real property referred to above and described in the Commitment/Preliminary Title Report issued in connection with this transaction. In addition to any other requirements it may have, First American has requested that the undersigned provide it with a certified list of all of the lessees under existing leases. Therefore, in response to such request made by First American, the undersigned hereby declares that, to its knowledge, the rent roll attached hereto as Exhibit "A", represents all of the lessees under all subsisting leases affecting the subject property. The undersigned also declares that to its knowledge, no leases contain provisions for either options to purchase or the rights of first refusal to purchase, or both.
4. That there have been no repairs, work of improvements or materials furnished to the premises by or on behalf of the undersigned or, to the undersigned's actual knowledge, by or on behalf of any of the tenants listed on Exhibit "A", within 90 days, except as shown on Exhibit "B," which exhibits shows the date such repairs, works of improvements or materials furnished were started and the date such repairs, works of improvements or materials furnished were completed or will be completed.
5. That there are no unpaid bills for labor or material because of any improvements made by or on behalf of the undersigned to the above premises, except as shown on Exhibit "B."
6. That the undersigned has not received any written notice of violation of any covenants, conditions or restrictions, if any, affecting the Land.
7. That the undersigned has not received any supplemental tax bill which is unpaid.
8. That this Affidavit is given for the purpose of inducing First American and its Agents, Offices and Subsidiaries to issue its Policy(ies) of Title Insurance which may provide coverage as to

the items mentioned above and that the statements made herein are true and correct to my/our own knowledge.

9. The undersigned acknowledge that they have read the foregoing and fully understand the legal aspects of any misrepresentation and/or untrue statements made herein and indemnify and hold harmless First American against liability occasioned by reason of reliance upon the statements made herein.

10. The undersigned has not and will not, for the period commencing on the business day prior to close of escrow, at 7:30 a.m. through the recording of the Deed transferring title to the property to the grantee thereunder (such period is called the "Gap Period"), encumber, cause any defect to appear in the title to the property or make any conveyance of all or any part of the property except for the documents executed in favor of, or at the request of the grantee. The undersigned agrees to hold harmless and indemnify First American against all reasonable costs, expenses and attorneys' fees suffered or incurred by First American as a result of the failure of the undersigned, upon receipt of written notice from First American, to promptly remove, bond or otherwise dispose of any such encumbrance, defect or conveyance that may arise or be filed against the property as a result of any act or omission of the undersigned during the Gap Period.

Date: _____, 2016

METROPOLITAN TRANSPORTATION COMMISSION

Steve Heminger, Executive Director



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee

DATE: December 7, 2016

FR: Executive Director

W.I.: 1153

RE: MTC Resolution No. 4261 Purchase Agreement with Bay Area Rapid Transit District for Office Space at 101 – 8th Street.

Staff recommends approval of MTC Resolution No. 4261 authorizing the Executive Director or his designee to negotiate and execute a Purchase Agreement between MTC and the Bay Area Rapid Transit District (“BART”) for the sale of office space and related furniture, fixtures and equipment located at 101 – 8th Street, Oakland CA.

Background

On May 25, 2016, the MTC Commission authorized the Executive Director to enter into negotiations with BART for the sale of the MTC and ABAG condominium interests at the Joseph P. Bort MetroCenter building based on terms and conditions authorized in the closed session.

MTC and ABAG each currently own a condominium interest at the former Oakland headquarters and it is expected that both properties will be sold to BART under one consolidated transaction. Under BAHA Resolution No. 10, ABAG and BAHA have agreed under a memorandum of understanding to enter into a zero-cost purchase and sale agreement under which ABAG would purchase, and BAHA would sell, a condominium unit at 375 Beale Street in San Francisco in exchange for ABAG’s sale, and BAHA’s purchase, of ABAG’s condominium unit at the MetroCenter.

In order to consolidate ownership of the two MetroCenter condominiums under MTC, BAHA assigned its rights to ABAG’s MetroCenter condominium through an Interagency Agreement between BAHA and MTC. In exchange, MTC would agree to provide BAHA with the net proceeds of its disposition, whether by lease or by sale, of ABAG’s MetroCenter condominium. The Interagency Agreement was approved by BAHA at its January 27, 2016 meeting and by MTC at its February 10, 2016 meeting.

Staff from MTC and BART have concluded negotiations of the terms for the Purchase Agreement. This document is consistent with the direction given by the Commission on May 25, 2016.

Recommendation

The Purchase Agreement will provide for the sale of the MTC and ABAG properties at the Joseph P. Bort MetroCenter to BART including office space and related furniture, fixtures and equipment. Staff from both MTC and BART have reviewed the documents and believe they are appropriate for approval.

Staff requests approval of the form of the Purchase Agreement in substantially the form on file with the Secretary of MTC and authorizes the Executive Director, and/or his designee, to negotiate, execute and deliver, for and on behalf of MTC, the Purchase Agreement with BART.



Steve Heminger

Attachment

SH:tg

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ABSTRACT

MTC Resolution No. 4261

This resolution authorizes the Executive Director or his designee to negotiate and enter into a Purchase Agreement with the Bay Area Rapid Transit District for office and related space and furniture, fixtures and equipment located at 101 Eighth Street, Oakland, California.

Discussion of this action is contained in the Executive Director's Memorandum, dated December 7, 2016.

Re: Purchase Agreement with the Bay Area Rapid Transit District

BAY AREA HEADQUARTERS AUTHORITY
RESOLUTION NO. 4261

WHEREAS, the Metropolitan Transportation Commission ("MTC"), the Association of Bay Area Governments ("ABAG") and the Bay Area Rapid Transit District ("BART") each own condominium interests in the Bay Area MetroCenter located at 101 Eighth Street, Oakland California ("MetroCenter"); and

WHEREAS, the Bay Area Headquarters Authority, a joint powers authority established pursuant to the California Joint Exercise of Powers Act ("BAHA"), and ABAG plan and expect to enter into a Purchase and Sale Agreement and Joint Escrow Instructions (the "ABAG PSA") wherein ABAG will agree to sell to BAHA that certain office condominium unit ("ABAG Unit") that consists of a portion of the first floor of the building located at the MetroCenter, together with all rights, privileges, easements and appurtenances to or affecting the ABAG Unit, including without limitation, the right to use the Common Area, the Library Unit, the Meeting Room Unit, the Parking Unit and the Cafeteria Unit Common Area, as such terms are defined in the Declaration of Covenants, Conditions and Restrictions of the Regional Administrative Facility, recorded in the Official Records of Alameda County as Instrument No. 84-254126 (the "CC&R's") (collectively, the "ABAG Property"); and

WHEREAS, in connection with the ABAG PSA, BAHA and the Metropolitan Transportation Commission ("MTC") entered into that certain Interagency Agreement dated as of the 22nd day of April, 2016, pursuant to which BAHA designated MTC as the purchaser of the ABAG property; and

WHEREAS, MTC owns the second and third floors of the MetroCenter (the "MTC Unit"), together with all rights, privileges, easements and appurtenances to or affecting the MTC Unit, including without limitation, the right to use the Common Area, the Library Unit, the Meeting Room Unit, the Parking Unit and the Cafeteria Unit Common Area (collectively, the "MTC Property"); and

WHEREAS, BART is purchasing the MTC Property, the ABAG Property and other interests defined as “Property” set forth in the form of Purchase Agreement between MTC and BART, the form of which is on file with the Secretary of MTC (the “Purchase Agreement”); and

WHEREAS, it furthers MTC’s purpose for MTC to negotiate, execute and deliver the Purchase Agreement; and

WHEREAS, all acts, conditions and things required by the Constitution and the laws of the State of California to exist, to have happened and to have been performed in connection with the execution of the Purchase Agreement, other MTC actions contemplated hereby do exist, have happened and have been performed in regular and due time, form and manner as required by law, and MTC is now duly authorized and empowered, pursuant to each and every requirement of law, to take such actions; now, therefore, be it

RESOLVED, that MTC specifically finds and declares that the statements, findings and determinations of MTC set forth in the preambles above are true and correct; and be it further

RESOLVED, that MTC authorizes the Executive Director of MTC and/or his designee (each, an “Authorized Representative”), to negotiate, execute and deliver, for and on behalf of MTC, the Purchase Agreement with BART in substantially the form on file with the Secretary of MTC, with such revisions as the Authorized Representative executing the same, with the advice of the General Counsel to MTC, may approve, such approval to be conclusively evidenced by the execution of the Purchase Agreement in final form; and be it further

RESOLVED, that this Resolution shall take effect from and after its adoption.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of MTC held in San Francisco, California, on December 21, 2016.

101 EIGHTH STREET, OAKLAND, CALIFORNIA

PURCHASE AGREEMENT

BETWEEN

**METROPOLITAN TRANSPORTATION COMMISSION, a regional transportation
planning agency established pursuant to California Government Code §66500 .**

AND

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT, a rapid transit district
created by the San Francisco Bay Area Rapid Transit District Act pursuant to Public
Utilities Code Section 28500 et seq.**

_____, 2016

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LIST OF EXHIBITS

Exhibit A	Description of the Real Property
Exhibit B	Plat of Real Property
Exhibit C	Documents Delivered to Buyer
Exhibit D	Grant Deed
Exhibit E	Bill of Sale and General Assignment
Exhibit F	FIRPTA Affidavit
Exhibit G	Form of Owner’s Affidavit

PURCHASE AGREEMENT

101 Eighth Street, Oakland, California

THIS PURCHASE AGREEMENT (this "**Agreement**") is entered into as of the ____ day of _____, 2016 ("**Contract Date**"), by and between METROPOLITAN TRANSPORTATION COMMISSION, a regional transportation planning agency established pursuant to California Government Code §66500 ("**Seller**"), and the SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT, a rapid transit district created by the San Francisco Bay Area Rapid Transit District Act pursuant to Public Utilities Code Section 28500 et seq. ("**Buyer**"). Seller and Buyer each referred to herein as a "**Party**," and both together as the "**Parties**."

RECITALS

Seller owns and is offering for sale condominium units and associated rights in the building located at 101 Eighth Street, Oakland, California, and more completely described below. Buyer has offered to buy the property, and the parties are entering into this Agreement to set forth the terms and conditions of the sale.

Bay Area Headquarters Authority, a joint powers authority established pursuant to the California Joint Exercise of Powers Act ("**BAHA**"), and Association of Bay Area Governments, a joint powers authority established pursuant to the California Joint Exercise of Powers Act ("**ABAG**") plan and expect to enter into a Purchase and Sale Agreement and Joint Escrow Instructions (the "**ABAG PSA**"). Under the ABAG PSA, ABAG will agree to sell to BAHA that certain office condominium unit ("**ABAG Unit**") that consists of a portion of the first floor of the building located at 101 Eighth Street, Oakland, California 94607 (the "**Building**"), together with all rights, privileges, easements and appurtenances to or affecting the ABAG Unit, including without limitation, the right to use the Common Area, the Library Unit, the Meeting Room Unit, the Parking Unit and the Cafeteria Unit Common Area, as such terms are defined in the Declaration of Covenants, Conditions and Restrictions of the Regional Administrative Facility, recorded in the Official Records of Alameda County as Instrument No. 84-254126 (the "**CC&R's**") (collectively, the "**ABAG Property**"). In connection with the ABAG PSA, BAHA and Seller entered into that certain Interagency Agreement dated as of the 22 day of April, 2016, pursuant to which BAHA assigned its rights under the ABAG PSA to Seller.

Buyer is purchasing the Property (as defined below) pursuant to an exercise of its right of first refusal contained in Section 9 of the CC&R's.

NOW, THEREFORE, in consideration of the foregoing and the agreements set forth below, the Parties hereto agree as follows:

1. Agreement of Sale.

1.1 Seller hereby agrees to sell to Buyer, and Buyer hereby agrees to purchase from Seller, subject to the terms and conditions set forth herein, Seller's right, title and interest in the following (collectively, the "**Property**");

(a) Those certain office condominium units consisting of the ABAG Unit and the condominium units located on the second and third floors of the Building and Seller's condominium interest in Space G-5 of the Building (collectively, the "**Units**"), as more particularly described on the attached Exhibit A, and depicted on the attached Exhibit B, together with all rights, privileges, easements and appurtenances to or affecting the Units, including without limitation, the right to use the Common Area, the Library Unit, the Meeting Room Unit, the Parking Unit and the Cafeteria Unit Common Area (collectively, the "**Real Property**");

(b) Service Contracts (as such terms are hereinafter defined);

(c) All "as-built" plans and specifications and governmental permits and approvals relating to the use and occupancy of the Units (the "**Intangible Property**");

(d) All personal property now or prior to the Closing owned or controlled by Seller and used in connection with and located upon any or all of the Real Property, including, without limitation, all furniture, cubicle panels, video equipment, CCTV cameras, fixtures, machinery, appliances, building maintenance supplies, cafeteria equipment and equipment located on the Property (collectively the "**Personal Property**").

(e) All reserves and operating monies that are held in the Condominium Maintenance Fund Account and the Condominium Reserve Fund Account for use for the Building, as specified in the CC&Rs as well as any other funds held by the Corporation, as that term is defined in the CC&Rs (the "**Reserves**"); and

(f) All financial documentation held by the Regional Administrative Facility Corporation (RAFC) for the Building (the "**Financials**").

2. Purchase Price. The purchase price for the Property shall be paid in cash by Buyer at the Closing (as defined in Section 10.1 below).

3. NOT USED.

4. Due Diligence Documents.

4.1 Due Diligence Deliveries. Seller has provided Buyer with, and Buyer acknowledges receipt of, copies of the materials and documents identified in Exhibit C attached hereto.

4.2 Title Report. Seller has also provided Buyer with, and Buyer acknowledges receipt of those certain preliminary title reports for the Property prepared under Order No. NCS-807904-CC, together with a copy of each document referred to therein (collectively, the “**Preliminary Title Report**”).

4.3 Additional Property Documents. Buyer shall have the right, at Buyer’s sole cost and expense and with at least two (2) business days’ prior notice, to review Seller’s permanent real property transaction files (excluding any privileged or confidential information and excluding any valuation and appraisal information) and plans and specification files relating to the Property during regular business hours, which files are located at Seller’s offices at 375 Beale Street, San Francisco, California.

4.4 Service Contracts. Seller attests that it has provided Buyer with copies of all service, maintenance, management and other contracts and agreements related to the operation and management of the Property, which are listed on Exhibit C, excluding the listing agreement which will not be assigned at Closing. Buyer acknowledges that it has received the contracts and agreements listed on Exhibit C. Buyer shall notify Seller prior to the expiration of the Due Diligence Period whether Buyer will assume any said contracts or agreements as of the Closing. Buyer’s failure to so notify Seller shall constitute Buyer’s election to have all such agreements and contracts terminated at Closing. All agreements and contracts that Buyer elects or is required to assume are hereinafter referred to as the “**Service Contracts**.”

4.5 Natural Hazards Disclosure Report and Additional Disclosures. Seller provided Buyer with, and Buyer acknowledges receipt of, Natural Hazards Disclosure Reports for all of the Property.

Unless Seller specifically and expressly otherwise agrees in writing, Buyer agrees that, except as required by law or as necessary for Buyer to enforce its rights under this Agreement, (1) the results of all inspections, analyses, studies and similar reports relating to the Property prepared by or for Buyer utilizing any information acquired in whole or in part through the exercise of Buyer’s inspection rights; and (2) all information regarding the Property of whatsoever nature made available to Buyer by Seller or Seller’s agents or representatives is confidential and shall not be disclosed to any other person except those assisting Buyer with the transaction, or Buyer’s lender, if any, and then only upon Buyer making such persons aware of the confidentiality restriction and procuring such persons’ agreement to be bound thereby. Except as otherwise provided above, Buyer agrees not to use or allow to be used any such information for any purpose other than to determine whether to proceed with the contemplated purchase. Further, if the transaction contemplated hereby fails to close for any reason whatsoever, Buyer agrees to return to Seller, or cause to be returned to Seller, all materials delivered to Buyer pursuant to this Section 4 and to destroy any copies of such materials. Notwithstanding any other term of this Agreement, the confidentiality provisions of this Section 4 shall survive the termination of this Agreement but shall not survive the Closing.

5. Title.

5.1 Title Commitment. Buyer shall obtain, no later than the end of the Due Diligence Period (as defined in Section 7 below), a commitment from the Title Company to issue at Closing a policy or policies of title insurance in a form acceptable to Buyer, which is not conditioned on the performance by any party or third party of any actions other than the express obligations of the parties under this Agreement (collectively, the “**Commitment**”). Buyer shall deliver the Commitment to Seller together with a letter from Buyer to Seller stating that the exceptions to title reflected in the Commitment are approved by Buyer. If Buyer does not provide Seller with the Commitment and such letter prior to the expiration of the Due Diligence Period, the title reflected in the Preliminary Title Report (or any updated title reports) shall be deemed approved. Seller shall have no duty to cure, and Buyer shall not be entitled to any offset or credit against the Purchase Price due to, any defect in the title to the Property or any condition or aspect of the Property, to which Buyer may object, except as may be agreed by Seller in writing, in its sole and absolute discretion; provided, however, that Seller shall remove, bond over, or obtain a title endorsement for any monetary liens voluntarily created by Seller that affect the Property (“**Seller Liens**”), other than liens for taxes or assessments to the extent accruing on or after the Closing or liens created by, or resulting from the actions of, Buyer or any third party. Any cure that Seller has so agreed to perform or is obligated to perform shall become a condition precedent to Closing in favor of Buyer and shall be cured by the Closing Date. If such cure is not accomplished by the Closing Date, Buyer, as its sole and exclusive remedy, may either terminate this Agreement or waive such objection and complete the Closing subject to such exception, provided that if Seller refuses to remove a Seller Lien at Closing, Buyer shall have the right to instruct the Title Company, as escrow agent, to apply a portion of the Purchase Price sufficient to discharge such Seller Lien at Closing.

5.2 Permitted Exceptions. The following shall constitute the “**Permitted Exceptions**”: (a) the Title Company’s standard exceptions; (b) all exceptions that are shown on the Commitment (or if buyer does not obtain the Commitment prior to the end of the Due Diligence Period, then on the Preliminary Title Report deemed approved pursuant to Section 5.1, above, as updated as of such date); (c) all exceptions that arise after the expiration of the Due Diligence Period that are not Seller Liens and that are not caused to appear of record by Seller.

5.3 Title Policy. Evidence of title shall be the issuance by the Title Company at Closing of a policy or policies of title insurance in the form of the Commitment, subject only to the Permitted Exceptions (collectively, the “**Title Policy**”); provided that if Buyer does not obtain the Commitment prior to the end of the Due Diligence Period and satisfy the conditions set forth in the Commitment (other than those that Seller is expressly obligated to perform in connection with this Agreement), then the “Title Policy” shall be an ALTA standard coverage owner’s policy of title insurance subject to the standard printed exceptions and the exceptions listed in the Preliminary Title Report and any other Permitted Exceptions. Buyer shall be responsible for all costs of the Title Policy and for providing any necessary surveys to the Title Company at Buyer’s expense.

5.4 No Recording. Neither this Agreement nor any memorandum of this Agreement shall be recorded by, or on behalf of, Buyer in the Official Records of the county or counties in

which the Land is located. If Buyer violates the terms of this Section 5.4 by recording or attempting to record this Agreement or a memorandum thereof, such act shall not operate to bind or cloud the title to the Property, shall constitute a material breach and default by Buyer under this Agreement, and shall entitle Seller to terminate this Agreement by written notice to Buyer, which termination notice may be recorded against the Property.

6. Access.

6.1 Access Terms. Provided that Buyer has complied with the insurance requirements in Section 6.3 and gives Seller at least two (2) business days prior notice (oral or written), Seller shall allow Buyer and authorized representatives of Buyer reasonable access to the Property for the purposes of satisfying Buyer with respect to the Property. In performing its examinations and inspections of the Property, Seller shall have the right at all times to have a representative of Seller accompany any of Buyer or Buyer's employees, agents, contractors, consultants, officers, directors, representatives, managers or members (collectively, "**Buyer's Agents**") while such persons are on the Property. All investigations and inspections shall be performed in compliance with this Section 6 and all local, state and federal laws, rules and regulations, including, without limitation, any and all permits required thereunder, which permits shall be obtained by and at the sole cost of Buyer.

(a) Buyer shall provide Seller with two (2) days written notice prior to the commencement of any physically intrusive or destructive testing, accompanied by a detailed work plan describing the nature, scope, location and purpose of the proposed work. Buyer acknowledges and agrees that Seller's review of Buyer's work plan is solely for the purpose of protecting Seller's interests, and shall not be deemed to create any liability of any kind on the part of Seller in connection with such review that, for example, the work plan is adequate or appropriate for any purpose, or complies with applicable legal requirements. All work and investigations shall be performed in compliance with all local, state and federal laws, rules and regulations, including, without limitation, any and all permits required thereunder, all of which shall be at the sole cost and expense of Buyer.

(b) During the performance of Buyer's investigations, Buyer shall promptly remove and properly dispose of all samples, substances and materials extracted from or generated by Buyer at the Property and, upon the completion of its investigations, shall return the Property to its original condition, including the removal of all equipment and materials used or generated during its investigations. Buyer shall name itself as the generator on any waste manifests required to dispose of said materials and shall obtain its own waste generator identification number with respect thereto. If Buyer fails to perform or cause such restoration, and such failure shall continue for two (2) days after Buyer receives written notice from Seller demanding the cure thereof, Seller may perform or cause to be performed such restoration work, and Buyer shall reimburse Seller for all the costs and expenses thereof within two (2) days after receipt of bills therefor from Seller.

6.2 Indemnification. Notwithstanding anything in this Agreement to the contrary, any entry upon, inspection, or investigation of the Property by Buyer or Buyer's Agents shall be performed at the sole risk and expense of Buyer, and Buyer shall be solely and absolutely

responsible for the acts or omissions of any of Buyer's Agents. Furthermore, Buyer shall protect, indemnify, defend and hold Seller, and its successors, assigns, and affiliates harmless from and against any and all losses, damages (whether general, punitive or otherwise), liabilities, claims, causes of action, judgments, costs and legal or other expenses (including, but not limited to, attorneys' fees and costs) (collectively, "**Access Claims**") suffered or incurred by any or all of such indemnified parties to the extent resulting from any act or omission of Buyer or Buyer's Agents in connection with: (i) Buyer's inspection or investigations of the Property; (ii) Buyer's entry upon the Property; (iii) any activities, studies or investigations conducted at, to, or on the Property by Buyer or Buyer's Agents; or (iv) the presence by Buyer or Buyer's Agents at or on the Property. If at any time prior to Closing, Buyer or Buyer's Agents cause any damage to the Property, Buyer shall, at its sole expense, immediately restore the Property to the same condition as existed immediately prior to the occurrence of such damage as determined by Seller in Seller's reasonable discretion. Buyer's obligations under this Section 6.2 shall survive the termination of this Agreement or the Closing, as the case may be, notwithstanding any other provisions herein to the contrary, and shall not be limited by the terms of Section 3. Buyer shall, at all times, keep the Property free and clear of any mechanics', materialmen's or design professional's claims or liens arising out of or relating to its investigations of the Property.

6.3 Insurance. Buyer is a self-insured Rapid Transit District. Prior to any entry onto the Property by Buyer or Buyer's Agents, any time prior to Closing, and upon request from Seller, Buyer shall provide a letter of self-insurance to Seller from the Buyer's Risk Management Department. Prior to any entry onto the Property by Buyer or Buyer's Agents, such letter shall be delivered to Seller for approval, which approval shall not be unreasonably conditioned, delayed, or withheld. Seller shall be named as an additional insured under all such liability insurance.

7. Due Diligence Period. Subject to Section 6, Buyer shall have until the date that is forty-five (45) days after Seller's execution of this Agreement (the "**Due Diligence Period**"), to inspect and investigate the Property, including roof, plumbing, soils, electrical, sprinkler, water, sewer, mechanical, engineering, heating, ventilation and air conditioning and life safety systems, structural integrity of the Building, subject to the terms, conditions and restrictions set forth in the CC&R's, measurement of the square footage of the Property, legal status and requirements pertaining to the Property (including applicable building codes, zoning, environmental, public health and fire safety laws), hazardous substance inspections including preparation of an environmental assessment, suitability of the Property for Buyer's purposes and all other matters of significance to Buyer. Consistent with the terms and conditions of Section 4 above, Buyer agrees to keep the results of such testing and inspections confidential, except to the extent that disclosure is required by law (in which case Buyer will notify Seller in writing prior to making any such disclosure), which obligation shall survive the termination of this Agreement. If so requested by Seller in writing, Buyer shall, at no cost to Seller, provide Seller, as and when Buyer receives same, with a copy of all due diligence materials, reports, plans, surveys and inspections performed by or on behalf of Buyer or Buyer's Agents, which obligation shall survive termination of this Agreement. Buyer shall order and pay for all costs and expenses with respect to such inspections and investigations. If, in Buyer's sole and absolute discretion, Buyer desires to proceed with its acquisition of the Property, Buyer shall deliver written notice to Seller (the "**Approval Notice**"), prior to the expiration of the Due Diligence Period, stating that it approves the Property, in which case the parties shall proceed to complete the Closing (subject to the terms and conditions of this

Agreement). If Buyer fails to deliver the Approval Notice prior to the expiration of the Due Diligence Period or if such Approval Notice seeks to modify any of the terms or provisions of this Agreement, Buyer will be deemed to have disapproved the Property and to have exercised its right to terminate this Agreement pursuant to this Section 7, in which case this Agreement shall automatically terminate as of the expiration of the Due Diligence Period.

8. Acceptance of Property "As Is". ACKNOWLEDGING BUYER'S OPPORTUNITY TO INSPECT AND INVESTIGATE THE PROPERTY AS PROVIDED IN THIS AGREEMENT, BUYER AGREES TO TAKE THE PROPERTY "AS IS" WITH ALL FAULTS AND CONDITIONS THEREON. ANY INFORMATION, REPORTS, STATEMENTS, DOCUMENTS OR RECORDS ("**DISCLOSURES**") PROVIDED OR MADE TO BUYER OR ITS CONSTITUENTS BY SELLER, ITS AGENTS, REPRESENTATIVES OR EMPLOYEES CONCERNING THE PROPERTY, OTHER THAN THE EXPRESS REPRESENTATIONS SET FORTH IN SECTION 11.1 OR IN ANY CLOSING DOCUMENTS, SHALL NOT CONSTITUTE REPRESENTATIONS OR WARRANTIES. BUYER SHALL NOT RELY ON SUCH DISCLOSURES BUT, RATHER, BUYER SHALL RELY SOLELY ON ITS OWN INSPECTION OF THE PROPERTY. ACCORDINGLY, BUYER'S DELIVERY OF THE APPROVAL NOTICE PURSUANT TO THE PROVISIONS OF SECTION 7 (DUE DILIGENCE PERIOD) ABOVE, SHALL CONSTITUTE BUYER'S ACKNOWLEDGMENT AND AGREEMENT TO THE FOLLOWING: (i) BUYER HAS REVIEWED, EVALUATED AND VERIFIED THE DISCLOSURES AND DOCUMENTS AND HAS CONDUCTED ALL INSPECTIONS, INVESTIGATIONS, TESTS, ANALYSES, APPRAISALS AND EVALUATIONS OF THE PROPERTY (INCLUDING FOR TOXIC OR HAZARDOUS MATERIALS, SUBSTANCES OR WASTES (DEFINED AND REGULATED AS SUCH PURSUANT TO SECTIONS 25316 AND 25501 OF THE CALIFORNIA HEALTH & SAFETY CODE, THE RESOURCE CONSERVATION AND RECOVERY ACT, THE COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY ACT OF 1980, AS AMENDED ("**CERCLA**") OR ANY SIMILAR LAWS AND ALL REGULATIONS PROMULGATED THEREUNDER)) AS BUYER CONSIDERS NECESSARY OR APPROPRIATE TO SATISFY ITSELF FULLY WITH RESPECT TO THE CONDITION AND ACCEPTABILITY OF THE PROPERTY (ALL OF SUCH INSPECTIONS, INVESTIGATIONS AND REPORTS BEING HEREIN COLLECTIVELY CALLED THE "**INVESTIGATIONS**"); (ii) SELLER HAS PERMITTED BUYER ACCESS TO THE PROPERTY AND HAS DELIVERED TO, OR MADE AVAILABLE TO, BUYER ALL OF THE MATERIALS REFERENCED IN SECTION 4 (INCLUDING THE DOCUMENTS AND MATERIALS IDENTIFIED ON EXHIBIT C) (COLLECTIVELY, THE "**DOCUMENTS**") SUFFICIENT FOR BUYER TO COMPLETE THE INVESTIGATIONS AND MAKE AN INFORMED DECISION TO PROCEED WITH THE PURCHASE OF THE PROPERTY PURSUANT TO THE TERMS OF THIS AGREEMENT; AND (iii) BUYER HAS COMPLETED ITS DUE DILIGENCE WITH RESPECT TO THE PROPERTY AND THE DOCUMENTS TO ITS SATISFACTION, IS THOROUGHLY FAMILIAR WITH THE PHYSICAL CONDITION OF THE PROPERTY, AND IS ACQUIRING THE PROPERTY BASED EXCLUSIVELY UPON ITS OWN INVESTIGATIONS AND INSPECTIONS OF THE PROPERTY AND THE DOCUMENTS AND THE EXPRESS REPRESENTATIONS AND WARRANTIES SET FORTH IN SECTION 11.1 OR IN ANY CLOSING DOCUMENTS. WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, BUYER SHALL FURTHER BE DEEMED TO HAVE ACKNOWLEDGED

AND AGREED THAT (A) SELLER, BY MAKING AVAILABLE THE DOCUMENTS AND PERMITTING BUYER TO PERFORM THE INVESTIGATIONS, HAS FULLY COMPLIED WITH ALL DISCLOSURE REQUIREMENTS UNDER LOCAL, STATE AND FEDERAL LAWS, INCLUDING THE REQUIREMENTS OF SECTIONS 25359.7 AND 25915, *ET SEQ.*, OF THE CALIFORNIA HEALTH & SAFETY CODE (COLLECTIVELY, THE “**DISCLOSURE LAWS**”), AND (B) BUYER’S RIGHTS AND REMEDIES WITH RESPECT TO THE PROPERTY SHALL BE LIMITED TO THE RIGHTS AND REMEDIES (INCLUDING ALL CONDITIONS AND LIMITATIONS PLACED THEREON) EXPRESSLY SET FORTH IN THIS AGREEMENT OR IN ANY CLOSING DOCUMENTS, AND BUYER HEREBY WAIVES ALL RIGHTS AND REMEDIES THAT MIGHT OTHERWISE BE AVAILABLE TO BUYER UNDER THE DISCLOSURE LAWS.

FURTHER, BUYER’S DELIVERY OF THE APPROVAL NOTICE PURSUANT TO THE PROVISIONS OF SECTION 7 (DUE DILIGENCE PERIOD) ABOVE, SHALL CONSTITUTE BUYER’S ACKNOWLEDGMENT AND AGREEMENT TO THE PROVISIONS OF THIS SECTION 8 AND THAT, REGARDLESS OF THE CONTENT OF ANY OF THE DOCUMENTS OR ANY STATEMENTS THAT SELLER, ITS AGENTS, EMPLOYEES, OFFICERS, CONTRACTORS, PARTNERS OR MEMBERS MAY HAVE MADE TO BUYER, ITS AGENTS, EMPLOYEES, OFFICERS, CONTRACTORS, PARTNERS OR MEMBERS PRIOR TO OR DURING THE DUE DILIGENCE PERIOD, OTHER THAN THE EXPRESS REPRESENTATIONS AND WARRANTIES SET FORTH IN SECTION 11.1 OR IN ANY CLOSING DOCUMENTS, SELLER HAS NOT MADE, DOES NOT MAKE AND SPECIFICALLY DISCLAIMS ANY REPRESENTATIONS, WARRANTIES, PROMISES, COVENANTS, AGREEMENTS OR GUARANTIES OF ANY KIND OR CHARACTER WHATSOEVER, WHETHER EXPRESS OR IMPLIED, ORAL OR WRITTEN, PAST, PRESENT OR FUTURE, OF, AS TO, CONCERNING OR WITH RESPECT TO: (1) THE NATURE, QUALITY OR CONDITION OF THE PROPERTY, INCLUDING, WITHOUT LIMITATION, THE WATER, SOIL AND GEOLOGY; (2) THE INCOME TO BE DERIVED FROM THE PROPERTY; (3) THE SUITABILITY OF THE PROPERTY FOR ANY AND ALL ACTIVITIES AND USES THAT BUYER MAY CONDUCT THEREON; (4) THE COMPLIANCE OF OR BY THE PROPERTY OR ITS OPERATION WITH ANY LAWS, RULES, ORDINANCES OR REGULATIONS OF ANY APPLICABLE GOVERNMENTAL AUTHORITY OR BODY; (5) THE HABITABILITY, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OF THE PROPERTY; OR (6) ANY OTHER MATTER WITH RESPECT TO THE PROPERTY. BUYER SPECIFICALLY DISCLAIMS ANY REPRESENTATIONS REGARDING TERMITES OR WASTES, AS DEFINED BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY REGULATIONS AT 40 C.F.R., OR ANY HAZARDOUS SUBSTANCE, AS DEFINED BY CERCLA AND REGULATIONS PROMULGATED THEREUNDER. BUYER, ITS SUCCESSORS AND ASSIGNS, HEREBY WAIVE, RELEASE AND AGREE NOT TO MAKE ANY CLAIM OR BRING ANY COST RECOVERY ACTION OR CLAIM FOR CONTRIBUTION OR OTHER ACTION OR CLAIM AGAINST SELLER OR ITS RELATED ENTITIES (COLLECTIVELY OR INDIVIDUALLY), AND ITS AND THEIR MEMBERS, MANAGERS, PARTNERS, DIRECTORS, OFFICERS, SHAREHOLDERS, TRUSTEES, BENEFICIARIES, AGENTS, EMPLOYEES, REPRESENTATIVES, SUCCESSORS, HEIRS AND ASSIGNS (COLLECTIVELY, “**SELLER**

AND ITS AFFILIATES") BASED ON, (x) ANY FEDERAL, STATE, OR LOCAL ENVIRONMENTAL OR HEALTH AND SAFETY LAW OR REGULATION, INCLUDING CERCLA OR ANY STATE EQUIVALENT, OR ANY SIMILAR LAW NOW EXISTING OR HEREAFTER ENACTED; (y) ANY DISCHARGE, DISPOSAL, RELEASE, OR ESCAPE OF ANY CHEMICAL, OR ANY MATERIAL WHATSOEVER, ON, AT, TO, OR FROM THE PROPERTY; OR (z) ANY CONDITIONS WHATSOEVER ON, IN, UNDER, OR IN THE VICINITY OF THE PROPERTY. EXCEPT WITH RESPECT TO ANY CLAIMS ARISING OUT OF ANY BREACH OF COVENANTS, REPRESENTATIONS OR WARRANTIES EXPRESSLY SET FORTH IN THIS AGREEMENT OR THE DOCUMENTS EXECUTED IN CONNECTION WITH THIS AGREEMENT, BUYER, ON BEHALF OF ITSELF AND ITS PARTNERS, MEMBERS, MANAGERS, DIRECTORS, OFFICERS, SHAREHOLDERS, TRUSTEES, BENEFICIARIES, AGENTS, EMPLOYEES, REPRESENTATIVES, SUCCESSORS, HEIRS AND ASSIGNS HEREBY RELEASES, SELLER AND ITS AFFILIATES, FROM ANY AND ALL CLAIMS OF ANY KIND WHATSOEVER, KNOWN OR UNKNOWN, WITH RESPECT TO ANY ASPECT OF THE PROPERTY, INCLUDING THE FOREGOING MATTERS, AND SPECIFICALLY WAIVES WITH RESPECT TO ALL SUCH MATTERS THE PROVISIONS OF CALIFORNIA CIVIL CODE SECTION 1542, AND ANY COMPARABLE LAW APPLICABLE IN THE STATE WHERE THE PROPERTY IS LOCATED, REGARDING THE MATTERS COVERED BY A GENERAL RELEASE, WHICH PROVIDES AS FOLLOWS:

"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR."

BUYER AND SELLER REPRESENT AND ACKNOWLEDGE THAT THIS SECTION 8 WAS EXPLICITLY NEGOTIATED AND BARGAINED FOR AS A MATERIAL PART OF BUYER'S CONSIDERATION BEING PAID. Terms appearing in this Section 8 in all capital letters that have been defined elsewhere in this Agreement shall have the meanings set forth in such definitions.

9. Conditions to Closing.

9.1 Buyer's Conditions to Closing. Buyer's obligation to purchase the Property is conditioned upon the satisfaction of each of the following conditions each of which is for the exclusive benefit of Buyer. Buyer may, at any time or times before the Closing, waive one or more of the following conditions, without affecting its rights and remedies with respect to the remaining conditions:

(a) Seller's performance in all material respects of all its obligations hereunder;

(b) The truth, completeness and accuracy, in all material respects, of each representation and warranty made by Seller as of the Contract Date and the Closing;

(c) The closing of Seller's purchase of the ABAG Unit pursuant to the ABAG PSA and the Interagency Agreement; and

(d) The unconditional commitment of the Title Company to issue the Title Policy other than conditions that are required to be satisfied by Buyer.

If Buyer elects to proceed with the Closing notwithstanding the fact that one or more of the foregoing conditions has not been satisfied, Buyer shall be deemed to have waived such condition and shall have no further rights or remedies on account of the failure of such condition or conditions.

9.2 Seller's Conditions. Seller's obligation to sell the Property is conditioned upon the satisfaction of each of the following conditions, each of which is for the exclusive benefit of Seller. Seller may, at any time before the Closing, waive one or more of the following conditions, without affecting its right, and remedies with respect to the remaining conditions:

(a) The performance by Buyer of all its obligations hereunder in all material respects; and

(b) The closing of Seller's purchase of the ABAG Unit pursuant to the ABAG PSA and the Interagency Agreement;

(c) The truth, completeness and accuracy, in all material respects, of each representation and warranty made by Buyer as of the Contract Date and the Closing.

If Seller elects to proceed with the Closing notwithstanding the fact that one or more of the foregoing conditions has not been satisfied, Seller shall be deemed to have waived such condition and shall have no further rights or remedies on account of the failure of such condition or conditions.

9.3 Seller Default. If the Closing fails to occur on the Closing Date by reason of Seller's failure or refusal to perform its obligations hereunder in any material respect in a prompt and timely manner, and any such circumstance continues for five (5) business days after written notice from Buyer to Seller, which written notice shall detail such default, untruth or failure, as applicable, then Buyer shall have the right, to elect, as its sole and exclusive remedy, to (a) terminate this Agreement by written notice to Seller and, thereafter, the parties shall have no further rights or obligations hereunder except for obligations which expressly survive the termination of this Agreement, or (b) waive the condition and proceed to Closing, or (c) seek specific performance of this Agreement by Seller. By proceeding with the Closing, Buyer shall be deemed to have elected to have waived the condition. As a condition precedent to Buyer exercising any right it may have to bring an action for specific performance hereunder, Buyer must commence such an action within thirty (30) days after the occurrence of Seller's default. Buyer agrees that its failure to timely commence such an action for specific performance within such thirty (30) day period shall be deemed a waiver by it of its right to commence an action for specific

performance as well as a waiver by it of any right it may have to file or record a notice of *lis pendens* or notice of pendency of action or similar notice against any portion of the Property.

10. Closing.

10.1 Closing Date. The consummation of the purchase and sale of the Property (the “**Closing**”) shall be conducted through the Escrow on the date that is the later of (i) thirty (30) days after the expiration of the Due Diligence Period or (ii) thirty (30) business days after the closing date of the ABAG PSA (the “**Closing Date**”).

10.2 Seller’s Deposits Into Escrow. Seller shall deposit the following documents and items into escrow at least one (1) business day prior to the Closing Date:

(a) duly executed and acknowledged grant deed(s) conveying the Land and Improvements to Buyer in the form of the attached Exhibit D (collectively, the “**Grant Deed**”);

(b) two original, duly executed counterparts of the bill of sale and general assignment, in the form of the attached Exhibit E (the “**Assignment**”) relating to transfer of the Service Contracts, Personal Property, Reserves, Financials and Intangible Property to Buyer;

(c) an affidavit in the form of the attached Exhibit F stating that Seller is not a “foreign person” under Section 1445(f)(3) of the Internal Revenue Code of 1986, as amended (“**IRC**”);

(d) a duly executed affidavit in the form required by the California Franchise Tax Board certifying that no withholding of any amount of the Purchase Price is required in connection with the Closing;

(e) the Reserves;

(f) Seller’s share of the prorations and closing costs as described in Sections 10.4 and 10.5 or instructions to Title Company to deduct same from the Purchase Price;

(g) an owner’s title affidavit in the form of the attached Exhibit G; and

(h) such other documents as may reasonably be required to complete the Closing.

10.3 Buyer’s Deposits into Escrow. Buyer shall deposit the following into escrow at least one (1) business day prior to the Closing Date:

(a) the balance of the Purchase Price in immediately available funds;

(b) Buyer’s share of the prorations and closing costs as described in Sections 10.4 and 10.5 below.

(c) two original, duly executed counterparts of the Assignment; and

(d) such other documents as may reasonably be required to complete the Closing.

10.4 Adjustment and Proration.

(a) Accounts Payable. All sums due for accounts payable which were owing or accrued by the Property for any period prior to the Closing and for all agreements and contracts not assumed by Buyer will be paid by Seller. Buyer will furnish to Seller for payment any bills received after the Closing that apply to any period prior to the Closing with respect to such accounts, agreements and contracts. Payments due under any Service Contracts shall be prorated as of the Closing Date, and Buyer shall be liable for all payments accruing thereunder after the Closing.

(b) Property Taxes. Seller and Buyer are governmental entities and are not subject to real property taxes.

(c) Utility Charges. All utility (including electricity, gas, water, sewer and telephone) charges will be prorated to the Closing Date. All utility security deposits, if any, will be retained by Seller.

(d) Post-Closing. If the amount of any proration cannot be determined at the Closing, the adjustments will be made between the parties as soon after Closing as possible.

(e) Survival. This Section 10.4 shall survive the Closing.

10.5 Closing Costs. The Closing costs for this transaction shall be paid as follows:

(a) Seller shall pay (i) the brokerage fees to the Broker as required under Section 16.8 below; (ii) one-half (1/2) of escrow and recording fees, (iii) all county documentary transfer taxes and one-half (1/2) of any city transfer tax; and (iv) all other costs and expenses allocated to Seller pursuant to this Agreement.

(b) Buyer shall pay (i) the cost of the Title Policy, including the cost of any endorsements requested by Buyer, and the premium for any policy of lender's title insurance, (ii) one-half (1/2) of any city transfer tax, (iii) one-half (1/2) of escrow and recording fees, and (iv) all other costs and expenses allocated to Buyer pursuant to this Agreement.

10.6 Closing. Pursuant to Section 10.1 above, Title Company shall close the escrow for this transaction when it is in a position to issue the Title Policy and has received from Seller and Buyer the items required of each in Sections 10.2 and 10.3 above. Title Company shall close escrow by doing the following:

(a) Delivering to Seller the amount due Seller as shown on the Closing Statement, the original documents listed in Section 10.3 above, and a signed original of Seller's Closing Statement;

(b) Delivering to Buyer the Title Policy, the original documents and items listed in Section 10.2 above, and a closing statement for the escrow consistent with this Agreement and signed by Buyer and Seller (the “**Closing Statement**”), and any refund due Buyer; and

(c) Recording the Grant Deed in the Official Records of the county or counties in which the Real Property is located.

10.7 Possession. Seller shall deliver possession of the Property to Buyer on the Closing Date. At such time, Seller shall provide Buyer with the keys and access codes to the Property. In addition, outside of escrow, Seller shall deliver to Buyer originals or copies of any Service Contracts.

11. Representations and Warranties.

11.1 Representations and Warranties of Seller. Seller hereby makes the following representations and warranties to Buyer, which representations and warranties shall survive the Closing, and all of which (i) are material and are being relied upon by Buyer, and (ii) are true, complete and accurate as of the date hereof. For purposes of this Section 11, all references to Seller’s “**Actual Knowledge**” shall mean the actual, current knowledge of Seller’s Deputy Director Andrew F. Fremier without a duty of inquiry or investigation.

(a) This Agreement has been duly authorized, executed, and delivered by Seller; the obligations of Seller under this Agreement are legal, valid, and binding obligations of Seller; and this Agreement does not, and at the time of Closing will not, violate any provision of any agreement to which Seller is a party or to which it is subject or any law, judgment or order applicable to Seller.

(b) All documents executed by Seller which are to be delivered to Buyer at the Closing will be, at the time of Closing, duly authorized, executed, and delivered by Seller; the obligations of Seller under such documents will be, at the time of Closing, legal, valid, and binding obligations of Seller; and such documents will not, at the time of Closing, violate any provision of any agreement to which Seller is a party or to which it is subject or any law, judgment or order applicable to Seller.

(c) Seller is not a “foreign person” within the meaning of IRC Section 1445(f)(3).

(d) No proceedings under any federal or state bankruptcy or insolvency laws have been commenced by or against Seller which have not been terminated; no general assignment for the benefit of creditors has been made by Seller; and no trustee or receiver of Seller’s property has been appointed.

(e) Except as disclosed in writing to Buyer, no litigation or proceeding is pending that materially and adversely affects the Property or Seller’s ability to consummate the transactions contemplated by this Agreement.

(f) Except as disclosed in writing to Buyer, Seller, to Seller's Actual Knowledge, has not received any written notice that the condition of the Property is in violation of any applicable material rule, regulation, ordinance or government directive from any administrative or governmental authority that has not been cured.

11.2 Material Changes; Survival. If, prior to the Closing, Seller obtains Actual Knowledge of any fact or circumstance that would materially change a representation or warranty of Seller in this Agreement, then Seller shall promptly, and in all events at least five (5) days prior to the Closing Date (which date shall be extended if necessary to give Buyer five days to review such material change), give written notice of such changed fact or circumstance to Buyer. If, prior to Closing, upon Seller's notice or otherwise, Buyer becomes aware of the material untruth or inaccuracy of, or facts or circumstances that would change materially, any representation or warranty of Seller in this Agreement, then Buyer shall have the option of: (i) waiving such breach of representation or warranty and completing its purchase of the Property pursuant to this Agreement; (ii) reaching agreement with Seller to adjust the terms of this Agreement to compensate Buyer for such change; or (iii) terminating this Agreement; provided, however, if Buyer elects to complete Closing or if Buyer does not make an election by five (5) days after Buyer becomes aware of such material untruth or inaccuracy, Buyer will be deemed to have waived such breach. All of Seller's representations and warranties shall survive the Closing for a period of six (6) months, but only with respect to written claims alleging a specific breach of one or more of those representations and warranties received by Seller within such six (6)-month period. For the purposes of this Section 11.2, a matter shall be deemed material only if it would cause a reduction in the value of the Property of more than five percent (5%) of the Purchase Price.

11.3 Representations and Warranties of Buyer. Buyer hereby makes the following representations and warranties to Seller, which representations and warranties shall survive the Closing and all of which (i) are material and are being relied upon by Seller, and (ii) are true, complete and accurate in all respects as of the date hereof and shall be true, complete and accurate as of the Closing Date:

(a) Buyer is a rapid transit district created by the San Francisco Bay Area Rapid Transit District Act duly organized, and validly existing under the laws of the State of California.

(b) This Agreement has been duly authorized, executed, and delivered by Buyer; the obligations of Buyer under this Agreement are legal, valid, and binding obligations of Buyer; and this Agreement does not, and at the time of Closing will not, violate any provision of any agreement to which Buyer is a party or to which it is subject or any law, judgment or order applicable to Buyer.

(c) All documents executed by Buyer that are to be delivered to Seller at the Closing will be, at the time of Closing, duly authorized, executed, and delivered by Buyer; the obligations of Buyer under such documents will be, at the time of Closing, legal, valid, and binding obligations of Buyer; and such documents will not, at the time of Closing, violate any provision of any agreement to which Buyer is a party or to which it is subject or any law, judgment or order applicable to Buyer.

(d) No proceedings under any federal or state bankruptcy or insolvency laws have been commenced by or against Buyer which have not been terminated; no general assignment for the benefit of creditors has been made by Buyer; and no trustee or receiver of Buyer's property has been appointed.

12. Risk of Loss; Insurance Proceeds; Condemnation.

12.1 Damage or Destruction. In the event of damage or destruction of any of the Improvements that occurs prior to the Closing Date that would require the expenditure of an amount less than ten percent (10%) of the Purchase Price to repair, Buyer and Seller shall consummate this Agreement, and Seller shall assign to Buyer at Closing all rights to insurance proceeds on account of such damage or destruction, including any insurance proceeds previously received by Seller with respect to such damage or destruction. In the event such damage or destruction would require the expenditure of an amount in excess of ten percent (10%) of the Purchase Price to repair, either Buyer or Seller may elect to terminate this Agreement by written notice to the other, given no later than the date ten (10) days after occurrence of such damage or destruction. If neither party elects to terminate this Agreement, the parties shall consummate this Agreement, and Seller shall assign to Buyer at Closing all rights to insurance proceeds on account of such damage or destruction, including any insurance proceeds previously received by Seller with respect to such damage or destruction.

12.2 Eminent Domain. If, prior to the Closing, there is a substantial taking by eminent domain of any of the Land that materially and adversely interferes with the use of the Property for its current permitted uses, Buyer shall have the right, by delivering written notice to Seller within ten (10) days after such taking, to terminate this Agreement. If Buyer does not terminate this Agreement or if the taking is not substantial, or it does not materially and adversely interfere with the use of the Property for its current permitted uses, then this Agreement shall remain in effect, and Seller shall assign to Buyer at Closing its rights to the compensation and damages due Seller on account of such taking (and will not settle any proceedings relating to such taking without Buyer's prior written consent). Seller shall promptly (and in any event prior to the Closing) notify Buyer of any condemnation affecting the Property.

The provisions of this Section 12 shall supersede the provisions of any applicable laws with respect to the subject matter of this Section 12.

13. Assignment. Buyer may not, at any time, assign this Agreement or Buyer's rights or obligations under this Agreement, either directly or indirectly, without the prior written consent of Seller, which Seller may withhold in its sole and absolute discretion. Notwithstanding the foregoing, subject to prior approval by the Regional Administration Facility Corporation's board of: (1) the planned third-party assignee, to the extent such assignee is neither a government entity nor a nonprofit, and (2) the planned use by such assignee, to the extent such use, as to any Unit, is other than the applicable use permitted under the CC&Rs for the building, Buyer shall have the right to assign this Agreement (a) to any third party with Seller's prior written consent, which shall not be unreasonably withheld, conditioned or delayed, or (b) to any third party without Seller's consent so long as such assignment occurs in conjunction with the Closing. Subject to the foregoing, this Agreement shall be binding upon, inure to the benefit of, and be enforceable by the

parties hereto and their respective heirs, devisees, executors, administrators, legal representatives, successors and assigns. In connection with any approved assignment, the assignee shall assume the assignor's obligations hereunder, but assignor shall nevertheless remain liable therefor.

14. Seller's Covenants During Contract Period. Between Seller's execution of this Agreement and the Closing, or earlier termination of this Agreement as permitted hereunder, Seller shall (i) maintain the Property in its current condition, reasonable wear and tear excepted, but in no event shall Seller be obligated to make any capital repairs, replacements or improvements; (ii) not make any material physical changes to the Units; (iii) continue to manage the Property in the manner in which it is being managed; and (iv) after the end of the Due Diligence Period, not offer the Property for sale publicly or otherwise solicit, make, pursue, negotiate or accept offers for the sale of the Property to or from any party.

15. ARBITRATION OF DISPUTES. IN THE EVENT OF ANY DISPUTE BETWEEN THE PARTIES ARISING UNDER OR RELATED TO THIS AGREEMENT, SUCH DISPUTE, SHALL BE RESOLVED BY BINDING ARBITRATION BEFORE A SINGLE ARBITRATOR MUTUALLY AGREED TO BY THE PARTIES. SUCH ARBITRATION MAY BE INITIATED BY EITHER PARTY BY DELIVERING WRITTEN NOTICE OF INTENT TO ARBITRATE TO THE OTHER PARTY, WHICH NOTICE SHALL DESCRIBE THE DISPUTE AND THE PARTY'S PROPOSAL FOR RESOLVING THE DISPUTE IN DETAIL. WITHIN THIRTY (30) DAYS AFTER DELIVERY OF SUCH NOTICE EACH PARTY SHALL PROVIDE ALL RELEVANT DOCUMENTS AND MATERIALS THAT PERTAIN TO THE DISPUTE. THE ARBITRATOR SHALL BE A LICENSED, PRACTICING ATTORNEY WHO IS SUBSTANTIALLY FAMILIAR WITH THE REAL ESTATE LAW, CUSTOM, PRACTICE, OR PROCEDURE, IN THE AREA IN WHICH THE PROPERTY IS LOCATED, PERTINENT TO THE DISPUTE BEING ARBITRATED. IN ESTABLISHING WHETHER AN ARBITRATOR IS ABLE TO SERVE, THE PARTIES SHALL ADVISE HIM OR HER OF THE NAMES OF ALL PARTIES AND THEIR AFFILIATES AND PRINCIPAL OFFICERS AND OWNERS, AND CONFIRM THAT THERE IS NO CONFLICT OF INTEREST, WHICH FOR PURPOSES HEREOF SHALL MEAN NO BUSINESS OR PERSONAL CONNECTIONS WITH THE ARBITRATOR, OR HIS OR HER FIRM, WITH ANY OF SUCH PARTIES EITHER CURRENTLY OR AT ANY TIME DURING THE IMMEDIATELY PRECEDING THREE (3) YEARS. THE ARBITRATION SHALL BE CONDUCTED PURSUANT TO SUCH ORGANIZATION AND RULES AS THE PARTIES MAY MUTUALLY AGREE UPON. IF THE PARTIES CANNOT AGREE ON AN ORGANIZATION AND RULES, THE PROVISIONS OF CALIFORNIA CODE OF CIVIL PROCEDURE SECTION 1280 ET. SEQ. SHALL APPLY. ALL ARBITRATION PROCEEDINGS SHALL BE CONFIDENTIAL, AND NEITHER PARTY NOR THE ARBITRATOR MAY DISCLOSE THE CONTENT OR RESULTS OF ANY ARBITRATION HEREUNDER WITHOUT THE WRITTEN CONSENT OF BOTH PARTIES. THE ARBITRATOR SHALL FOLLOW THE LAW (INCLUDING APPLICABLE STATUTES OF LIMITATIONS) AND ALL RULES OF EVIDENCE UNLESS THE PARTIES STIPULATE TO THE CONTRARY. ANY PROVISIONAL REMEDY (INCLUDING PRELIMINARY OR PERMANENT INJUNCTIONS AND WRITS OF ATTACHMENT AND POSSESSION) WHICH WOULD BE AVAILABLE FROM A COURT OF LAW OR EQUITY SHALL BE AVAILABLE FROM THE ARBITRATOR PENDING COMPLETION OF THE ARBITRATION. THE BENEFITED PARTY OF SUCH

PROVISIONAL REMEDY SHALL BE ENTITLED TO ENFORCE SUCH REMEDY IN COURT IMMEDIATELY, EVEN THOUGH A FINAL ARBITRATION AWARD HAS NOT YET BEEN RENDERED. WITHIN THIRTY (30) DAYS AFTER HIS OR HER APPOINTMENT, THE ARBITRATOR SHALL HEAR AND DECIDE THE DISPUTE SUBMITTED TO ARBITRATION HEREUNDER AND SHALL PROMPTLY PREPARE A WRITTEN DECISION ON THE MERITS OF THE MATTERS IN DISPUTE, WHICH DECISION SHALL STATE THE FACTS AND LAW RELIED UPON AND THE REASONS FOR THE ARBITRATOR'S DECISION. THE ARBITRATOR MAY, AT HIS OR HER DISCRETION, ELECT WHETHER TO MEET WITH THE PARTIES AND WHETHER TO CONDUCT A HEARING ATTENDED BY ALL PARTIES; PROVIDED, HOWEVER, THAT FOR DISPUTES INVOLVING \$50,000.00 OR MORE, THE ARBITRATOR SHALL CONDUCT A HEARING. DISCOVERY SHALL BE ALLOWED IN ACCORDANCE WITH CALIFORNIA CODE OF CIVIL PROCEDURE 1283.05. THE ARBITRATOR SHALL HAVE COMPLETE DISCRETION TO RESOLVE DISCOVERY DISPUTES, TO ORDER THE PRODUCTION OF DOCUMENTS AND PRESENTATION OF WITNESSES AND TO LIMIT SUCH DISCOVERY, INCLUDING THE NUMBER AND SCOPE OF DEPOSITIONS THAT MAY BE TAKEN BY THE PARTIES. PRIOR TO ISSUING HIS OR HER FINAL WRITTEN DECISION, THE ARBITRATOR SHALL INFORM THE PARTIES, IN WRITING, OF THE ARBITRATOR'S EXPECTED DECISION ON THE MATTER AND THE REASONS THEREFORE AND GIVE THE PARTIES FIVE (5) BUSINESS DAYS TO SUBMIT ADDITIONAL ARGUMENTS OR INFORMATION, IN WRITING, TO THE ARBITRATOR AND THE OTHER PARTIES. THE AWARD OR DECISION OF THE ARBITRATOR, WHICH MAY INCLUDE AN ORDER OF SPECIFIC PERFORMANCE, SHALL BE FINAL AND BINDING ON ALL PARTIES AND ENFORCEABLE IN ANY COURT OF COMPETENT JURISDICTION; PROVIDED, HOWEVER, THAT THE AWARD MAY BE VACATED OR CORRECTED FOR ANY OF THE REASONS PERMITTED UNDER AND PURSUANT TO CALIFORNIA CODE OF CIVIL PROCEDURE SECTIONS 1286.2 OR 1286.6. THE ARBITRATOR SHALL HAVE NO AUTHORITY TO MODIFY ANY OF THE TERMS OF THIS AGREEMENT.

NOTICE: BY INITIALING IN THE SPACE BELOW YOU ARE AGREEING TO HAVE ANY DISPUTE ARISING OUT OF THE MATTERS INCLUDED IN THE 'ARBITRATION OF DISPUTES' PROVISION DECIDED BY NEUTRAL ARBITRATION AS PROVIDED BY CALIFORNIA LAW AND YOU ARE GIVING UP ANY RIGHTS YOU MIGHT POSSESS TO HAVE THE DISPUTE LITIGATED IN A COURT OR JURY TRIAL. BY INITIALING IN THE SPACE BELOW YOU ARE GIVING UP YOUR JUDICIAL RIGHTS TO DISCOVERY AND APPEAL, UNLESS THOSE RIGHTS ARE SPECIFICALLY INCLUDED IN THE 'ARBITRATION OF DISPUTES' PROVISION. IF YOU REFUSE TO SUBMIT TO ARBITRATION AFTER AGREEING TO THIS PROVISION, YOU MAY BE COMPELLED TO ARBITRATE UNDER THE AUTHORITY OF THE CALIFORNIA CODE OF CIVIL PROCEDURE. YOUR AGREEMENT TO THIS ARBITRATION PROVISION IS VOLUNTARY.

WE HAVE READ AND UNDERSTAND THE FOREGOING AND AGREE TO SUBMIT DISPUTES ARISING OUT OF THE MATTERS INCLUDED IN THIS "ARBITRATION OF DISPUTES" PROVISION TO NEUTRAL ARBITRATION

Seller

Buyer

THIS ARBITRATION OF DISPUTES PROVISION SHALL SURVIVE THE CLOSING OR TERMINATION OF THIS AGREEMENT.

16. Miscellaneous.

16.1 Notice. All notices and any other communications permitted or required under this Agreement must be in writing and will be effective (i) immediately upon delivery in person, provided delivery is made during regular business hours; (ii) immediately upon delivery if delivery is made by electronic mail transmission ("**Email**") (so long as any Email notice contains the following in the Subject line in all caps: "OFFICIAL NOTICE UNDER 101 8TH STREET PSA") completed before 5:00 p.m. California time on a business day, as evidenced by the transmission confirmation generated by the sending Email system; and otherwise on the business day next following the date of completed transmission; provided, however, that any communication by Email to be effective must be confirmed two (2) business days after transmission by duplicate notice delivered as otherwise provided herein unless the recipient confirms receipt by return Email; (iii) upon the actual delivery as evidenced by executed receipt of the recipient if delivered by a nationally recognized delivery service for overnight delivery, provided delivery is made during regular business hours or receipt is acknowledged by a person reasonably believed by the delivering party to be employed by the recipient; or (iv) or the date shown on the return receipt if delivered by the United States Postal Service, certified mail, return receipt requested, postage prepaid and with the return receipt returned to the sender marked as delivered, undeliverable or rejected. The inability to deliver because of a changed address of which no notice was given, or rejection or other refusal to accept any notice, shall be deemed to be the receipt of the notice as of the first date of such inability to deliver or rejection or refusal to accept. Any notice to be given by any party hereto may be given by the counsel for such party. All notices must be properly addressed and delivered to the parties at the addresses set forth below, or at such other addresses as either party may subsequently designate by written notice given in the manner provided in this Section 16.1:

Seller: Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105
Attn: Andrew B. Fremier
Telephone: 415-778-5240
Email: afremier@mtc.ca.gov

with copy to: Farella Braun + Martel LLP
235 Montgomery Street
San Francisco, CA 94104
Attn: Tony Ratner
Telephone: (415) 954-4448
Email: tratner@fbm.com

Buyer: San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 22nd Floor
Oakland, CA 94612
Attn: Sean Brooks, Manager, Real Estate and Property
Development Department
Telephone: (510) 464-6114
Email: SBrooks1@BART.Gov

with copy to: Office of the General Counsel
300 Lakeside Drive, 23rd Floor
Oakland, CA 94612
Attn: Stephen Muzio
Telephone: (510) 287-4959
Email: smuzio@bart.gov

16.2 Headings. The headings used herein are for purposes of convenience only and should not be used in construing the provisions hereof.

16.3 Covenant of Further Assurances. The parties hereby agree to execute and deliver such other documents and instruments (including, without limitation, additional escrow instructions in conformity with this Agreement), and to take such other actions, whether before or after Closing, as may reasonably be required and which may be necessary to consummate this transaction and to otherwise effectuate the agreements of the parties hereto; provided that such additional documents, instruments, or actions shall not impose upon the parties any obligations, duties, liabilities or responsibilities which are not expressly provided for in this Agreement.

16.4 Entire Agreement. This document represents the final, entire and complete agreement between the parties with respect to the subject matter hereof and supersedes all other prior or contemporaneous agreements, communications or representations, whether oral or written, express or implied, including any letters of intent. The parties acknowledge and agree that they may not and are not relying on any representation, promise, inducement, or other statement, whether oral or written and by whomever made, that is not contained expressly in this Agreement. This Agreement may only be modified by a written instrument signed by representatives authorized to bind both parties. Oral modifications are unenforceable.

16.5 Partial Invalidity. If any term, covenant or condition of this Agreement or its application to any person or circumstances shall be held to be illegal, invalid or unenforceable, the remainder of this Agreement or the application of such term or provisions to other persons or circumstances shall not be affected, and each term hereof shall be legal, valid and enforceable to the fullest extent permitted by law, unless an essential purpose of this Agreement would be defeated by the loss of the illegal, unenforceable, or invalid provision. In the event of such partial invalidity, the parties shall seek in good faith to agree on replacing any such legally invalid provisions with valid provisions which, in effect, will, from an economic viewpoint, most nearly and fairly approach the effect of the invalid provision and the intent of the parties in entering into this Agreement.

16.6 No Waiver. Except as otherwise provided in this Agreement, no consent or waiver by either party to or of any breach or non-performance of any representation, condition, covenant or warranty shall be enforceable unless in a writing signed by the party entitled to enforce performance, and such signed consent or waiver shall not be construed as a consent to or waiver of any other breach or non-performance of the same or any other representation, condition, covenant, or warranty.

16.7 [NOT USED]

16.8 Brokers and Finders. Each party represents that it has not had any contact or dealings regarding the Property, through any licensed real estate broker or other persons who can claim a right to a commission or finder's fee in connection with this transaction, except for Cushman & Wakefield, representing Seller (the "**Broker**"). Seller shall pay a brokerage commission to the Broker, if any is earned at the Closing, pursuant to separate agreement. Each party shall indemnify the other against all claims arising from its breach of its representation under this Section. This indemnification obligation shall survive the Closing or termination of this Agreement.

16.9 Time of the Essence. Time is of the essence of this Agreement.

16.10 Governing Law; Forum. This Agreement is entered into and shall be governed by and construed in accordance with the laws of the State of California (without giving effect to its choice of law principles). The parties agree that, except as otherwise provided in Section 15, all suits or actions of any kind brought to interpret or enforce the terms of, or otherwise arising out of or relating to, this Agreement shall be filed and litigated solely in the state or federal courts in the City and County of San Francisco, California. Each party hereby consents to the personal and subject matter jurisdiction of said courts.

16.11 Interpretation. All parties have been represented by counsel in the preparation and negotiation of this Agreement, and this Agreement shall be construed according to the fair meaning of its language. The rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement. Unless the context clearly requires otherwise, (i) the plural and singular numbers shall each be deemed to include the other; (ii) the masculine, feminine, and neuter genders shall each be deemed to include the others; (iii) "shall," "will," or "agrees" are mandatory, and "may" is permissive; (iv) "or" is not exclusive; (v) "includes" and "including" are not limiting; and (vi) "days" means calendar days unless specifically provided otherwise.

16.12 IRS Form 1099-S Designation. In order to comply with information reporting requirements of IRC Section 6045(e) and the Treasury Regulations thereunder, the parties agree (i) to execute an IRS Form 1099-S Designation Agreement to designate the Title Company (the "**Designee**") as the party who shall be responsible for reporting the contemplated sale of the Property to the Internal Revenue Service (the "**IRS**") on IRS Form 1099-S; and (ii) to provide the Designee with the information necessary to complete Form 1099-S.

16.13 Third Party Beneficiaries. This Agreement has been made solely for the benefit of the parties hereto and their respective successors and permitted assigns, and nothing in this Agreement is intended to, or shall, confer upon any other person any benefits, rights or remedies under or by reason of this Agreement.

16.14 Compliance With Laws. Each party shall comply with all applicable laws, rules, regulations, orders, consents and permits in the performance of all of their obligations under this Agreement.

16.15 Counterparts. This Agreement may be signed in any number of counterparts with the same effect as if the signatures to each counterpart were upon a single instrument, and is intended to be binding when all parties have delivered their signatures to the other parties. Signatures may be delivered by facsimile transmission or by e-mail in a portable document format (*pdf*). All counterparts shall be deemed an original of this Agreement.

16.16 Exhibits. All Recitals and Exhibits referred to in this Agreement are incorporated herein by reference and shall be deemed part of this Agreement.

16.17 Authority. The individuals executing this Agreement on behalf of Seller and Buyer individually represent and warrant that he or she has been authorized to do so and has the power to bind the party for whom they are signing.

16.18 Exchange Transaction. Each party agrees upon the request of the other party to cooperate with the other party in closing all or part of this transaction as an exchange pursuant to IRC Section 1031, provided that:

(a) The non-exchanging party shall incur no additional expense or liability in connection therewith and shall not be required to hold title to any property other than the Property;

(b) The exchanging party shall indemnify, protect, defend and hold the non-exchanging harmless from any claims, demands, causes of action, judgments, expenses, costs and attorneys' fees which result from the non-exchanging party's compliance with this paragraph, which obligation shall survive the Closing or termination of this Agreement; and

(c) The Closing is not materially delayed by the exchange.

16.19 Limitation on Liability. Notwithstanding anything to the contrary contained herein, if Closing shall have occurred (and Buyer shall not have waived, relinquished or released any applicable rights in further limitation), the aggregate liability of Seller arising pursuant to or in connection with the representations, warranties, indemnifications, covenants or other obligations (whether express or implied) of Seller under this Agreement (or any document executed or delivered in connection herewith) shall not exceed one percent (1%) of the Purchase Price. In no event shall any officers, members, partners, employees or affiliates of Seller have any liability under this Agreement.

16.20 Acceptance of Deed. Acceptance by Buyer at Closing of the Grant Deed shall constitute an acknowledgment by Buyer of full performance by Seller of all of Seller's obligations

under this Agreement, except for the obligations of Seller which are expressly provided in this Agreement to survive Closing. Any of Buyer's obligations under this Agreement that are expressly provided in this Agreement to survive Closing shall survive Closing and delivery of the Grant Deed, notwithstanding any presumption to the contrary.

16.21 Confidentiality. Except as required by law or as necessary to perform their obligations under this Agreement, Buyer and Seller shall keep this Agreement and the transactions contemplated hereby, including the identities of Buyer and Seller and their respective affiliates, and the terms of this of this Agreement (collectively, "**Confidential Information**") strictly confidential and shall not, without the prior written consent of the other party, disclose any Confidential Information to any other party or use any Confidential Information for any purpose other than evaluating the transaction described herein. However, each party may disclose Confidential Information to its affiliates and their respective officers, employees, advisors, agents, actual and prospective investors and lenders, consultants, title companies, surveyors and other contractors, provided that the party making the disclosure (1) shall provide Confidential Information to such persons only to the extent needed in connection with the transaction contemplated hereby and (2) shall instruct the recipient to keep such Confidential Information confidential. The confidentiality obligations contained in this Section shall survive the Closing, with the exception that, after the Closing, either party may disclose the fact that the Property was sold, but may not disclose any other Confidential Information except to the extent such Confidential Information is publicly available other than as a result of a breach of a party's obligations under this Agreement.

(Signature Page Follows)

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the Contract Date.

SELLER: METROPOLITAN TRANSPORTATION COMMISSION

Steve Heminger, Executive Director

Approved as to form:

Legal Counsel

BUYER: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Grace Crunican, General Manager

Approved as to form:

General Counsel

NOTE: BOTH PARTIES MUST INITIAL THE AGREEMENT AT SECTION 15.

AGREEMENT OF TITLE COMPANY

The undersigned has executed this Agreement solely to confirm its agreement to comply with the provisions of the Agreement applicable to the Title Company.

In witness whereof, the undersigned has executed this Agreement as of _____, 2016.

FIRST AMERICAN TITLE INSURANCE COMPANY

By: _____
Name: _____
Title: _____

EXHIBIT A

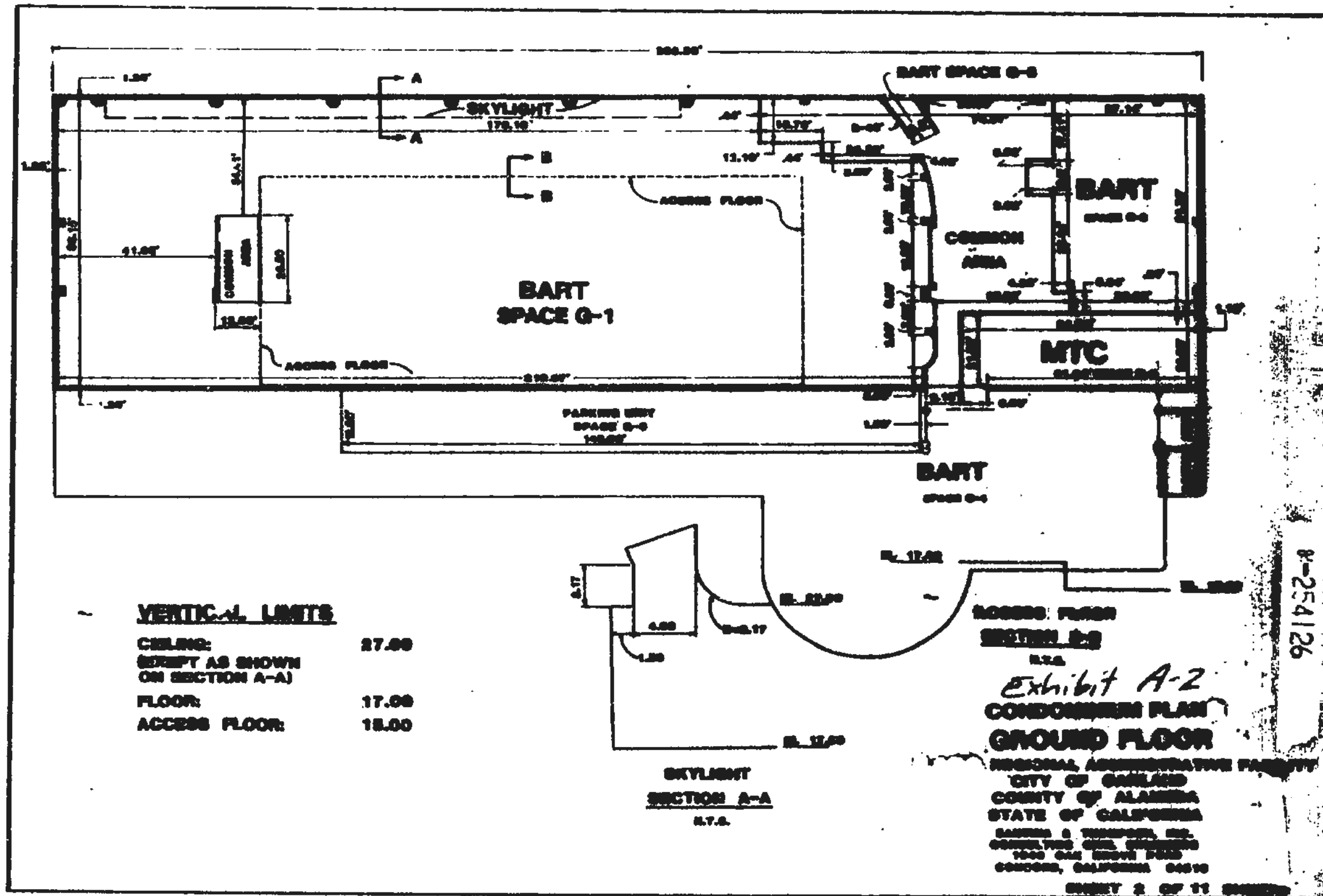
DESCRIPTION OF THE REAL PROPERTY

The Real Property is described in the attached Title Insurance Commitment of First American Title Insurance Company (Commitment No.: NS-807904-CC dated August 12, 2016)

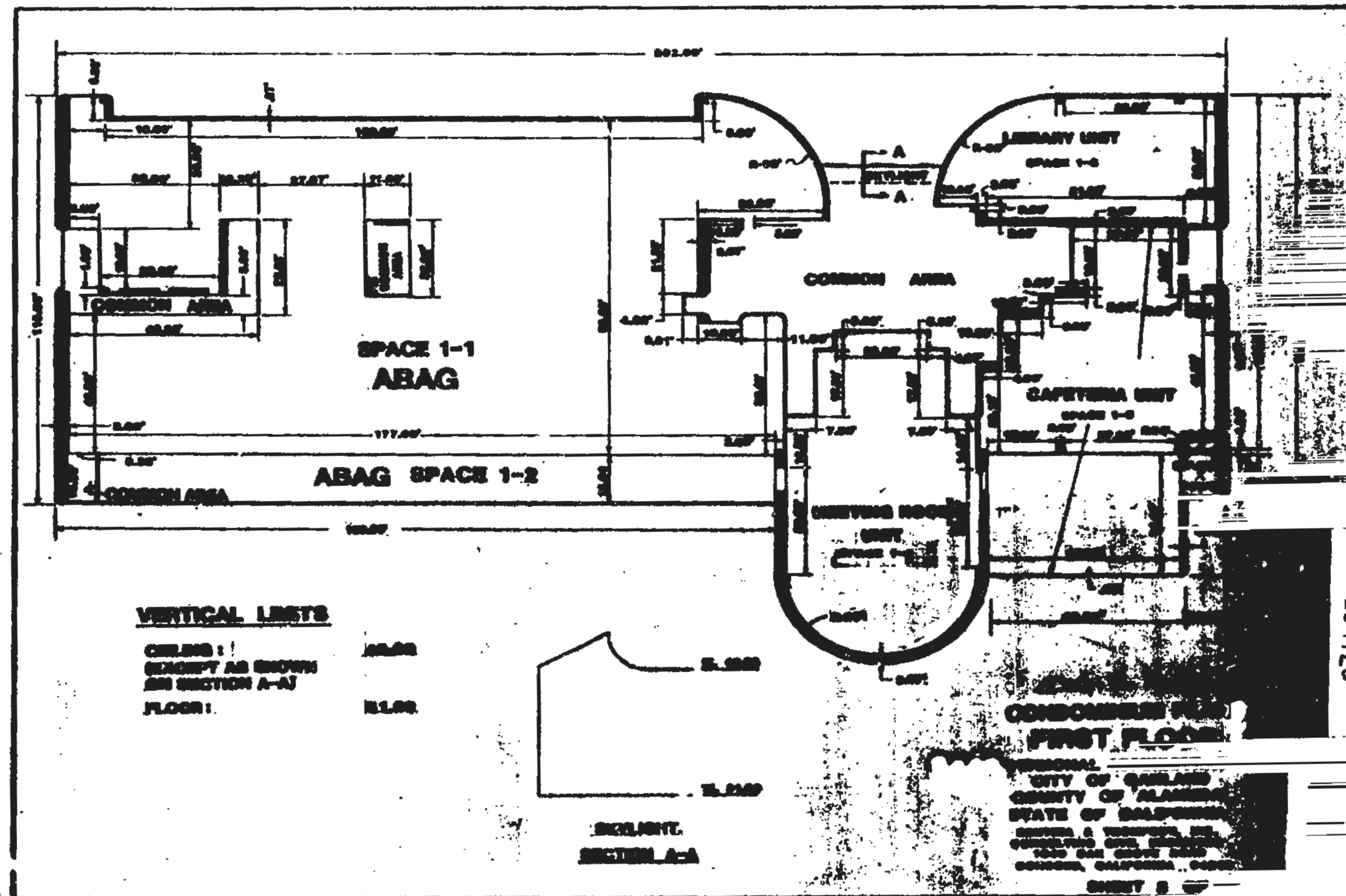
EXHIBIT B

PLAT MAP OF THE REAL PROPERTY

Note: parcel map document to be included/attached to this document. Currently in a .pdf form.



8-254126



1-254126

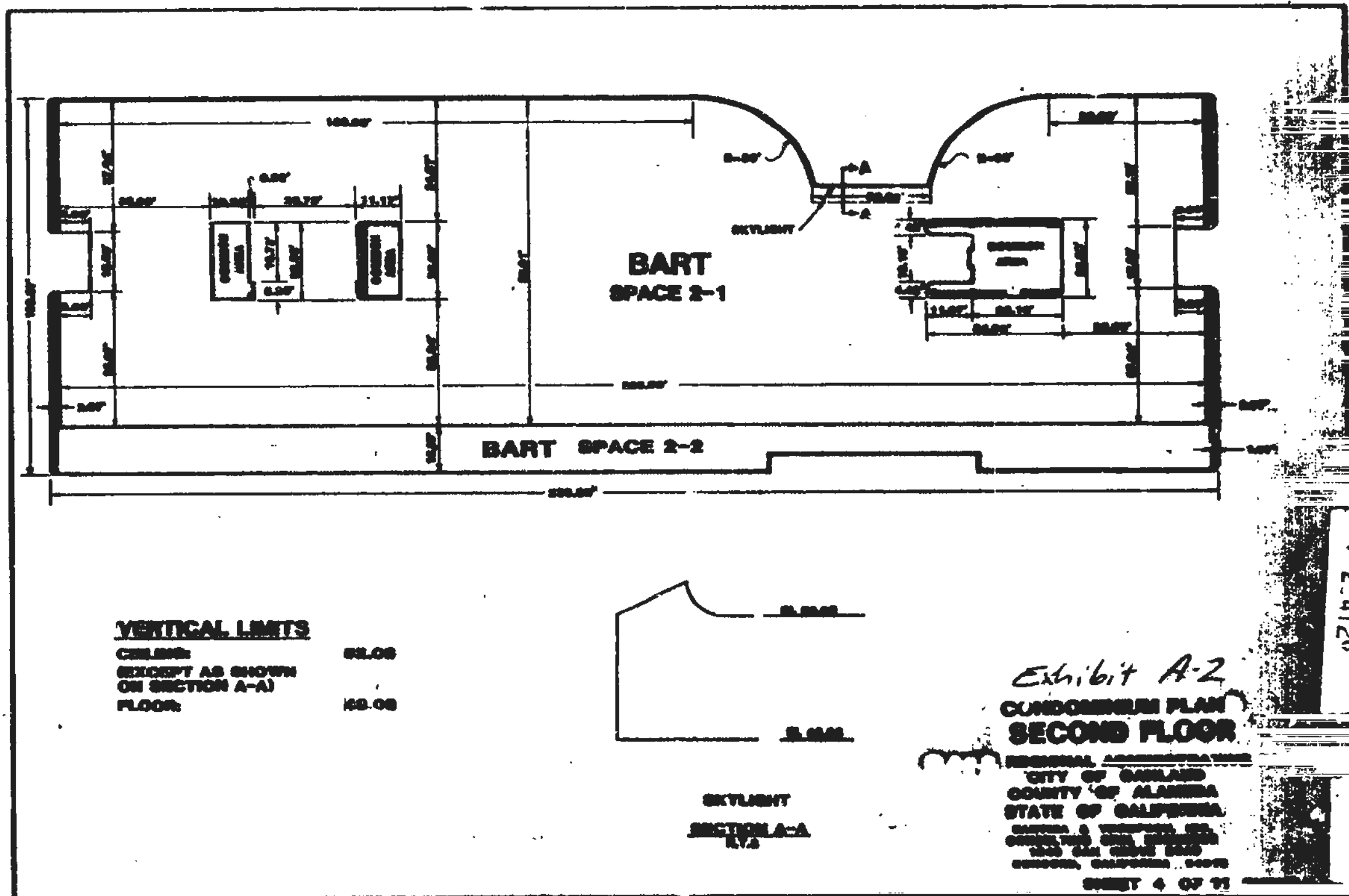


EXHIBIT C

DOCUMENTS DELIVERED TO BUYER

Due Diligence Documents

Agreements and Documents

- BAHA/MTC Interagency Agreement
- First American Title – Commercial Commitment

MetroCenter 1981 Construction Documents

MetroCenter Seismic Retrofit Documents

MetroCenter 2008 Seismic Request for Information (RFIs)

Regional Administrative Board Meetings (2013-2016)

Regional Administrative Facility Corporation Audited Financial Statements for period ending June 30, 2016 and June 30, 2015

EXHIBIT D
GRANT DEED

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO
:

SAN FRANCISCO BAY AREA RAPID

TRANSIT DISTRICT

P.O. Box 12688

Oakland, CA 94604-2688

Attn: Real Estate Manager

APN: 001-0171-002

Space Above this Line for Recorder's Use

The undersigned grantor hereby declares this instrument to be exempt from Recording Fees (Govt. Code §27383) and Documentary Transfer Tax (Revenue and Taxation Code §11922).

GRANT DEED

THIS GRANT DEED is made and entered into this _____ day of _____, 2016, by METROPOLITAN TRANSPORTATION COMMISSION ("**Grantor**"), in favor of SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT ("**Grantee**").

WITNESSETH:

For good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, GRANTOR hereby GRANTS to Grantee that certain real property in the County of Alameda, California (the "**Property**") more particularly described as follows:

LEGAL DESCRIPTION IS ATTACHED HERETO AS
EXHIBIT A WITH PLAT MAP AND INCORPORATED
HEREIN BY THIS REFERENCE.

The foregoing grant is expressly subject to all matters of record as of the date hereof.

EXECUTED as of the day and year set forth above.

GRANTOR:

METROPOLITAN TRANSPORTATION
COMMISSION

Steve Heminger, Executive Director

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)
COUNTY OF _____)

On _____, 2016, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(Notary Seal)

EXHIBIT A TO GRANT DEED
DESCRIPTION OF PROPERTY

EXHIBIT E

BILL OF SALE AND GENERAL ASSIGNMENT

THIS BILL OF SALE AND GENERAL ASSIGNMENT ("**Assignment**") is executed as of the _____ day of _____, 2016, by METROPOLITAN TRANSPORTATION COMMISSION ("**Seller**") in favor of SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT ("**Buyer**").

RECITALS

A. Reference is made to certain office condominium units located on the first, second and third floors of the building located at 101 Eighth Street, Oakland, California, which real property is more thoroughly described in attached Schedule I (the "**Property**"). Concurrently herewith, Seller is selling to Buyer and Buyer is purchasing from Seller all of Seller's interest in the Property pursuant to that certain Purchase Agreement dated as of _____, 2016, between Seller and Buyer, providing for the sale of the Property (the "**Purchase Agreement**"). Initially capitalized terms used herein but not otherwise defined herein shall have the meanings given them in the Purchase Agreement; and

B. In connection with the sale of the Property to Buyer, Seller desires to assign and transfer to Buyer all of Seller's interest in the Service Contracts, Financials, Reserves, Personal Property and Intangible Property identified in this Assignment.

IN CONSIDERATION OF THE FOREGOING, and for other good and valuable consideration, Seller agrees as follows:

1. Seller hereby grants, conveys, assigns and transfers to Buyer all of Seller's rights, title and interest in the contracts and agreements listed on Schedule II hereto (the "**Service Contracts**"). Buyer hereby assumes all of Seller's obligations under the Service Contracts. g.

3. Seller hereby grants, transfers and conveys to Buyer all of Seller's interest in the Financials, Reserves and Personal Property listed on Schedule III hereto. (the "**Financials, Reserves, and Personal Property**").

4. Seller hereby grants, transfers and conveys to Buyer all of Seller's interest in all transferable or assignable certificate(s) of occupancy, building or equipment permits, consents, authorizations, variances, waivers, licenses, permits, certificates and approvals from any governmental or quasi-governmental authority with respect to the Property, and all transferable or assignable warranties, representations, guaranties, and miscellaneous rights relating to the ownership, development, use and operation of the Property (the "**Intangible Property**").

5. Buyer acknowledges and agrees that the Service Contracts, Financials, Reserves and Personal Property and the Intangible Property assigned, transferred and conveyed hereby are being assigned, transferred, and conveyed "AS IS, WHERE IS" subject to, and in accordance with, the terms of Section 8 of the Purchase Agreement.

6. Any disputes under this Assignment shall be arbitrated in accordance with the provisions of Section 15 of the Purchase Agreement. The “prevailing party” shall be determined based upon an assessment of which party’s major arguments or positions taken in the action or proceeding could fairly be said to have prevailed (whether by compromise, settlement, abandonment by the other party of its claim or defense, final decision, after any appeals, or otherwise) over the other party’s major arguments or positions on major disputed issues.

7. The terms of this Assignment shall bind and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors and assigns.

8. The parties agree to execute such other documents and perform such other acts as may be necessary or desirable to carry out the purposes of this Assignment. This Assignment may be signed in any number of counterparts with the same effect as if the signatures to each counterpart were upon a single instrument. All counterparts shall be deemed an original of this Assignment.

(Signature Page Follows)

IN WITNESS WHEREOF, the parties have executed this Assignment as of the date and year first above written.

SELLER:

METROPOLITAN TRANSPORTATION
COMMISSION

Steve Heminger, Executive Director

BUYER:

SAN FRANCISCO BAY AREA RAPID
TRANSIT DISTRICT

Grace Crunican, General Manager

Approved as to Form

Stephen Muzio, BART Attorney

SCHEDULE I TO BILL OF SALE AND GENERAL ASSIGNMENT
DESCRIPTION OF THE PROPERTY

SCHEDULE II TO BILL OF SALE AND GENERAL ASSIGNMENT
LIST OF SERVICE CONTRACTS

ABC Security (Guard Services)

AT&T (Emergency Telephone lines)

Biagini Waste (Recycling Pickup)

Carrier Corporation (HVAC Maintenance)

Cintas (Cooling Tower Chemicals and Maintenance)

Clark Pest Control (Pest)

Customized Performance, Inc. (Janitorial)

EB Landscaping (Landscaping)

Home Depot (Building Supplies)

San Joaquin Chemicals (Cooling Tower Chemicals and Maintenance)

Shaw Industries (Auditorium Carpet Replacement)

Sonitrol (Security Alarm System Maintenance)

Thyssen (Elevator Maintenance)

Waste Management (Dumpster Pickup)

SCHEDULE III TO BILL OF SALE AND GENERAL ASSIGNMENT
LIST OF FINANCIALS, RESERVES, AND PERSONAL PROPERTY

FINANCIALS/RESERVES

Based on Regional Administrative Facility Corporation (RAFC) audited financial statements prepared by Patel and Associates for the years ending June 30, 2016 and June 30, 2015, the net assets/reserve balance is \$2,267,129 with the final amount adjusted upon close of escrow.

All financial documentation held by RAFC.

PERSONAL PROPERTY

The following MTC personal property is included, but not limited to:

Type	Description	Approximate number
Office Furniture	Desks, workstation modules including panels and surfaces, desk/guest chairs, tables, credenzas, bulletin boards, filing and storage units/cabinets, waste bins	1 st floor - 65 locations 2 nd floor – 80 locations 3 rd floor – 80 locations
Misc. Equipment	LCD monitors, HP laser jet printers, IT server racks, cabling,	Varies
Conference Room Furniture	Conference Room tables, chairs, credenzas,	10 locations
Reception Furniture	Receptionist workstation, sitting area seats	2 locations (1 st and 3 rd floors)
Telecom Room	Option 61 phone switch & related equipment	1

The following RAFC personal property will transfer to BART ownership and includes, but not limited to:

Type/Location	Description	Approximate number
Cafeteria Inventory	Ice Maker	1 each
	Freezer and Refrigerators	1 each
	Tables and Chairs	8 tables, 20 chairs
	Meat Slicer, Waffle Machine	1 each
	Cutting Table, Steam Table	1 each
	Baker Display Cases	2
	Sinks	2
	TV	1
	Patio Furniture – tables and chairs	5 tables, 15 chairs
	Stove, Steam Oven	1 each
	Fryer	1

Type/Location	Description	Approximate number
Room 171	Folding Tables	9
	Mini Rack	1
	Projector	1
	Chairs	56
	Screen Flag	1

Type/Location	Description	Approximate number
Auditorium	Podium	1
	Table Carts	4
	Microphone set of 31	1 set
	Wireless Microphone System	45
	Folding Tables	40
	Waste Container Set	2
	Flags	1
	AV Rack with Equipment	1
	Leather Chairs	40
	Stack Chairs	120
	Easel	4

Type/Location	Description	Approximate number
RAFC Shop Inventory	Misc. tools and equipment	n/a

EXHIBIT F

FIRPTA AFFIDAVIT

Section 1445 of the Internal Revenue Code of 1986, as amended (the "**Code**") provides that a buyer of a U.S. real property interest must withhold tax if the seller is a foreign person. To inform SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT (the "**Buyer**"), that withholding tax is not required upon the disposition of a U.S. real property interest by METROPOLITAN TRANSPORTATION COMMISSION (the "**Seller**"), the undersigned hereby certifies the following on behalf of Seller:

1. Seller is not a foreign corporation, foreign partnership, foreign trust or foreign estate (as those terms are defined in the Code and Income Tax Regulations)
2. Seller's U.S. employer identification number is: 94-1749911
3. Seller's office address is: Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105
4. Seller is not a disregarded entity as defined in Section 1.1445-2(b)(2)(iii) of the Internal Revenue Code Regulations.

Seller understand that this certification may be disclosed to the Internal Revenue Service by the Buyer and that any false statement Seller has made here could be punished by fine, imprisonment or both.

Under penalties of perjury, I declare that I have examined this certification and to the best of my knowledge and belief it is true, correct and complete, and I further declare that I have authority to sign this document on behalf of Seller.

Dated: _____, ____

**METROPOLITAN TRANSPORTATION
COMMISSION**

Steve Heminger,
Executive Director

EXHIBIT G

FORM OF OWNER'S AFFIDAVIT

Escrow No. _____
_____, _____, CA

The undersigned hereby certifies:

1. That they are the owner of the certain real property in the State of California, described in your Commitment for Title Insurance or Preliminary Title Report No.
2. That the land is improved by a:
 - ☐ Office Building
 - ☒ Commercial Building
 - ☐ Industrial Building
 - ☐ Other:
3. First American Title Insurance Company (referred to as "First American") has been requested to issue a form of policy of title insurance showing as an exception to title in Schedule B therein all existing leases affecting the real property referred to above and described in the Commitment/Preliminary Title Report issued in connection with this transaction. In addition to any other requirements it may have, First American has requested that the undersigned provide it with a certified list of all of the lessees under existing leases. Therefore, in response to such request made by First American, the undersigned hereby declares that, to its knowledge, the rent roll attached hereto as Exhibit "A", represents all of the lessees under all subsisting leases affecting the subject property. The undersigned also declares that to its knowledge, no leases contain provisions for either options to purchase or the rights of first refusal to purchase, or both.
4. That there have been no repairs, work of improvements or materials furnished to the premises by or on behalf of the undersigned or, to the undersigned's actual knowledge, by or on behalf of any of the tenants listed on Exhibit "A", within 90 days, except as shown on Exhibit "B," which exhibits shows the date such repairs, works of improvements or materials furnished were started and the date such repairs, works of improvements or materials furnished were completed or will be completed.
5. That there are no unpaid bills for labor or material because of any improvements made by or on behalf of the undersigned to the above premises, except as shown on Exhibit "B."
6. That the undersigned has not received any written notice of violation of any covenants, conditions or restrictions, if any, affecting the Land.
7. That the undersigned has not received any supplemental tax bill which is unpaid.
8. That this Affidavit is given for the purpose of inducing First American and its Agents, Offices and Subsidiaries to issue its Policy(ies) of Title Insurance which may provide coverage as to

the items mentioned above and that the statements made herein are true and correct to my/our own knowledge.

9. The undersigned acknowledge that they have read the foregoing and fully understand the legal aspects of any misrepresentation and/or untrue statements made herein and indemnify and hold harmless First American against liability occasioned by reason of reliance upon the statements made herein.

10. The undersigned has not and will not, for the period commencing on the business day prior to close of escrow, at 7:30 a.m. through the recording of the Deed transferring title to the property to the grantee thereunder (such period is called the "Gap Period"), encumber, cause any defect to appear in the title to the property or make any conveyance of all or any part of the property except for the documents executed in favor of, or at the request of the grantee. The undersigned agrees to hold harmless and indemnify First American against all reasonable costs, expenses and attorneys' fees suffered or incurred by First American as a result of the failure of the undersigned, upon receipt of written notice from First American, to promptly remove, bond or otherwise dispose of any such encumbrance, defect or conveyance that may arise or be filed against the property as a result of any act or omission of the undersigned during the Gap Period.

Date: _____, 2016

METROPOLITAN TRANSPORTATION COMMISSION

Steve Heminger, Executive Director



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	15-2117	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	11/16/2016	In control:		Administration Committee	
On agenda:	12/14/2016	Final action:			
Title:	MTC Resolution No. 4224, Revised - FY 2016-17 Overall Work Program (OWP) Amendment No. 17-03.				

Approval of amendments to the FY 2016-17 OWP to include \$3.9 million in carry-over federal planning funds from FY 2015-16.

Sponsors:

Indexes:

Code sections:

Attachments: [7a Admin 3a Reso 4224 FY16OWP](#)
[3a Reso 4224 FY16OWP Memo and Res.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4224, Revised - FY 2016-17 Overall Work Program (OWP) Amendment No. 17-03.

Approval of amendments to the FY 2016-17 OWP to include \$3.9 million in carry-over federal planning funds from FY 2015-16.

Presenter:

Sonia Elsonbaty

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee

DATE: December 7, 2016

FR: Executive Director

RE: MTC Resolution No. 4224, Revised – FY 2016-17 Overall Work Program (OWP) Amendment No. 17-03

Staff requests that the Committee refer Resolution No. 4224, Revised, which amends the OWP in order to include carryover of approximately \$3.9 million in unspent federal planning funds from FY 2015-16 to the Commission for approval.

The carryover balances were finalized in the MTC audit and must be amended into the FY 2016-17 OWP in order to incorporate the funds into MTC's budget.

The breakdown of the Federal planning funds and proposed reallocation is as follows:

	Carryover Funds	Proposed Reallocation
FHWA PL Funds (Toll Credit for a Match)	\$685,901	\$685,901 – Regional Data Analysis
FTA 5303 Funds (Toll Credit for a Match)	\$2,879,431	\$2,276,482 – Regional Data Analysis \$109,538 – Transportation Asset Management \$493,411 – Transit Sustainability Planning
FHWA SP&R Partnership PL	\$300,000	\$300,000 – Regional Goods Movement
Total Planning Carryover Funds	\$3,865,332	

Recommendation

Staff recommends that the Administration Committee refer MTC Resolution No. 4224, Revised, to the Commission for approval.


Steve Heminger

Attachments

SH:kw

Date: April 27, 2016
W.I.: 1152
Referred by: Administration Committee
Revised: 09/28/16-C
12/21/16-C

ABSTRACT

Resolution No. 4224, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2016-17, certifies that the planning process of the Metropolitan Transportation Commission is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation, and authorizes MTC's Executive Director to apply for and execute agreements with the U.S. Department of Transportation for grants to aid in the financing of the OWP.

Attachment C to the resolution was revised on September 28, 2016 to add a new FTA 5304 \$800,000 grant award and \$400,000 in BATA local match for the Resilient Transportation System for Safe and Sustainable Communities project.

Attachment C to the resolution was revised on December 21, 2016 to carry over unspent federal planning funds from FY 2015-16 (FHWA PL, FTA 5303, and FHWA SP&R Partnership PL funds).

Further discussion of the OWP is contained in the Executive Director's memorandum dated April 6, 2016 and December 7, 2016.

Re: Overall Work Program for Fiscal Years 2016-17, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4224

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area, which was adopted in July 2013; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2016-17 has been prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP for Fiscal Year 2016-17 includes MTC's unified work program for the fiscal year to achieve the goals and objectives in MTC's RTP; and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2016-17; and

WHEREAS, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's unified work program for fiscal year 2016-17; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2016-17 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2016-17 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or his designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's unified work program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or his designee is authorized to execute and file with such application assurances or other documentation requested by

DOT of MTC's compliance with applicable federal statutory and regulatory requirements;
and be it further

RESOLVED, that the Executive Director or his designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

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 entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in San Jose, California on April 27, 2016

Date: April 27, 2016
W.I.: 1152
Referred by: Admin
Revised: 09/28/16-C

Attachment A
Resolution No. 4224
Page 1 of 1

Attachment A is the FY 2016-17 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4224
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 27, 2016
W.I.: 1152
Referred by: Admin
Revised: 09/28/16-C
12/21/16-C

Attachment C
Resolution No. 4224
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2016-17 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

OWP Amendment No. 17-02 adds a new FTA Section 5304 \$800,000 grant award and \$400,000 local match funded by BATA for a Resilient Transportation System for Safe and Sustainable Communities.

OWP Amendment No. 17-03 adds planning carryover funds for FHWA PL of \$685,901, FTA 5303 of \$2,879,431 and FHWA SP&R Partnership Planning of \$300,000.



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee

DATE: December 7, 2016

FR: Executive Director

RE: MTC Resolution No. 4224, Revised – FY 2016-17 Overall Work Program (OWP) Amendment No. 17-03

Staff requests that the Committee refer Resolution No. 4224, Revised, which amends the OWP in order to include carryover of approximately \$3.9 million in unspent federal planning funds from FY 2015-16 to the Commission for approval.


The carryover balances were finalized in the MTC audit and must be amended into the FY 2016-17 OWP in order to incorporate the funds into MTC's budget.

The breakdown of the Federal planning funds and proposed reallocation is as follows:

	Carryover Funds	Proposed Reallocation
FHWA PL Funds (Toll Credit for a Match)	\$685,901	\$685,901 – Regional Data Analysis
FTA 5303 Funds (Toll Credit for a Match)	\$2,879,431	\$2,276,482 – Regional Data Analysis \$109,538 – Transportation Asset Management \$493,411 – Transit Sustainability Planning
FHWA SP&R Partnership PL	\$300,000	\$300,000 – Regional Goods Movement
Total Planning Carryover Funds	\$3,865,332	

Recommendation

Staff recommends that the Administration Committee refer MTC Resolution No. 4224, Revised, to the Commission for approval.


Steve Heminger

Attachments

SH:kw

Date: April 27, 2016
W.I.: 1152
Referred by: Administration Committee
Revised: 09/28/16-C
12/21/16-C

ABSTRACT

Resolution No. 4224, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2016-17, certifies that the planning process of the Metropolitan Transportation Commission is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation, and authorizes MTC's Executive Director to apply for and execute agreements with the U.S. Department of Transportation for grants to aid in the financing of the OWP.

Attachment C to the resolution was revised on September 28, 2016 to add a new FTA 5304 \$800,000 grant award and \$400,000 in BATA local match for the Resilient Transportation System for Safe and Sustainable Communities project.

Attachment C to the resolution was revised on December 21, 2016 to carry over unspent federal planning funds from FY 2015-16 (FHWA PL, FTA 5303, and FHWA SP&R Partnership PL funds).

Further discussion of the OWP is contained in the Executive Director's memorandum dated April 6, 2016 and December 7, 2016.

Date: April 27, 2016
W.I.: 1152
Referred by: Administration Committee

Re: Overall Work Program for Fiscal Years 2016-17, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4224

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area, which was adopted in July 2013; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2016-17 has been prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP for Fiscal Year 2016-17 includes MTC's unified work program for the fiscal year to achieve the goals and objectives in MTC's RTP; and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2016-17; and

WHEREAS, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's unified work program for fiscal year 2016-17; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2016-17 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2016-17 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or his designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's unified work program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or his designee is authorized to execute and file with such application assurances or other documentation requested by

DOT of MTC's compliance with applicable federal statutory and regulatory requirements;
and be it further

RESOLVED, that the Executive Director or his designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

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 entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in San Jose, California on April 27, 2016

Date: April 27, 2016
W.I.: 1152
Referred by: Admin
Revised: 09/28/16-C

Attachment A
Resolution No. 4224
Page 1 of 1

Attachment A is the FY 2016-17 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Date: April 27, 2016
W.I.: 1152
Referred by: Administration
Revised: 09/28/16-C

Attachments A
Resolution No. 4224
Page 1 of 5

Work Element Excerpt

Attachment B
Resolution No. 4224
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 27, 2016
W.I.: 1152
Referred by: Admin
Revised: 09/28/16-C
12/21/16-C

Attachment C
Resolution No. 4224
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2016-17 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

OWP Amendment No. 17-02 adds a new FTA Section 5304 \$800,000 grant award and \$400,000 local match funded by BATA for a Resilient Transportation System for Safe and Sustainable Communities.

OWP Amendment No. 17-03 adds planning carryover funds for FHWA PL of \$685,901, FTA 5303 of \$2,879,431 and FHWA SP&R Partnership Planning of \$300,000.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2105 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 11/10/2016 **In control:** Programming and Allocations Committee
On agenda: 12/14/2016 **Final action:**
Title: MTC Resolution Nos. 3801, Revised, 4202, Revised, and 4250. Amendments to the Regional Measure 2 (RM2) Program and Allocations.

- i. MTC Resolution Nos. 3801, Revised and 4202, Revised. RM2 Program Amendments - Public Comments and Recommendations: A summary of public comments received and recommendations to program \$74 million in RM2 funds to three existing projects, and modify the scope on the three 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.
- ii. MTC Resolution No. 4250. Allocation of approximately \$2.3 million in RM2 funds to MTC for the Bay Bridge Forward project (RM2 project 29.7). MTC requests allocation of RM2 funds reassigned under agenda item 3a.i.

Sponsors:

Indexes:

Code sections:

Attachments: [8ai PAC 3a.i Resos-3801-4202 RM2 Program Amendments](#)
[8aii PAC 3a.ii Reso-4250 RM2 Bay Bridge Forward Allocation](#)
[3a.i Resos 3801 and 4202.pdf](#)
[3a.ii Reso 4250.pdf](#)

Date	Ver.	Action By	Action	Result
12/14/2016	1	Programming and Allocations Committee		
12/14/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 3801, Revised, 4202, Revised, and 4250. Amendments to the Regional Measure 2 (RM2) Program and Allocations.

- i. *MTC Resolution Nos. 3801, Revised and 4202, Revised. RM2 Program Amendments - Public Comments and Recommendations: A summary of public comments received and recommendations to program \$74 million in RM2 funds to three existing projects, and modify the scope on the three 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.*

ii. MTC Resolution No. 4250. Allocation of approximately \$2.3 million in RM2 funds to MTC for the Bay Bridge Forward project (RM2 project 29.7). MTC requests allocation of RM2 funds reassigned under agenda item 3a.i.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 8a.i

MTC Resolution Nos. 3801, Revised and 4202, Revised

Regional Measure 2 Program Amendments – Public Comments and Recommendations

Subject: A summary of public comments received and recommendations to program \$74 million in Regional Measure 2 (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 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 remaining balance is now 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 proposes 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. Further discussion of the projects is below.

Project 18: Clipper

Staff proposes to program \$13 million to the Clipper project, and to modify the 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 the 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 the 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. These funds, and funding provided by the California Department of Transportation (Caltrans) and the Golden Gate Bridge, Highway, and Transportation District (GGBHTD), fully funded the project based on engineer’s estimates at the time. This past summer, the GGBHTD opened bids on the project, and the low bid came in about \$120 million over the engineer’s estimate when contingencies and capital outlay support costs are also included. The GGBHTD examined the bids and determined 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 Caltrans and GGBHTD, staff recommends contributing \$40 million to offset the cost increase as MTC’s proportionate 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 seek board approval in December. 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. 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.

Public Comments

At the November 9, 2016 Programming and Allocations Committee meeting, MTC held a public hearing to receive oral comments regarding the proposed RM2 amendments, pursuant to California Streets and Highway Code Section 30914(f). The public could still submit written comments through December 12. A summary of the letters and testimony received, as well as any responses, are included in Attachment A.

A summary of the projects and recommended actions proposed this month is included as Attachment B. Staff recommends pursuing the proposed changes to MTC Resolution No. 3801, Revised, which is provided as Attachment C.

Issues:

Programming of the \$40 million in STP funds to the Golden Gate Bridge Suicide Deterrent project is contingent upon the other agencies (Caltrans and GGBHTD) providing their \$40 million each to the project.

Recommendation: Refer MTC Resolution Nos. 3801, Revised and 4202, Revised to the Commission for approval. Because Resolution No. 4202, Revised is proposed for revision under other agenda items, it is included once under agenda item 4a with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments: Attachment A – Letters and Testimony Received, and MTC staff responses

Attachment B – Summary of Proposed RM2 Changes

Attachment C – MTC Resolution No. 3801, Revised

MTC Resolution No. 4202, Revised can be found under agenda item 4a to this packet.

Summary of Public Comments and Correspondence Received Related to RM2 Amendment/Public Hearing

Letters, E-mails, Faxes Received During Public Comment Period

No.	From	Subject/Key Positions	Date	Response
1	(None received as of Dec. 5, 2016)			

Comments Made at Public Hearing -- Programming and Allocations Committee, November 9, 2016

No.	From	Subject/Key Positions	Date	Response
1	Denis Mulligan, Golden Gate Bridge, Highway, and Transportation District	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project, and provide additional background information on the project.	9-Nov-16	Support noted
2	Manuel Gamboa	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project.	9-Nov-16	Support noted
3	David Hull, Bridge Rail Foundation	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project.	9-Nov-16	Support noted
4	John Vidarry, San Francisco Suicide Prevention	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project.	9-Nov-16	Support noted
5	Pat Madden	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project and urge completion of the project as quickly as possible.	9-Nov-16	Support noted
6	Roland Lebrun	Discussed Dumbarton Express and Dumbarton Rail Service, expressing support for both projects and exploration of public-private partnerships and infrastructure banks. Expressed that the Golden Gate Bridge Suicide Deterrent project affects the entire Bay Area.	9-Nov-16	MTC staff will continue to explore P3 opportunities; support noted

SUMMARY OF PROPOSED RM2 AMENDMENTS - DECEMBER 2016

Project Number	Project Title	Current Total RM2 Funding	Proposed Funding Change	Proposed Total RM2 Funding	Action Taking Place	Reason
18	Clipper	22,000,000	13,000,000	35,000,000	Program \$13 M; modify scope	Program funds from unneeded financing coverage to deploy new technology for Clipper.
29	Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors	33,932,828	21,000,000	54,932,828	Program \$21 M; modify scope	Program funds from unneeded financing coverage to deploy various operational improvements and express lane access along the various bridge corridors, consistent with approved Bay Bridge Forward program.
37	BART Transit Capital Rehabilitation	24,000,000	40,000,000	64,000,000	Program \$40 M; modify scope	Program funds from unneeded financing coverage to purchase BART cars (for further exchange to partially offset cost increase on Golden Gate Bridge Suicide Deterrent).
Total		79,932,828	74,000,000	153,932,828		

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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
Page 1 of 10

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.

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 8a.ii

MTC Resolution No. 4250

Subject: Allocation of approximately \$2.3 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward project.

Background: In July 2016, the Commission approved the One Bay Area Grant (OBAG) Cycle 2 framework. That framework included \$40 million for Bay Bridge Forward, a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds, which are recommended to be programmed under Agenda Item 3a.i.

Subsequent to the programming of the RM2 funds, MTC requests allocation of \$2.3 million in RM2 funds for the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward suite of projects. The table below generally shows the breakdown of the subprojects, though funds may be transferred among subprojects.

Table 1: Bay Bridge Forward RM2 Allocation Distribution

Project	Description	Approx. RM2 Amount
Oakland – West Grand HOV/Bus Only Lane	Convert shoulder on West Grand Ave. on-ramp to Bus/HOV only lane	\$360,000
San Francisco – Sterling/Bryant Street	Pilot occupancy technology and increased CHP enforcement at Sterling and other pilot sites, support planned HOV lanes to bridge; convert HOV ramp to express lane to manage violations and person throughput	\$550,000
Casual Carpool	Establish and improve casual carpool locations	\$250,000
Integrated Bridge Corridor	Deploy new “smart” technologies to improve traffic flow along the Bay Bridge approaches	\$250,000
Commuter Parking	Establish commuter parking in East Bay and encourage carpooling and transit	\$652,000
Flexible On-Demand Transit	Provide on-demand transit services including transportation demand management strategies	\$250,000
Total		\$2,312,000

Once a subproject receives its environmental approval, MTC will consider allocating RM2 funds for later phases of work, including the final design, right-of-way, and construction phases. With supplemental federal/local funding, the total project cost for these Bay Bridge Forward subprojects receiving RM2 funds is expected to be about \$27 million.

Issues: This allocation will only move forward if the RM2 program amendments proposed under agenda item 3.a.i are approved.

Recommendation: Refer Resolution No. 4250 to the Commission for approval.

Attachments: MTC Resolution No. 4250

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Date: December 21, 2016
W.I.: 1255
Referred by: PAC

ABSTRACT

MTC Resolution No. 4250

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of the Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016.

Date: December 21, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4250

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

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

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

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

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

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

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

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, the project sponsor has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on December 21, 2016.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #1:

This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
17425001	21-Dec-16	\$	2,312,000	ENV/PE	FY 2016-17	\$	2,312,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

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

1. None.

RM2 Project Number: 29.7 Bay Bridge Forward

Lead Sponsor Metropolitan Transportation Commission	Other Sponsors(s) None.	Implementing Agency (if applicable) Metropolitan Transportation Commission
Legislated Project Description 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. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,933 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$10,042) 29.7 Bay Bridge Forward (\$21,000) 29.X Reserve (\$4,801)		Total Estimated Project Cost (in \$1,000) \$27,100
Project Purpose and Description Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description Committed Funds: Fully funded by RM2, federal, and other regional funds. Uncommitted Funds: None. Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	6/2019	\$3,662
2	Designs, Plans, Specs, & Estimates	3/2017	12/2019	\$2,388
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	6/2020	\$21,050

Total: \$27,100

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward	Project No.	29.7
Lead Sponsor	Metropolitan Transportation Commission	Last Updated	12/21/2016

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed										
RM2	Env./ PE		2,312		1,000					3,312
Local/Regional	Env./ PE		350							350
RM2	PS&E		1,388			1,000				2,388
RM2	CON		1,600	9,650		4,050				15,300
STP	CON			2,500						2,500
Local/Regional	CON			3,250						3,250
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100

REGIONAL MEASURE 2 PROGRAM

Project Cash Flow Plan

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 29.7

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
RM2 Funds Total		2,312,000	-	-	-	-	2,312,000
Environmental, PE	0	2,662,000	0	0	0	0	2,662,000
RM2		2,312,000					2,312,000
Local/Regional Funds		350,000					
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	0	0	0	0	0
							0
							0
							0
TOTAL FUNDING							
Environmental	0	2,662,000	0	0	0	0	2,662,000
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	0	2,662,000	0	0	0	0	2,662,000

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Item Number 3a. i.

MTC Resolution Nos. 3801, Revised and 4202, Revised

Regional Measure 2 Program Amendments – Public Comments and Recommendations

Subject: A summary of public comments received and recommendations to program \$74 million in Regional Measure 2 (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 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 remaining balance is now 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 proposes 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. Further discussion of the projects is below.

Project 18: Clipper

Staff proposes to program \$13 million to the Clipper project, and to modify the 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 the 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 the 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. These funds, and funding provided by the California Department of Transportation (Caltrans) and the Golden Gate Bridge, Highway, and Transportation District (GGBHTD), fully funded the project based on engineer’s estimates at the time. This past summer, the GGBHTD opened bids on the project, and the low bid came in about \$120 million over the engineer’s estimate when contingencies and capital outlay support costs are also included. The GGBHTD examined the bids and determined 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 Caltrans and GGBHTD, staff recommends contributing \$40 million to offset the cost increase as MTC’s proportionate 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 seek board approval in December. 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. 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.

Public Comments

At the November 9, 2016 Programming and Allocations Committee meeting, MTC held a public hearing to receive oral comments regarding the proposed RM2 amendments, pursuant to California Streets and Highway Code Section 30914(f). The public could still submit written comments through December 12. A summary of the letters and testimony received, as well as any responses, are included in Attachment A.

A summary of the projects and recommended actions proposed this month is included as Attachment B. Staff recommends pursuing the proposed changes to MTC Resolution No. 3801, Revised, which is provided as Attachment C.

Issues:

Programming of the \$40 million in STP funds to the Golden Gate Bridge Suicide Deterrent project is contingent upon the other agencies (Caltrans and GGBHTD) providing their \$40 million each to the project.

Recommendation: Refer MTC Resolution Nos. 3801, Revised and 4202, Revised to the Commission for approval. Because Resolution No. 4202, Revised is proposed for revision under other agenda items, it is included once under agenda item 4a with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments: Attachment A – Letters and Testimony Received, and MTC staff responses

Attachment B – Summary of Proposed RM2 Changes

Attachment C – MTC Resolution No. 3801, Revised

MTC Resolution No. 4202, Revised can be found under agenda item 4a to this packet.

Summary of Public Comments and Correspondence Received Related to RM2 Amendment/Public Hearing

Letters, E-mails, Faxes Received During Public Comment Period

No.	From	Subject/Key Positions	Date	Response
1	(None received as of Dec. 5, 2016)			

Comments Made at Public Hearing -- Programming and Allocations Committee, November 9, 2016

No.	From	Subject/Key Positions	Date	Response
1	Denis Mulligan, Golden Gate Bridge, Highway, and Transportation District	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project, and provide additional background information on the project.	9-Nov-16	Support noted
2	Manuel Gamboa	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project.	9-Nov-16	Support noted
3	David Hull, Bridge Rail Foundation	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project.	9-Nov-16	Support noted
4	John Vidarry, San Francisco Suicide Prevention	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project.	9-Nov-16	Support noted
5	Pat Madden	Support the proposed amendment to provide additional funding to the Golden Gate Bridge Suicide Deterrent project and urge completion of the project as quickly as possible.	9-Nov-16	Support noted
6	Roland Lebrun	Discussed Dumbarton Express and Dumbarton Rail Service, expressing support for both projects and exploration of public-private partnerships and infrastructure banks. Expressed that the Golden Gate Bridge Suicide Deterrent project affects the entire Bay Area.	9-Nov-16	MTC staff will continue to explore P3 opportunities; support noted

SUMMARY OF PROPOSED RM2 AMENDMENTS - DECEMBER 2016

Project Number	Project Title	Current Total RM2 Funding	Proposed Funding Change	Proposed Total RM2 Funding	Action Taking Place	Reason
18	Clipper	22,000,000	13,000,000	35,000,000	Program \$13 M; modify scope	Program funds from unneeded financing coverage to deploy new technology for Clipper.
29	Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors	33,932,828	21,000,000	54,932,828	Program \$21 M; modify scope	Program funds from unneeded financing coverage to deploy various operational improvements and express lane access along the various bridge corridors, consistent with approved Bay Bridge Forward program.
37	BART Transit Capital Rehabilitation	24,000,000	40,000,000	64,000,000	Program \$40 M; modify scope	Program funds from unneeded financing coverage to purchase BART cars (for further exchange to partially offset cost increase on Golden Gate Bridge Suicide Deterrent).
Total		79,932,828	74,000,000	153,932,828		

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



Bill Dodd, 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
Page 1 of 10

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.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 14, 2016

Agenda Item 3a.ii

MTC Resolution No. 4250

Subject: Allocation of approximately \$2.3 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward project.

Background: In July 2016, the Commission approved the One Bay Area Grant (OBAG) Cycle 2 framework. That framework included \$40 million for Bay Bridge Forward, a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds, which are recommended to be programmed under Agenda Item 3a.i.

Subsequent to the programming of the RM2 funds, MTC requests allocation of \$2.3 million in RM2 funds for the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward suite of projects. The table below generally shows the breakdown of the subprojects, though funds may be transferred among subprojects.

Table 1: Bay Bridge Forward RM2 Allocation Distribution

Project	Description	Approx. RM2 Amount
Oakland – West Grand HOV/Bus Only Lane	Convert shoulder on West Grand Ave. on-ramp to Bus/HOV only lane	\$360,000
San Francisco – Sterling/Bryant Street	Pilot occupancy technology and increased CHP enforcement at Sterling and other pilot sites, support planned HOV lanes to bridge; convert HOV ramp to express lane to manage violations and person throughput	\$550,000
Casual Carpool	Establish and improve casual carpool locations	\$250,000
Integrated Bridge Corridor	Deploy new “smart” technologies to improve traffic flow along the Bay Bridge approaches	\$250,000
Commuter Parking	Establish commuter parking in East Bay and encourage carpooling and transit	\$652,000
Flexible On-Demand Transit	Provide on-demand transit services including transportation demand management strategies	\$250,000
Total		\$2,312,000

Once a subproject receives its environmental approval, MTC will consider allocating RM2 funds for later phases of work, including the final design, right-of-way, and construction phases. With supplemental federal/local funding, the total project cost for these Bay Bridge Forward subprojects receiving RM2 funds is expected to be about \$27 million.

Issues: This allocation will only move forward if the RM2 program amendments proposed under agenda item 3.a.i are approved.

Recommendation: Refer Resolution No. 4250 to the Commission for approval.

Attachments: MTC Resolution No. 4250

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Date: December 21, 2016
W.I.: 1255
Referred by: PAC

ABSTRACT

MTC Resolution No. 4250

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of the Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016.

Date: December 21, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4250

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

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

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

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

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

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

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

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, the project sponsor has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on December 21, 2016.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #1:

This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425001	21-Dec-16	\$ 2,312,000	ENV/PE	FY 2016-17	\$ 2,312,000

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

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

1. None.

Regional Measure 2 Regional Traffic Relief Plan

RM2 Project Number: 29.7 Bay Bridge Forward

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Metropolitan Transportation Commission	None.	Metropolitan Transportation Commission
Legislated Project Description		
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. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000)	Total Estimated Project Cost (in \$1,000)	
Total Overall Funding \$54,933	\$27,100	
29.1 AC Transit Rolling Stock (\$5,300)		
29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39)		
29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063)		
29.4 Grand-MacArthur Express Bus Corridor (\$3,515)		
29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173)		
29.6 Dumbarton Express Bus Replacement (\$10,042)		
29.7 Bay Bridge Forward (\$21,000)		
29.X Reserve (\$4,801)		
Project Purpose and Description		
Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description		
Committed Funds: Fully funded by RM2, federal, and other regional funds.		
Uncommitted Funds: None.		
Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	6/2019	\$3,662
2	Designs, Plans, Specs, & Estimates	3/2017	12/2019	\$2,388
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	6/2020	\$21,050

Total: \$27,100

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward					Project No.	29.7			
Lead Sponsor	Metropolitan Transportation Commission					Last Updated	12/21/2016			

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed										
RM2	Env./ PE		2,312		1,000					3,312
Local/Regional	Env./ PE		350							350
RM2	PS&E		1,388			1,000				2,388
RM2	CON		1,600	9,650		4,050				15,300
STP	CON			2,500						2,500
Local/Regional	CON			3,250						3,250
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100

REGIONAL MEASURE 2 PROGRAM

Project Cash Flow Plan

December 21, 2016
Attachment D
MTC Resolution No. 4250
Org. Key: 840-8829-07
Page 1 of 1

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 29.7

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
RM2 Funds Total		2,312,000	-	-	-	-	2,312,000
Environmental, PE	0	2,662,000	0	0	0	0	2,662,000
RM2		2,312,000					2,312,000
Local/Regional Funds		350,000					
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	0	0	0	0	0
							0
							0
							0
TOTAL FUNDING							
Environmental	0	2,662,000	0	0	0	0	2,662,000
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
PROJECT TOTAL	0	2,662,000	0	0	0	0	2,662,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1320 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 2/5/2016 **In control:** Programming and Allocations Committee
On agenda: 12/14/2016 **Final action:**
Title: MTC Resolution Nos. 3712, Revised, and 3649, Revised. RM2 allocations to SMART and TAM.

Allocation Reserve of Regional Measure 2 (RM2) Capital funds: \$625,000 allocation to Sonoma-Marin Area Rail Transit (SMART) for the design phase of the SMART Downtown San Rafael to Larkspur Rail Extension; \$850,000 reserve to the Transportation Authority of Marin (TAM) for right-of-way for the North-South Greenway Project, pending completion of the environmental process.

Sponsors:

Indexes:

Code sections:

Attachments: [8b PAC 3b Resos-3712-3649 RM2 SMART Larkspur.w.handout\(12.15.16\)](#)
[3b HANDOUT for Committee.pdf](#)
[3b Resos 3712 and 3649.pdf](#)

Date	Ver.	Action By	Action	Result
12/14/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 3712, Revised, and 3649, Revised. RM2 allocations to SMART and TAM.

Allocation Reserve of Regional Measure 2 (RM2) Capital funds: \$625,000 allocation to Sonoma-Marin Area Rail Transit (SMART) for the design phase of the SMART Downtown San Rafael to Larkspur Rail Extension; \$850,000 reserve to the Transportation Authority of Marin (TAM) for right-of-way for the North-South Greenway Project, pending completion of the environmental process.

Presenter:

Anne Richman

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 14, 2016

Commission Agenda Item 8b

**MTC Resolution Nos. 3712, Revised and 3649, Revised
RM2 Allocations to SMART and TAM**

Subject: Allocations of Regional Measure 2 (RM2) Capital funds: \$625,000 to Sonoma-Marín Area Rail Transit (SMART) for the design phase of the SMART Downtown San Rafael to Larkspur Rail Extension; \$850,000 to the Transportation Authority of Marin (TAM) for right-of-way for the North-South Greenway Project.

Background: The two allocations that are proposed this month are for related projects in Marin County: the SMART extension to Larkspur, and the North South Greenway, a proposed multi use path that uses SMART right of way south of Larkspur. Both projects were designated for funding during the Commission's RM2 strategic delivery effort in 2014. Both projects are also related to the San Rafael Bettini Transit Center, which is adjacent to the downtown San Rafael SMART station and serves local and regional bus customers. Discussion of all three projects is included below.

1. SMART Downtown San Rafael to Larkspur Rail Extension

SMART has requested an allocation of \$625,000 for design work for the Downtown San Rafael to Larkspur Rail Extension Project. This project will construct the Larkspur station, track, crossings, and systems for the 2.1 mile extension connecting SMART's initial operating segment with ferry services at Larkspur. It will use existing rail right-of-way and run through the Cal Park Hill Tunnel, completed in 2010 using RM2 funds.

Allocation Scope

This allocation would provide a local match for an awarded FTA grant for design. Scope funded from this allocation will include the completion of the design package for Design/Build procurement, support during permit acquisition, and design management support from the procurement and award of the Design/Build contract through final design submittals. SMART intends to procure a Design/Build contract for final design and construction in early 2017. Construction is expected to begin in 2017 and be complete in 2018. This would be the first RM2 allocation for the Larkspur segment. Staff proposes allocating design funding to keep the project moving forward, but conditioning the allocation as noted below.

TOD Policy Compliance

Based on 2016 staff analysis of updated corridor-level information, the SMART project remains in compliance with the MTC Resolution 3434 Transit Oriented Development (TOD) Policy for Regional Transit Expansion Projects. The SMART initial operating segment and Larkspur extension will have 11 stations, with over 25,000 housing units existing or zoned within a half-mile of the stations, for an average of 2,270 units per station. This exceeds the threshold of 2,200 housing units per station required on average through the corridor.

Overall Funding Update

The San Rafael to Larkspur Extension is funded at \$42.5 million from the following sources:

- FTA Small Starts: \$20 million from the FY2015-16 federal budget; a Small Starts Grant Agreement is anticipated in 2017.
- FTA Other: A previously-secured \$2.5 million planning grant.
- RM2: \$14 million in RM2 funds including this proposed allocation, with the remaining \$13 million expected to be requested for construction in 2017.
- CMAQ: In September 2015, MTC approved a net-zero funding exchange between RM2 funds and federal CMAQ funds resulting in a \$6.1 million allocation to SMART for a seventh train car set.

2. North-South Greenway

The southern portion of the North-South Greenway Gap Closure project will construct a multi-use pathway between Corte Madera Creek and Wornum Drive in Corte Madera along SMART right-of-way. TAM is the RM2 project sponsor and implementing agency for the pathway, and has requested an allocation of \$850,000 for right-of-way activities. This amount comprises: \$730,000 (estimated) to compensate SMART for future lost lease revenues over 25 years, based on current likely affected lease areas; and \$120,000 (estimated) to defray SMART's costs should the pathway need to be removed in the future due to the extension of rail service south of Larkspur. The right-of-way will remain SMART's, and SMART will retain the right to build future rail along the alignment. The proposed allocation contains several related conditions, noted in the Issues section below.

3. Related Project: San Rafael Transit Center

The SMART rail line immediately south of the Downtown San Rafael station bisects the existing San Rafael Transit Center, and construction of the Larkspur extension will significantly affect the configuration and operations of the transit center. TAM, the City of San Rafael, Golden Gate Bridge Highway & Transportation District (GGBHTD), and Marin Transit are conducting a study on both interim and long-term options for the transit center so that bus operations can continue once Larkspur rail construction and service begins. Interim options involve reconfiguration of the transit center, with some bus bays moved to city streets, and long-term options include the partial or full relocation of the transit center. The study is identifying conceptual-level options and cost estimates; next steps would be the identification of a preferred option, pursuit of environmental clearance, and implementation of a project.

SMART has committed \$3.2 million to constructing interim San Rafael Transit Center facilities, via a redirected federal earmark (see attached letters). This earmark redirection recommendation was approved by the Commission in July; FHWA approval is pending. Should the cost of the

interim improvements exceed \$3.2 million, TAM, Marin Transit, GGBHTD, and SMART would discuss how to close any funding gap including possible contributions from those local partners. Furthermore, the local partners intend to develop and agree to a funding strategy for the permanent facility before the SMART Larkspur construction starts; to include giving local priority to the Transit Center project when seeking funds from future sources such as a future SMART sales tax extension, a future bridge toll measure, real estate development revenues, and other appropriate sources.

Also related to the transit center, SMART and GGBHTD have an MOU from 2005 regarding the transfer of the rail right of way; the MOU needs to be updated to incorporate the changes at the San Rafael Transit Center, before SMART can proceed with construction of the Larkspur Extension. MTC staff expects that both parties will work in good faith to update and execute the MOU; should that not occur, MTC will consider placing conditions on future allocations of RM2 and other funds for SMART and GGBHTD to require resolution and execution of the revised MOU.

Issues:

Allocation Conditions: The following conditions are proposed for the allocations, which are also subject to RM2 policies and procedures:

	Proposed Condition	Applicable Project/Allocation
1.	TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.	TAM North South Greenway
2.	SMART agrees to authorize the use of a portion of their right of way for the purpose of constructing a multi-use pathway generally following the existing footprint of the railroad track within the southern segment (Corte Madera Creek to Wornum Drive).	SMART Larkspur Extension

	Proposed Condition	Applicable Project/Allocation
3.	TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.	TAM North South Greenway, and SMART Larkspur Extension
4.	Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.	TAM North South Greenway
5.	SMART may be reimbursed for expenses fitting the allocation scope incurred beginning July 1, 2016.	SMART Larkspur Extension

Regarding the 5th condition, the design phase of the Larkspur Extension is funded through FTA, which requires a local match. The proposed RM2 allocation is intended to serve as this local match, and since the design work is well underway, this condition will allow SMART to meet this requirement.

Recommendation: Refer MTC Resolution Nos. 3712, Revised, and 3649, Revised, to the Commission for approval.

Attachments: (1) Letters Regarding Earmark Repurposing
(2) TAM Board Action and MCBC Letter Regarding Future Greenway Use
MTC Resolution Nos. 3712, Revised, and 3649, Revised

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CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

June 22, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

For the last several months, local and state elected and transportation leaders have debated the best use of funds that had been earmarked for the Port of Sonoma development project by the U.S. Department of Transportation. While there are of course many deserving projects in the region, we believe you'll find unanimous support for repurposing these dollars in the following ways:

- \$15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of \$35M)
- \$3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of \$5M).

The funds provide a one-time opportunity to advance these two critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and SMART passenger rail riders.

Secretary Brian Kelly
June 22, 2016
Page Two

We appreciate your consideration of these projects in substitution of the Port of Sonoma development, and would be very happy to meet with you to discuss details.

Please also know that while this funding is greatly needed and will benefit the entire region, it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

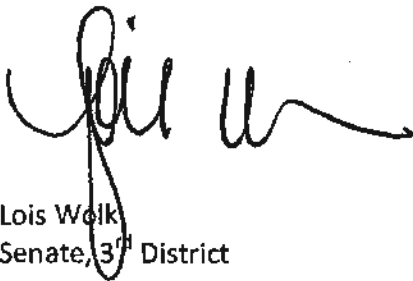
Sincerely,



Mike McGuire
Senate, 2nd District



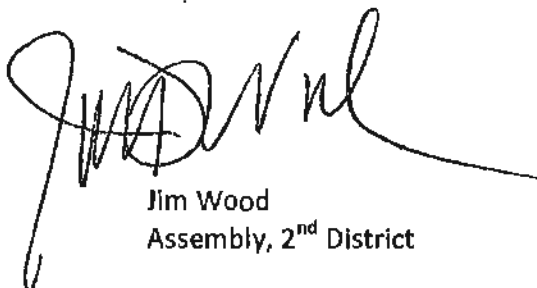
Bill Dodd
Assembly, 3rd District



Lois Wolk
Senate, 3rd District



Marc Levine
Assembly, 10th District



Jim Wood
Assembly, 2nd District

JARED HUFFMAN
2ND DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
WATER, POWER, AND OCEANS - RANKING MEMBER
FEDERAL LANDS
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT

Congress of the United States
House of Representatives
Washington, DC 20515-0502

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WEBSITE: huffman.house.gov

Agenda Item 3b
Attachment 1

June 27, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 93814

Dear Secretary Kelly:

The U.S. Department of Transportation has released \$18 million to the CA Department of Transportation that had been previously earmarked for the Port of Sonoma development project. We are writing to support the unanimous interagency and government partner consensus on the proposed repurposed use of these funds.

We have been directly involved in the effort to secure these funds for our shared constituents for whom they were originally intended and for a purpose aligned with the spirit of the original designated use. As you know, the Port of Sonoma proposal was abandoned for overwhelming lack of support for the project. The need for funds for multi-modal projects, however, remains a high priority for the same constituents in the same area of the North Bay, and repurposing the funds for improvements as detailed below would serve the region exceptionally well:

- \$15M for Sonoma County Transportation Agency (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost \$35M).
- \$3.2M for Sonoma Marin Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost \$5M).

Repurposing the funds in this manner will leverage additional dollars and provide a one-time opportunity to advance critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to assist bus riders and passenger rail riders.

This consensus request has been developed by the agency partners in coordination with local and state elected representatives and will support the entire region and environment with much needed multi-modal transportation improvements. Importantly, it is also in keeping with the original intent for the funding. Thank you for your serious consideration of this well-conceived proposal, and please do not hesitate to contact us should you need further information.

Sincerely,


JARED HUFFMAN
Member of Congress, CA 2


MIKE THOMPSON
Member of Congress, CA 5

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SAN RAFAEL, CA 94901
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EUREKA, CA 95501
PHONE: (707) 407-3585
FAX: (707) 407-3559



June 21, 2016

Agenda Item 3b
Attachment 1

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of \$18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

The funding provided through the repurposed Port Sonoma earmark offers a one-time opportunity to advance two critical projects serving three modes in Sonoma and Marin: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders and near term improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and passenger rail service.

We urge you to invest the funding as follows:

- \$15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of \$35M)
- \$3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of \$5M).

Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Farhad Mansourian
Sonoma Marin Area Rail Transit

Denis Mulligan
Golden Gate Bridge, Highway & Transportation District

Suzanne Smith
Sonoma County Transportation Authority

Dianne Steinhauser
Transportation Authority of Marin

Nancy Whelan
Marin Transit District

Douglas H. Bosco
Former Member of Congress



June 21, 2016

Agenda Item 3b
Attachment 1

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

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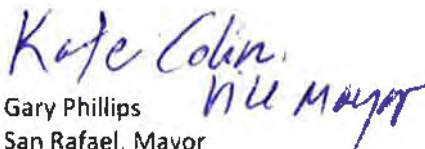
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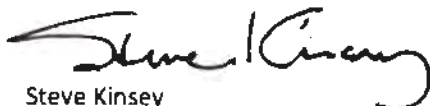
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Thank you for your consideration.


Sincerely,

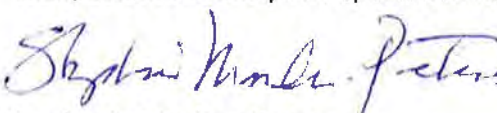

Gary Phillips
San Rafael, Mayor


Steve Kinsey
MTC Commissioner, Marin County
President, Marin Board of Supervisors


Jake Mackenzie
MTC Commissioner, Sonoma County


Efrén Carrillo
Chair, Sonoma County Board of Supervisors


David Rabbitt
Sonoma County Supervisor
Chair, Sonoma County Transportation Authority


Stephanie Moulton-Peters
Chair, Transportation Authority of Marin



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Belvedere
James Campbell

Corte Madera
Diane Furst

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Tom McInerney

San Rafael
Gary Phillips

Sausalito
Tom Theodores

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Steve Kinsey
Judy Arnold

December 1, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: North/South Greenway Gap Closure Project (RM2 Project 11.5) –
Acknowledgment of Conditional Use of SMART Controlled Lands

Dear Mr. Heminger:

The Transportation Authority of Marin appreciates MTC's support to promote alternative forms of transportation for commuting and recreational travel in Marin County. As with many of our large scale projects the footprint often crosses multiple jurisdictional boundaries. In the case of the Greenway Project the path spans multiple jurisdictional boundaries including property controlled by the Sonoma Marin Area Rail Transit District (SMART).

The portion of Greenway path that utilizes SMART property is in an environmentally sensitive and constrained area just south of Corte Madera Creek. To avoid the sensitive habitat, and to minimize the potential impacts on current land use, an alignment has been proposed that best fits the location by generally following the footprint of the unused tracks.

It is understood that SMART currently controls lands that extend further to the south and that one day SMART may elect to extend passenger rail service from its proposed Larkspur Station. If this happens we understand it will be necessary to reclaim the land for passenger rail service.

The TAM Board has discussed this issue and recognizes the public benefit of converting a portion of the rail right-of-way for non-motorized travel until such time that passenger rail service is extended south. The Board also recognizes that should the right-of-way become necessary for rail service the multi-use path will no longer be compatible and must be removed.

Sincerely,

Stephanie Moulton-Peters
TAM Chair

TAM RESOLUTION NO. 2016-_____

**A RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM) FOR
THE ALLOCATION OF \$850,000 OF REGIONAL MEASURE 2 (RM2) FUNDS FOR
THE NORTH SOUTH GREENWAY GAP CLOSURE PROJECT TO THE SONOMA
MARIN AREA RAIL TRANSIT DISTRICT (SMART)**

WHEREAS, The Metropolitan Transportation Commission (MTC) re-directed RM2 funding from the Highway 101 Greenbrae Corridor Improvements (Project No. 11.1) to Bicycle and Pedestrian Improvements referred to as the North/South Greenway Gap Closure Project (Project No. 11.5); and

WHEREAS, TAM approved an implementation plan that splits the project into a northern segment and a southern segment in an effort to accelerate project delivery of portions of the project; and

WHEREAS, MTC has allocated \$2.6M of RM2 funds for environmental and preliminary engineering (both northern and southern segment), and allocated \$1.5M for design of the northern segment; and

WHEREAS, As a condition of the allocation MTC required and project partners supported a property title search and boundary survey of SMART right-of-way (R/W) which has been used to define project parameters and constraints within the southern segment; and

WHEREAS, SMART has in good faith considered the use of a portion of their R/W for the purpose of constructing, maintaining, and operating a publically accessible multi-use path within the southern segment; and

WHEREAS, A preliminary path alignment has been established that generally follows the existing railroad tracks and is based in part from the results of the boundary and title search along with the known environmental constraints; and

WHEREAS, SMART has historically granted an opportunity for private parties to lease portions of the R/W and under the proposed alignment some of the leases will be impacted to some degree; and

WHEREAS, SMART and the County have assessed the financial loss of renegotiating or terminating existing land use leases over a twenty-five year period and determined the financial loss to be \$730,000; and

WHEREAS, SMART possesses the R/W that will allow a future extension of passenger rail service from the Larkspur Station south to the area adjacent to the Village Shopping Center in Corte Madera; and

WHEREAS, SMART will require the path be removed from the R/W at the time the southern rail extension is implemented. SMART and the County have determined the cost to remove the path at a future date to be \$120,000; and

WHEREAS, TAM has submitted a request to MTC for an allocation of RM 2 funds to resolve the SMART R/W issues in the amount of \$850,000 to compensate SMART for future loss of lease revenue and for the future cost of removing the multi-use path from SMART R/W.

RESOLVED, That the Transportation Authority of Marin approves the allocations of \$850,000 to SMART to resolve the R/W issues within SMART R/W provided that SMART agrees to enter into a written funding agreement with TAM confirming the following commitments:

1. SMART agrees to authorize the use of a portion of their R/W for the purpose of constructing a multi-use path generally following the footprint of the existing railroad track within the southern segment.
2. SMART agrees to enter into a future Memorandum of Understanding (MOU) authorizing the use of a portion of their R/W for the purpose of maintaining and operating a multi-use path within the southern segment. The MOU must be substantially completed with all parties' conceptual agreement prior to proceeding into final design. Formal Board/Council actions may take place as the design progresses. TAM understands the use of the SMART R/W to operate and maintain the path will be at no cost to SMART.
3. SMART agrees the compensation for future lost lease revenue in the amount of \$730,000 is based on estimated impacts of current likely affected lease areas.
4. TAM recognizes and supports SMART's right to remove the path at a future date when SMART determines this R/W is needed for their operations. SMART agrees the compensation to remove the path in the future in the amount of \$120,000 shall be final and no future demand for additional payment will be made.
5. SMART agrees to submit an invoice for payment to TAM for R/W impacts and future path removal costs. The transfer of funds shall occur at the time SMART notifies lessees to vacate SMART R/W as mutually agreed by parties.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 27th day of October 2016, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Stephanie Moulton-Peters, Chair
Transportation Authority of Marin

ATTEST:

Dianne Steinhauser
Executive Director



MARIN COUNTY BICYCLE COALITION

November 29, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: North/South Greenway Gap Closure Project (RM2 Project 11.5) -
Acknowledgement of Conditional Use of SMART Controlled Lands

Dear Mr. Heminger:

Marin County Bicycle Coalition (MCBC) appreciates MTC's invitation to provide input on the proposed agreement between TAM and SMART regarding the southern segment of the North-South Greenway Gap Closure Project.

MCBC's highest priority remains the completion of the North-South Greenway, a route envisioned as early as the 1970s that follows much of the former Northwest Pacific Railroad right-of-way. With MTC's help, key gaps in this route have been filled in recent years. MCBC anxiously awaits the completion of the North-South Greenway Gap Closure Project, which will remove the only remaining obstacle to non-motorized travel between Corte Madera and San Rafael.

Based on our understanding of TAM staff's Board report on the RM2 funding request, MCBC has been asked:

- 1) to acknowledge the potential removal of the southern segment pathway should SMART extend passenger rail service south from the Larkspur Station; and
- 2) whether it concurs with TAM staff's evaluation that the right-of-way constraints "do not allow a path alignment to be horizontally separated from the current or future railroad track alignment without significant

impacts to either the natural environment or the existing land use conditions."¹

In regards to the former, MCBC understands that SMART controls the right-of-way and may need to remove the pathway from the "best-fit alignment" along the former rail tracks if passenger rail is extended across Corte Madera Creek.

The latter is a far more complex question. MCBC feels it is inappropriate to draw a conclusion on the right-of-way constraints at this time for the following reasons:

- 1) **MCBC questions the relevance of TAM's analysis of the right-of-way constraints and the request to address said analysis.** According to the staff report, TAM staff's consultation with County Counsel confirmed that "SMART is effectively issuing a license agreement which is revocable, but provides flexibility in the future to consider alternative alignments."² Given that this agreement addresses the use of a "best-fit" alignment that is understood to be optimal for either rail or the pathway, but not both concurrently, we feel as though acknowledgement of the path's possible removal from the best-fit alignment should be adequate.
- 2) **TAM staff's recent analysis, which has not been shared publically, apparently found that dual use of the right-of-way is incompatible due to environmental and land use impacts. This conflicts with findings in earlier studies.** The Central Marin Ferry Connection Feasibility Memorandum (2007) examined the feasibility of a pathway on SMART's right-of-way adjacent to double tracks. The study identified an alignment that included the pathway west of the tracks as the preferred alternative, in part, because it would reduce "potential impacts to the Corte Madera Ecological Preserve," provide "adequate width for two sets of SMART tracks," and allow "for improved connections to the Greenbrae Boardwalk, the Marin Park Mobile Home and RV community, and Old Redwood Hwy."³ Plan drawings from 2008 (Attachment A) seemed to indicate minimal disruption to adjacent land uses, many of which appear to encroach into or lease SMART's right-of-way.
- 3) **If rail service is extended to Corte Madera, environmental and land use conditions will likely be different. The feasibility of the**

¹ [TAM Board of Commissioners Meeting Agenda Packet - December 1, 2016](#), item 7e, pg. 3. Accessed November 28, 2016.

² [TAM Board of Commissioners Meeting Agenda Packet - December 1, 2016](#), item 7e, pg. 1. Accessed November 28, 2016.

³ [Central Marin Connection Feasibility Memorandum](#), pg. 15.

right-of-way's ability to accommodate both rail and trail should be revisited at that time. Extending rail to Corte Madera seems unlikely to occur in the near future given SMART's obligation to complete the initial operating segment and multi-use pathway between Cloverdale and Larkspur before extending in any direction.

MCBC's hesitancy to draw conclusions on the compatibility of both uses within SMART's right-of-way should not prevent this important project from moving forward. We continue to strongly support the completion of a safe, convenient, and fully-separated facility connecting the North-South Greenway between Corte Madera and San Rafael, regardless of whether rail is extended to the south.

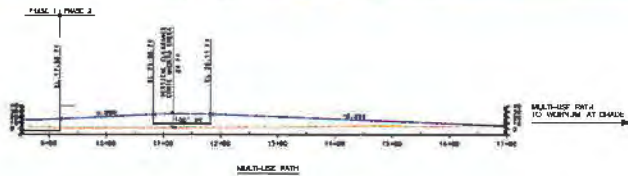
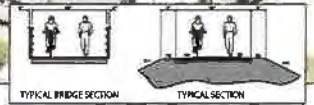
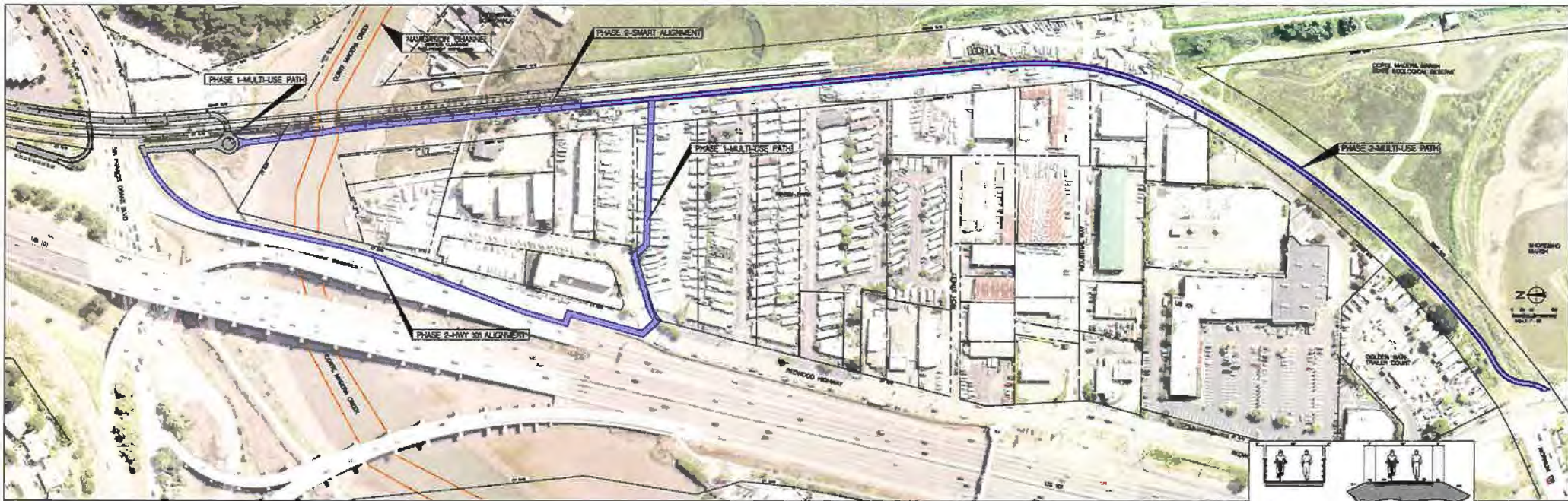
Respectfully Submitted,



Jim Elias
Executive Director
Marin County Bicycle Coalition

Enclosure: Attachment A

cc:
Dianne Steinhauser, TAM
Bill Whitney, TAM
Farhad Mansourian, SMART
Bill Gamlen, SMART
Steve Kinsey, County of Marin Board of Supervisors
RJ Suokko, County of Marin
Julian Skinner, City of Larkspur
David Bracken, Town of Corte Madera
Laura Thompson, Bay Trail
Maureen Gaffney, Bay Trail



PHASE 2 CONSTRUCTION COST = \$11 MILLION



CENTRAL MARIN FERRY CONNECTION

PHASE 2 - ALIGNMENT ALTERNATIVES
PLAN AND PROFILE



PROGRAMMING AND ALLOCATIONS COMMITTEE
AGENDA ITEM 8B – HANDOUT

DECEMBER 14, 2016

MTC Resolution Nos. 3712, Revised and 3649, Revised – Updates to Proposed Action

Attached are updated materials related to the proposed Regional Measure 2 (RM2) funds for the SMART Larkspur extension and the North South Greenway projects. MTC Resolution No. 3649, Revised proposed allocation of \$850,000 in Regional Measure 2 funds to the Transportation Authority of Marin (TAM) for right-of-way activities on the North-South Greenway Gap Closure project. However, as California Environmental Quality Act (CEQA) review has not yet been completed for this project, staff now proposes to reserve the funds through a programming commitment, with conditions specified for possible future allocations, but to not allocate funds until the environmental process is complete for this project.

Therefore, the updated resolutions, attached, replace the right-of-way allocation for the North-South Greenway project with a reservation of funds action and revise the proposed conditions for a future right of way allocation, as well as for the SMART Larkspur extension. The conditions are revised as shown below (highlighted and italicized). The project funding plan for the North-South Greenway Gap Closure project (MTC Resolution No. 3649, Revised, Attachment C-5) has been revised to reflect an \$850,000 RM2 programming commitment (but not an allocation, at present) to right-of-way.

	Proposed Condition	Applicable Project/Allocation
1.	<i>Pending completion of environmental review for the Greenway project</i> , TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.	TAM North South Greenway
2.	<i>Pending completion of environmental review for the Greenway project</i> , SMART agrees to authorize the use of a portion of their right of way for the purpose of constructing a multi-use pathway generally following the existing footprint of the railroad track within the southern segment (Corte Madera Creek to Wornum Drive).	SMART Larkspur Extension
3.	<i>Pending completion of environmental review for the Greenway project</i> , TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.	TAM North South Greenway, and SMART Larkspur Extension

	Proposed Condition	Applicable Project/Allocation
4.	Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.	TAM North South Greenway
5.	SMART may be reimbursed for expenses fitting the allocation scope incurred beginning July 1, 2016.	SMART Larkspur Extension

Attachments: MTC Resolution No. 3712, Revised (updated)
MTC Resolution No. 3649, Revised (updated)

Date: July 27, 2005
W.I.: 1255
Referred by: PAC
Revised: 04/25/07-C 03/26/08-C
04/28/10-C 09/28/11-C
10/26/11-DA 03/28/12-C
09/23/15-C 12/21/16-C

ABSTRACT

MTC Resolution No. 3712, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District (SMART) Corridor Ferry Extension project sponsored and implemented by the SMART.

This resolution includes the following attachments:

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

This resolution was amended on April 25, 2007 to approve \$600,000 in supplemental final design funds and \$400,000 for right-of-way funds for subproject 1, Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project.

This resolution was amended on March 26, 2008 to allocate \$7.8 million in construction funds for subproject 1: Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, Phase A.

This resolution was amended on April 28, 2010 by Commission action to rescind \$2.5 million from Phase A of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, and to allocate \$6.1 million in construction funds for Phase B of the same project.

This resolution was revised on September 28, 2011 to allocate \$23.1 million towards the design/construction of the SMART Initial Operating Segment.

ABSTRACT

MTC Resolution No. 3712, Revised

Page 2

This resolution was revised via Delegated Authority on October 26, 2011 to rescind a total of \$155,025 in savings from prior allocations to the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project and reallocate the same amount towards the design/construction of the SMART Initial Operating Segment.

This resolution was revised on March 28, 2012, to modify the scope of the SMART project allocation to add an intermediate station and extend the line to Santa Rosa North, as were included in the Initial Operating Segment construction contract awarded by SMART.

This resolution was revised on September 23, 2015 to allocate \$6.1 million toward the acquisition of a two-car train set for the SMART Initial Operating Segment and Larkspur Extension.

This resolution was revised on December 21, 2016 to allocate \$625,000 toward the completion of engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated July 13, 2005, and the Programming and Allocation Committee Summary Sheets dated March 5, 2008, April 14, 2010, September 14, 2011, March 7, 2012, September 9, 2015, and December 14, 2016.

Date: July 27, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District Corridor Ferry Extension

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3712

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

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

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

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

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

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

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

WHEREAS, Sonoma Marin Area Rail Transit District (SMART) has submitted a request for the allocation of RM 2 funds for the SMART Corridor Ferry Extension project; and

WHEREAS, SMART's Corridor Ferry Extension is identified as capital project number 10 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, SMART has submitted an Initial Project Report ("IPR"), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

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

RESOLVED, that MTC approves MTC staff's review of SMART's IPR for this project as set forth in Attachment C; and be it further

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on July 27, 2005.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

Allocation No. 10.4-1					
Activities to be funded with Allocation #1:					
This allocation will fund engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project, including the completion of the design package for Design/Build Request for Qualifications/Proposals, support during permit acquisition, design management support during Design/Build procurement process and award, and design management support during Design/Build submittals of 65%, 95%, and 100% design.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17371209	21-Dec-16	\$ 625,000	PSE	FY 2016-17	\$ 625,000

**REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions**

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

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

1. For Allocation #1, SMART may be reimbursed for expenses fitting the allocation scope incurred beginning July 1, 2016.
2. Pending completion of the environmental review for the North South Greenway project, SMART agrees to authorize the use of a portion of their right of way for the purpose of constructing a multi-use pathway generally following the existing footprint of the railroad track within the southern segment (Corte Madera Creek to Womum Drive).
3. Pending completion of the environmental review for the North South Greenway project, TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.

Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016
Attachment C-4
MTC Resolution No. 3712

RM2 Project Number: 10.4

SMART Downtown San Rafael to Larkspur Rail Extension

Lead Sponsor Sonoma - Marin Area Rail Transit District	Other Sponsors(s) N/A	Implementing Agency (if applicable) N/A
Legislated Project Description Sonoma-Marín 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 (\$56,500,000). The project sponsor is SMART.		
RM2 Legislated Funding (in \$1,000) 10.1 Cal Park Hill Tunnel - \$13,250 10.2 SMART Corridor Ferry Extension - \$23,249 10.3 Train Set - \$6,100 10.4 Larkspur Extension - \$13,900		Total Estimated Sub-Project Cost (in \$1,000) \$42,533
Project Purpose and Description The purpose of this project is to construct civil track, crossings, bridges, systems, one station, and other work associated with the construction of the 2.1 mile SMART commuter rail extension from Downtown San Rafael to Larkspur.		
Funding Description Committed Funds: RM2, CMAQ, FTA Section 5309 (Small Starts) Uncommitted Funds: N/A TBD Funds: N/A Operating Capacity: This project will be maintained by the Sonoma-Marín Area Rail Transit District.		

Overall Project Cost and Schedule

Phase	Scope	End	Cost (in \$1,000)
1	Final Environmental Document	05/2015	N/A
2	Plans, Specifications and Estimates	05/2017	\$3,125
3	Right-of-Way	N/A	N/A
4	Construction	01/2018	\$39,408
Total:			\$42,533

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	SMART Downtown San Rafael to Larkspur		Project No. 10.4							
Lead Sponsor	Sonoma - Marin Area Rail Transit District									
Fund Source	Phase	Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Committed										
FTA 5309	PSE		2,500							2,500
Regional Measure 2	PSE				625					625
CMAQ	CON			6,100						6,100
FTA 5309	CON				20,033					20,033
Regional Measure 2	CON				13,275					13,275
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
Total:		0	2,500	6,100	33,933	0	0	0	0	42,533
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Total:		0	2,500	6,100	33,933	0	0	0	0	42,533

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

RM2 Project # 10.4	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FUTURE	TOTAL
RM2 Funds Total	-	-	-	625	-	-	-	-	625
Environmental (ENV)	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
RM2				625					625
FTA 5309			2,500						2,500
									0
									0
									0
Right of Way	0	0	0	0	0	0	0	0	0
									0
									0
									0
Construction	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
									0
									0
									0
TOTAL FUNDING									
Environmental	0	0	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
Right of Way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	2,500	625	0	0	0	0	3,125

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/27/05-C
11/02/05-DA 01/25/06-DA
05/24/06-DA 09/26/07-C
03/26/08-C 12/17/08-C
04/28/10-C 11/16/11-DA
06/27/12-DA 07/24/13-C
07/23/14-C 11/19/14-DA
07/22/15-DA 12/16/15-C
08/31/16-DA 09/28/16-C
12/21/16-C

ABSTRACT

MTC Resolution No. 3649, Revised

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

This resolution includes the following attachments:

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

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

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

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

ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

(Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3649, Revised

Page 3

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

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

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

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

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

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

This resolution was revised on August 31, 2016 through Delegated Authority to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on September 28, 2016 through Commission Action to allocate \$1 million to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on December 21, 2016 through Commission Action to reserve \$850,000 for right-of-way activities pending completion of environmental clearance, add conditions to future allocations for the right-of-way phase of the southern segment of Project 11.5, North-South Greenway Gap Closure project, and to revise the project funding plan.

ABSTRACT

MTC Resolution No. 3649, Revised

Page 4

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, December 9, 2015, September 14, 2016, and December 14, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3649

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

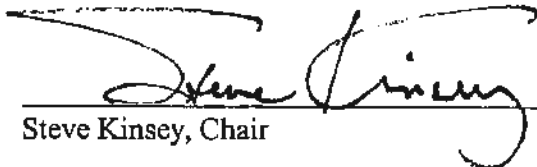
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

Allocation No. 11.5					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the North-South Greenway Gap Closure Project, and a Property Title Search and Boundary Survey on behalf of the Sonoma-Marín Area Rail Transit District (SMART).					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15364915	23-Jul-14	\$ 2,600,000	ENV / PE	FY 2014-15	\$ 2,600,000

Allocation No. 11.5					
Activities to be funded with Allocation #2:					
Allocation will fund the final design phase for the northern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364918	31-Aug-16	\$ 500,000	PS&E	FY 2016-17	\$ 3,100,000
17364919	28-Sep-16	\$ 1,000,000	PS&E	FY 2016-17	\$ 4,100,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

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

1. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
2. The Transportation Authority of Marin and/or the County of Marin shall, prior to starting environmental work on the Greenway project, (1) commence a property title search and boundary survey of the SMART right-of-way within the project limits, and (2) commence work on a Memorandum of Understanding with SMART regarding the current and future use of the Greenway

The allocation and reimbursement of RM2 funds for future right-of-way allocations for the southern segment of the North-South Greenway; subject to future CEQA action, are conditioned upon the following (added December 21, 2016) :

1. Pending completion of the project's environmental review, TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.
2. Pending completion of the project's environmental review, TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.
3. Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.

Regional Measure 2 Regional Traffic Relief Plan

July 23, 2014
Attachment C-5
MTC Resolution No. 3649
Revised: 08/31/16-DA; 09/28/16-C; 12/21/16-C

RM2 Project Number: 11.5 North-South Greenway Gap Closure Project

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Transportation Authority of Marin	N/A	TAM / Marin County
Legislated Project Description		
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 multi-use pathway from the vicinity of Wornum Drive to East Sir Francis Drake Blvd and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Blvd., 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.		
RM2 Legislated Funding (in \$1,000)	Total Estimated Project Cost (in \$1,000)	
Total Overall Funding: \$43,500	\$19,050	
11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923)		
11.2 Sir Francis Drake Blvd. Widening (\$825)		
11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092)		
11.4 Central Marin Ferry Access Improvement (\$9,610)		
11.5 North-South Greenway Gap Closure Project (\$19,050)		
Project Purpose and Description		
The North-South Greenway Gap Closure project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive, with the pedestrian bridge over Sir Francis Drake Blvd (part of RM2 Project 11.4). The scope contains two segments - a north and south segment. The North Segment will widen the US-101 northbound off-ramp over the Corte Madera Creek to accommodate bicycles and pedestrians, and extends the path south along Old Redwood Highway to the existing pedestrian overcrossing of US-101. The South Segment will connect with the improvements proposed in the North Segment along Old Redwood Highway, then traverse east to the SMART railroad right-of-way. The project will close gaps in the multi-use path system, and improve connections among the Ferry Terminal, local and regional transit services, and existing multi-use paths.		
Funding Description		
Committed Funds: \$19.8 million is committed from RM2 Funds.		
Uncommitted Funds: None.		
Operating Capacity: Ongoing maintenance will be done by the County of Marin through a pending Inter-Agency Cooperative Agreement.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	09/2014	07/2017	\$2,600
2	Plans, Specifications and Estimates	09/2016	06/2018	\$2,700
3	Right-of-Way	01/2017	12/2017	\$1,450
4	Construction	01/2018	06/2019	\$12,300
Total:				\$19,050

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	North-South Greenway Gap Closure Project						Project No. 11.5			
Lead Sponsor	Transportation Authority of Marin									
Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Committed										
RM2	ENV			2,600						2,600
RM2	PSE					1,500	1,200			2,700
RM2	ROW					850	600			1,450
RM2	CON						12,300			12,300
										0
										0
										0
										0
Total:		0	0	2,600	0	2,350	14,100	0	0	19,050
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Total:		0	0	2,600	0	2,350	14,100	0	0	19,050

REGIONAL MEASURE 2 PROGRAM **Project Cash Flow Plan**

July 23, 2014
Attachment D-5
MTC Resolution No. 3649
Page 1 of 1
Revised: 08/31/16-DA
09/28/16-C

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
RM2 Project Number: 11.5

RM2 Project #11.4	PRIOR	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19+	TOTAL
RM2 Funds Total	-	-	2,600,000	-	1,500,000	-	-	4,100,000
Environmental (ENV)	0	0	2,600,000	0	0	0	0	2,600,000
RM2			2,600,000					2,600,000
								0
								0
								0
Final Design (PS&E)	0	0	0	0	1,500,000	0	0	1,500,000
RM2					1,500,000			1,500,000
								0
								0
								0
Right of Way	0	0	0	0	0	0	0	0
RM2								0
								0
								0
								0
Construction	0	0	0	0	0	0	0	0
RM2								0
								0
								0
								0
TOTAL FUNDING								
Environmental	0	0	2,600,000	0	0	0	0	2,600,000
Final Design (PS&E)	0	0	0	0	1,500,000	0	0	1,500,000
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	2,600,000	0	1,500,000	0	0	4,100,000

Date: July 27, 2005
W.I.: 1255
Referred by: PAC
Revised: 04/25/07-C 03/26/08-C
04/28/10-C 09/28/11-C
10/26/11-DA 03/28/12-C
09/23/15-C 12/21/16-C

ABSTRACT

MTC Resolution No. 3712, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District (SMART) Corridor Ferry Extension project sponsored and implemented by the SMART.

This resolution includes the following attachments:

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

This resolution was amended on April 25, 2007 to approve \$600,000 in supplemental final design funds and \$400,000 for right-of-way funds for subproject 1, Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project.

This resolution was amended on March 26, 2008 to allocate \$7.8 million in construction funds for subproject 1: Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, Phase A.

This resolution was amended on April 28, 2010 by Commission action to rescind \$2.5 million from Phase A of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, and to allocate \$6.1 million in construction funds for Phase B of the same project.

This resolution was revised on September 28, 2011 to allocate \$23.1 million towards the design/construction of the SMART Initial Operating Segment.

ABSTRACT

MTC Resolution No. 3712, Revised

Page 2

This resolution was revised via Delegated Authority on October 26, 2011 to rescind a total of \$155,025 in savings from prior allocations to the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project and reallocate the same amount towards the design/construction of the SMART Initial Operating Segment.

This resolution was revised on March 28, 2012, to modify the scope of the SMART project allocation to add an intermediate station and extend the line to Santa Rosa North, as were included in the Initial Operating Segment construction contract awarded by SMART.

This resolution was revised on September 23, 2015 to allocate \$6.1 million toward the acquisition of a two-car train set for the SMART Initial Operating Segment and Larkspur Extension.

This resolution was revised on December 21, 2016 to allocate \$625,000 toward the completion of engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated July 13, 2005, and the Programming and Allocation Committee Summary Sheets dated March 5, 2008, April 14, 2010, September 14, 2011, March 7, 2012, September 9, 2015, and December 14, 2016.

Date: July 27, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District Corridor Ferry Extension

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3712

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

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

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

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

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

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

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

WHEREAS, Sonoma Marin Area Rail Transit District (SMART) has submitted a request for the allocation of RM 2 funds for the SMART Corridor Ferry Extension project; and

WHEREAS, SMART's Corridor Ferry Extension is identified as capital project number 10 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, SMART has submitted an Initial Project Report ("IPR"), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

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

RESOLVED, that MTC approves MTC staff's review of SMART's IPR for this project as set forth in Attachment C; and be it further

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on July 27, 2005.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

Allocation No. 10.4-1					
Activities to be funded with Allocation #1:					
This allocation will fund engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project, including the completion of the design package for Design/Build Request for Qualifications/Proposals, support during permit acquisition, design management support during Design/Build procurement process and award, and design management support during Design/Build submittals of 65%, 95%, and 100% design.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17371209	21-Dec-16	\$ 625,000	PSE	FY 2016-17	\$ 625,000

**REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions**

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

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

1. SMART agrees to authorize the use of a portion of their right of way for the purpose of constructing a multi-use pathway generally following the existing footprint of the railroad track within the southern segment (Corte Madera Creek to Wornum Drive).
2. TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.
3. For Allocation #1, SMART may be reimbursed for expenses fitting the allocation scope incurred beginning July 1, 2016.

Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016
Attachment C-4
MTC Resolution No. 3712

RM2 Project Number: 10.4

SMART Downtown San Rafael to Larkspur Rail Extension

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Sonoma - Marin Area Rail Transit District	N/A	N/A
Legislated Project Description		
Sonoma-Marín 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 (\$56,500,000). The project sponsor is SMART.		
RM2 Legislated Funding (in \$1,000)	Total Estimated Sub-Project Cost (in \$1,000)	
10.1 Cal Park Hill Tunnel - \$13,250	\$42,533	
10.2 SMART Corridor Ferry Extension - \$23,249		
10.3 Train Set - \$6,100		
10.4 Larkspur Extension - \$13,900		
Project Purpose and Description		
The purpose of this project is to construct civil track, crossings, bridges, systems, one station, and other work associated with the construction of the 2.1 mile SMART commuter rail extension from Downtown San Rafael to Larkspur.		
Funding Description		
Committed Funds: RM2, CMAQ, FTA Section 5309 (Small Starts)		
Uncommitted Funds: N/A		
TBD Funds: N/A		
Operating Capacity: This project will be maintained by the Sonoma-Marín Area Rail Transit District.		

Overall Project Cost and Schedule

Phase	Scope	End	Cost (in \$1,000)
1	Final Environmental Document	05/2015	N/A
2	Plans, Specifications and Estimates	05/2017	\$3,125
3	Right-of-Way	N/A	N/A
4	Construction	01/2018	\$39,408
Total:			\$42,533

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	SMART Downtown San Rafael to Larkspur		Project No. 10.4							
Lead Sponsor	Sonoma - Marin Area Rail Transit District									
Fund Source	Phase	Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Committed										
FTA 5309	PSE		2,500							2,500
Regional Measure 2	PSE				625					625
CMAQ	CON			6,100						6,100
FTA 5309	CON				20,033					20,033
Regional Measure 2	CON				13,275					13,275
										0
										0
										0
										0
										0
										0
										0
										0
										0
Total:		0	2,500	6,100	33,933	0	0	0	0	42,533
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Total:		0	2,500	6,100	33,933	0	0	0	0	42,533

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

RM2 Project # 10.4	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FUTURE	TOTAL
RM2 Funds Total	-	-	-	625	-	-	-	-	625
Environmental (ENV)	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
RM2				625					625
FTA 5309			2,500						2,500
									0
									0
									0
Right of Way	0	0	0	0	0	0	0	0	0
									0
									0
									0
Construction	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
									0
									0
									0
									0
TOTAL FUNDING									
Environmental	0	0	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
Right of Way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	2,500	625	0	0	0	0	3,125

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/27/05-C
11/02/05-DA 01/25/06-DA
05/24/06-DA 09/26/07-C
03/26/08-C 12/17/08-C
04/28/10-C 11/16/11-DA
06/27/12-DA 07/24/13-C
07/23/14-C 11/19/14-DA
07/22/15-DA 12/16/15-C
08/31/16-DA 09/28/16-C
12/21/16-C

ABSTRACT

MTC Resolution No. 3649, Revised

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

This resolution includes the following attachments:

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

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

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

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

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MTC Resolution No. 3649, Revised

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(Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3649, Revised

Page 3

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

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

This resolution was revised on August 31, 2016 through Delegated Authority to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

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This resolution was revised on December 21, 2016 through Commission Action to allocate \$850,000 to the right-of-way phase of the southern segment of Project 11.5, North-South Greenway Gap Closure project.

ABSTRACT

MTC Resolution No. 3649, Revised

Page 4

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, December 9, 2015, September 14, 2016, and December 14, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3649

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

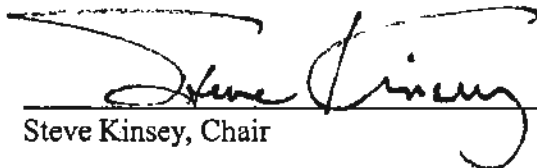
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION


Steve Kinsey, Chair

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

Allocation No. 11.5					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the North-South Greenway Gap Closure Project, and a Property Title Search and Boundary Survey on behalf of the Sonoma-Marín Area Rail Transit District (SMART).					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15364915	23-Jul-14	\$ 2,600,000	ENV / PE	FY 2014-15	\$ 2,600,000

Allocation No. 11.5					
Activities to be funded with Allocation #2:					
Allocation will fund the final design phase for the northern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364918	31-Aug-16	\$ 500,000	PS&E	FY 2016-17	\$ 3,100,000
17364919	28-Sep-16	\$ 1,000,000	PS&E	FY 2016-17	\$ 4,100,000

Allocation No. 11.5					
Activities to be funded with Allocation #3:					
Allocation will fund right-of-way activities for the southern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #3:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364920	21-Dec-16	\$ 850,000	ROW	FY 2016-17	\$ 4,950,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

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

1. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
2. The Transportation Authority of Marin and/or the County of Marin shall, prior to starting environmental work on the Greenway project, (1) commence a property title search and boundary survey of the SMART right-of-way within the project limits, and (2) commence work on a Memorandum of Understanding with SMART regarding the current and future use of the Greenway right-of-way.

The allocation and reimbursement of RM2 funds for the December 21, 2016 allocation are conditioned upon the following :

1. TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.
2. TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.
3. Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.

Regional Measure 2 Regional Traffic Relief Plan

July 23, 2014
Attachment C-5
MTC Resolution No. 3649
Revised: 08/31/16-DA; 09/28/16-C; 12/21/16-C

RM2 Project Number: 11.5 North-South Greenway Gap Closure Project

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Transportation Authority of Marin	N/A	TAM / Marin County
Legislated Project Description		
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 multi-use pathway from the vicinity of Wornum Drive to East Sir Francis Drake Blvd and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Blvd., 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.		
RM2 Legislated Funding (in \$1,000)		Total Estimated Project Cost (in \$1,000)
Total Overall Funding: \$43,500		\$19,050
11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923)		
11.2 Sir Francis Drake Blvd. Widening (\$825)		
11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092)		
11.4 Central Marin Ferry Access Improvement (\$9,610)		
11.5 North-South Greenway Gap Closure Project (\$19,050)		
Project Purpose and Description		
The North-South Greenway Gap Closure project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive, with the pedestrian bridge over Sir Francis Drake Blvd (part of RM2 Project 11.4). The scope contains two segments - a north and south segment. The North Segment will widen the US-101 northbound off-ramp over the Corte Madera Creek to accommodate bicycles and pedestrians, and extends the path south along Old Redwood Highway to the existing pedestrian overcrossing of US-101. The South Segment will connect with the improvements proposed in the North Segment along Old Redwood Highway, then traverse east to the SMART railroad right-of-way. The project will close gaps in the multi-use path system, and improve connections among the Ferry Terminal, local and regional transit services, and existing multi-use paths.		
Funding Description		
Committed Funds: \$19.8 million is committed from RM2 Funds.		
Uncommitted Funds: None.		
Operating Capacity: Ongoing maintenance will be done by the County of Marin through a pending Inter-Agency Cooperative Agreement.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	09/2014	07/2017	\$2,600
2	Plans, Specifications and Estimates	09/2016	06/2018	\$2,700
3	Right-of-Way	01/2017	12/2017	\$1,450
4	Construction	01/2018	06/2019	\$12,300
Total:				\$19,050

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	North-South Greenway Gap Closure Project					Project No. 11.5				
Lead Sponsor	Transportation Authority of Marin									

Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Committed										
RM2	ENV			2,600						2,600
RM2	PSE					1,500	1,200			2,700
RM2	ROW					850	600			1,450
RM2	CON						12,300			12,300
										0
										0
										0
										0
Total:		0	0	2,600	0	2,350	14,100	0	0	19,050
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Total:		0	0	2,600	0	2,350	14,100	0	0	19,050

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

July 23, 2014
Attachment D-5
MTC Resolution No. 3849
Page 1 of 1
Revised: 08/31/16-DA
09/28/16-C
12/21/16-C

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
RM2 Project Number: 11.5

RM2 Project #11.4	PRIOR	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19+	TOTAL
RM2 Funds Total	-	-	2,600,000	-	1,500,000	1,800,000	-	5,900,000
Environmental (ENV)	0	0	2,600,000	0	0	0	0	2,600,000
RM2			2,600,000					2,600,000
								0
								0
								0
Final Design (PS&E)	0	0	0	0	1,500,000	1,200,000	0	2,700,000
RM2					1,500,000	1,200,000		2,700,000
								0
								0
								0
Right of Way	0	0	0	0	850,000	600,000	0	1,450,000
RM2					850,000	600,000		1,450,000
								0
								0
								0
Construction	0	0	0	0	0	12,300,000	0	12,300,000
RM2						12,300,000		12,300,000
								0
								0
								0
TOTAL FUNDING								
Environmental	0	0	2,600,000	0	0	0	0	2,600,000
Final Design (PS&E)	0	0	0	0	1,500,000	1,200,000	0	2,700,000
Right of Way	0	0	0	0	850,000	600,000	0	1,450,000
Construction	0	0	0	0	0	12,300,000	0	12,300,000
PROJECT TOTAL	0	0	2,600,000	0	2,350,000	14,100,000	0	19,050,000

PROGRAMMING AND ALLOCATIONS COMMITTEE
AGENDA ITEM 3B – HANDOUT

DECEMBER 14, 2016

MTC Resolution Nos. 3712, Revised and 3649, Revised – Updates to Proposed Action

Attached are updated materials related to the proposed Regional Measure 2 (RM2) funds for the SMART Larkspur extension and the North South Greenway projects. MTC Resolution No. 3649, Revised proposed allocation of \$850,000 in Regional Measure 2 funds to the Transportation Authority of Marin (TAM) for right-of-way activities on the North-South Greenway Gap Closure project. However, as California Environmental Quality Act (CEQA) review has not yet been completed for this project, staff now proposes to reserve the funds through a programming commitment, with conditions specified for possible future allocations, but to not allocate funds until the environmental process is complete for this project.

Therefore, the updated resolutions, attached, replace the right-of-way allocation for the North-South Greenway project with a reservation of funds action and revise the proposed conditions for a future right of way allocation, as well as for the SMART Larkspur extension. The conditions are revised as shown below (highlighted and italicized). The project funding plan for the North-South Greenway Gap Closure project (MTC Resolution No. 3649, Revised, Attachment C-5) has been revised to reflect an \$850,000 RM2 programming commitment (but not an allocation, at present) to right-of-way.

	Proposed Condition	Applicable Project/Allocation
1.	<i>Pending completion of environmental review for the Greenway project</i> , TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.	TAM North South Greenway
2.	<i>Pending completion of environmental review for the Greenway project</i> , SMART agrees to authorize the use of a portion of their right of way for the purpose of constructing a multi-use pathway generally following the existing footprint of the railroad track within the southern segment (Corte Madera Creek to Wornum Drive).	SMART Larkspur Extension
3.	<i>Pending completion of environmental review for the Greenway project</i> , TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.	TAM North South Greenway, and SMART Larkspur Extension

	Proposed Condition	Applicable Project/Allocation
4.	Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.	TAM North South Greenway
5.	SMART may be reimbursed for expenses fitting the allocation scope incurred beginning July 1, 2016.	SMART Larkspur Extension

Attachments: MTC Resolution No. 3712, Revised (updated)
MTC Resolution No. 3649, Revised (updated)

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/27/05-C
11/02/05-DA 01/25/06-DA
05/24/06-DA 09/26/07-C
03/26/08-C 12/17/08-C
04/28/10-C 11/16/11-DA
06/27/12-DA 07/24/13-C
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07/22/15-DA 12/16/15-C
08/31/16-DA 09/28/16-C
12/21/16-C

ABSTRACT

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MTC Resolution No. 3649, Revised

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

ABSTRACT

MTC Resolution No. 3649, Revised

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This resolution was revised on September 28, 2016 through Commission Action to allocate \$1 million to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on December 21, 2016 through Commission Action to reserve \$850,000 for right-of-way activities pending completion of environmental clearance, add conditions to future allocations for the right-of-way phase of the southern segment of Project 11.5, North-South Greenway Gap Closure project, and to revise the project funding plan.

ABSTRACT

MTC Resolution No. 3649, Revised

Page 4

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, December 9, 2015, September 14, 2016, and December 14, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3649

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

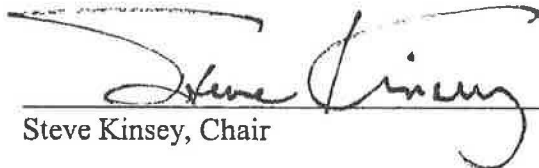
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION


Steve Kinsey, Chair

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

Allocation No. 11.5					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the North-South Greenway Gap Closure Project, and a Property Title Search and Boundary Survey on behalf of the Sonoma-Marín Area Rail Transit District (SMART).					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15364915	23-Jul-14	\$ 2,600,000	ENV / PE	FY 2014-15	\$ 2,600,000

Allocation No. 11.5					
Activities to be funded with Allocation #2:					
Allocation will fund the final design phase for the northern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364918	31-Aug-16	\$ 500,000	PS&E	FY 2016-17	\$ 3,100,000
17364919	28-Sep-16	\$ 1,000,000	PS&E	FY 2016-17	\$ 4,100,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

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

1. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
2. The Transportation Authority of Marin and/or the County of Marin shall, prior to starting environmental work on the Greenway project, (1) commence a property title search and boundary survey of the SMART right-of-way within the project limits, and (2) commence work on a Memorandum of Understanding with SMART regarding the current and future use of the Greenway

The allocation and reimbursement of RM2 funds for future right-of-way allocations for the southern segment of the North-South Greenway, subject to future CEQA action, are conditioned upon the following (added December 21, 2016) :

1. Pending completion of the project's environmental review, TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.
2. Pending completion of the project's environmental review, TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.
3. Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.

Regional Measure 2 Regional Traffic Relief Plan

July 23, 2014
Attachment C-5
MTC Resolution No. 3649
Revised: 08/31/16-DA; 09/28/16-C; 12/21/16-C

RM2 Project Number: 11.5 North-South Greenway Gap Closure Project

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) TAM / Marin County
Legislated Project Description 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 multi-use pathway from the vicinity of Wornum Drive to East Sir Francis Drake Blvd and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Blvd., 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.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$43,500 11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923) 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$9,610) 11.5 North-South Greenway Gap Closure Project (\$19,050)		Total Estimated Project Cost (in \$1,000) \$19,050
Project Purpose and Description The North-South Greenway Gap Closure project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive, with the pedestrian bridge over Sir Francis Drake Blvd (part of RM2 Project 11.4). The scope contains two segments - a north and south segment. The North Segment will widen the US-101 northbound off-ramp over the Corte Madera Creek to accommodate bicycles and pedestrians, and extends the path south along Old Redwood Highway to the existing pedestrian overcrossing of US-101. The South Segment will connect with the improvements proposed in the North Segment along Old Redwood Highway, then traverse east to the SMART railroad right-of-way. The project will close gaps in the multi-use path system, and improve connections among the Ferry Terminal, local and regional transit services, and existing multi-use paths.		
Funding Description Committed Funds: \$19.8 million is committed from RM2 Funds. Uncommitted Funds: None. Operating Capacity: Ongoing maintenance will be done by the County of Marin through a pending Inter-Agency Cooperative Agreement.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	09/2014	07/2017	\$2,600
2	Plans, Specifications and Estimates	09/2016	06/2018	\$2,700
3	Right-of-Way	01/2017	12/2017	\$1,450
4	Construction	01/2018	06/2019	\$12,300
Total:				\$19,050

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	North-South Greenway Gap Closure Project						Project No. 11.5			
Lead Sponsor	Transportation Authority of Marin									
Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Committed										
RM2	ENV			2,600						2,600
RM2	PSE					1,500	1,200			2,700
RM2	ROW					850	600			1,450
RM2	CON						12,300			12,300
										0
										0
										0
										0
Total:		0	0	2,600	0	2,350	14,100	0	0	19,050
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Total:		0	0	2,600	0	2,350	14,100	0	0	19,050

REGIONAL MEASURE 2 PROGRAM

Project Cash Flow Plan

July 23, 2014
Attachment D-5
MTC Resolution No. 3649
Page 1 of 1
Revised: 08/31/16-DA
09/28/16-C

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
RM2 Project Number: 11.5

RM2 Project #11.4	PRIOR	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19+	TOTAL
RM2 Funds Total	-	-	2,600,000	-	1,500,000	-	-	4,100,000
Environmental (ENV)	0	0	2,600,000	0	0	0	0	2,600,000
RM2			2,600,000					2,600,000
								0
								0
								0
Final Design (PS&E)	0	0	0	0	1,500,000	0	0	1,500,000
RM2					1,500,000			1,500,000
								0
								0
								0
Right of Way	0	0	0	0	0	0	0	0
RM2								0
								0
								0
								0
Construction	0	0	0	0	0	0	0	0
RM2								0
								0
								0
								0
TOTAL FUNDING								
Environmental	0	0	2,600,000	0	0	0	0	2,600,000
Final Design (PS&E)	0	0	0	0	1,500,000	0	0	1,500,000
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	2,600,000	0	1,500,000	0	0	4,100,000

Date: July 27, 2005
W.I.: 1255
Referred by: PAC
Revised: 04/25/07-C 03/26/08-C
04/28/10-C 09/28/11-C
10/26/11-DA 03/28/12-C
09/23/15-C 12/21/16-C

ABSTRACT

MTC Resolution No. 3712, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District (SMART) Corridor Ferry Extension project sponsored and implemented by the SMART.

This resolution includes the following attachments:

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

This resolution was amended on April 25, 2007 to approve \$600,000 in supplemental final design funds and \$400,000 for right-of-way funds for subproject 1, Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project.

This resolution was amended on March 26, 2008 to allocate \$7.8 million in construction funds for subproject 1: Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, Phase A.

This resolution was amended on April 28, 2010 by Commission action to rescind \$2.5 million from Phase A of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, and to allocate \$6.1 million in construction funds for Phase B of the same project.

This resolution was revised on September 28, 2011 to allocate \$23.1 million towards the design/construction of the SMART Initial Operating Segment.

ABSTRACT

MTC Resolution No. 3712, Revised

Page 2

This resolution was revised via Delegated Authority on October 26, 2011 to rescind a total of \$155,025 in savings from prior allocations to the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project and reallocate the same amount towards the design/construction of the SMART Initial Operating Segment.

This resolution was revised on March 28, 2012, to modify the scope of the SMART project allocation to add an intermediate station and extend the line to Santa Rosa North, as were included in the Initial Operating Segment construction contract awarded by SMART.

This resolution was revised on September 23, 2015 to allocate \$6.1 million toward the acquisition of a two-car train set for the SMART Initial Operating Segment and Larkspur Extension.

This resolution was revised on December 21, 2016 to allocate \$625,000 toward the completion of engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated July 13, 2005, and the Programming and Allocation Committee Summary Sheets dated March 5, 2008, April 14, 2010, September 14, 2011, March 7, 2012, September 9, 2015, and December 14, 2016.

Date: July 27, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District Corridor Ferry Extension

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3712

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

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

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

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

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

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

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

WHEREAS, Sonoma Marin Area Rail Transit District (SMART) has submitted a request for the allocation of RM 2 funds for the SMART Corridor Ferry Extension project; and

WHEREAS, SMART's Corridor Ferry Extension is identified as capital project number 10 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, SMART has submitted an Initial Project Report ("IPR"), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

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

RESOLVED, that MTC approves MTC staff's review of SMART's IPR for this project as set forth in Attachment C; and be it further

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

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

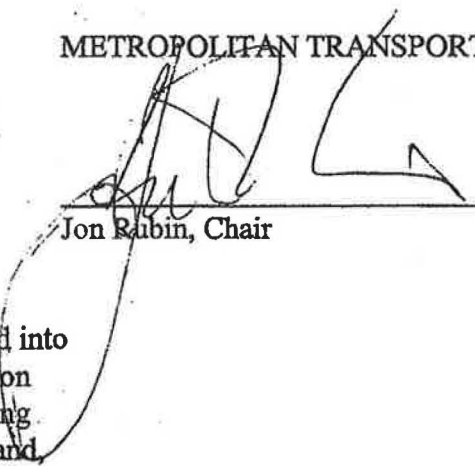
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on July 27, 2005.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

Allocation No. 10.4-1					
Activities to be funded with Allocation #1:					
This allocation will fund engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project, including the completion of the design package for Design/Build Request for Qualifications/Proposals, support during permit acquisition, design management support during Design/Build procurement process and award, and design management support during Design/Build submittals of 65%, 95%, and 100% design.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17371209	21-Dec-16	\$ 625,000	PSE	FY 2016-17	\$ 625,000

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

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

1. For Allocation #1, SMART may be reimbursed for expenses fitting the allocation scope incurred beginning July 1, 2016.

2. Pending completion of the environmental review for the North South Greenway project, SMART agrees to authorize the use of a portion of their right of way for the purpose of constructing a multi-use pathway generally following the existing footprint of the railroad track within the southern segment (Corte Madera Creek to Wornum Drive).

3. Pending completion of the environmental review for the North South Greenway project, TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.

Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016
Attachment C-4
MTC Resolution No. 3712

RM2 Project Number: 10.4

SMART Downtown San Rafael to Larkspur Rail Extension

Lead Sponsor Sonoma - Marin Area Rail Transit District	Other Sponsors(s) N/A	Implementing Agency (if applicable) N/A
Legislated Project Description Sonoma-Marín 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 (\$56,500,000). The project sponsor is SMART.		
RM2 Legislated Funding (in \$1,000) 10.1 Cal Park Hill Tunnel - \$13,250 10.2 SMART Corridor Ferry Extension - \$23,249 10.3 Train Set - \$6,100 10.4 Larkspur Extension - \$13,900		Total Estimated Sub-Project Cost (in \$1,000) \$42,533
Project Purpose and Description The purpose of this project is to construct civil track, crossings, bridges, systems, one station, and other work associated with the construction of the 2.1 mile SMART commuter rail extension from Downtown San Rafael to Larkspur.		
Funding Description Committed Funds: RM2, CMAQ, FTA Section 5309 (Small Starts) Uncommitted Funds: N/A TBD Funds: N/A Operating Capacity: This project will be maintained by the Sonoma-Marín Area Rail Transit District.		

Overall Project Cost and Schedule

Phase	Scope	End	Cost (in \$1,000)
1	Final Environmental Document	05/2015	N/A
2	Plans, Specifications and Estimates	05/2017	\$3,125
3	Right-of-Way	N/A	N/A
4	Construction	01/2018	\$39,408
Total:			\$42,533

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	SMART Downtown San Rafael to Larkspur			Project No. 10.4						
Lead Sponsor	Sonoma - Marin Area Rail Transit District									

Fund Source	Phase	Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Committed										
FTA 5309	PSE		2,500							2,500
Regional Measure 2	PSE				625					625
CMAQ	CON			6,100						6,100
FTA 5309	CON				20,033					20,033
Regional Measure 2	CON				13,275					13,275
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
Total:		0	2,500	6,100	33,933	0	0	0	0	42,533
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Total:		0	2,500	6,100	33,933	0	0	0	0	42,533

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

RM2 Project # 10.4	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FUTURE	TOTAL
RM2 Funds Total	-	-	-	625	-	-	-	-	625
Environmental (ENV)	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
RM2				625					625
FTA 5309			2,500						2,500
									0
									0
									0
Right of Way	0	0	0	0	0	0	0	0	0
									0
									0
									0
Construction	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
									0
									0
									0
TOTAL FUNDING									
Environmental	0	0	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
Right of Way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	2,500	625	0	0	0	0	3,125

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Agenda Item 3b

MTC Resolution Nos. 3712, Revised and 3649, Revised RM2 Allocations to SMART and TAM

Subject: Allocations of Regional Measure 2 (RM2) Capital funds: \$625,000 to Sonoma-Marín Area Rail Transit (SMART) for the design phase of the SMART Downtown San Rafael to Larkspur Rail Extension; \$850,000 to the Transportation Authority of Marin (TAM) for right-of-way for the North-South Greenway Project.

Background: The two allocations that are proposed this month are for related projects in Marin County: the SMART extension to Larkspur, and the North South Greenway, a proposed multi use path that uses SMART right of way south of Larkspur. Both projects were designated for funding during the Commission's RM2 strategic delivery effort in 2014. Both projects are also related to the San Rafael Bettini Transit Center, which is adjacent to the downtown San Rafael SMART station and serves local and regional bus customers. Discussion of all three projects is included below.

1. SMART Downtown San Rafael to Larkspur Rail Extension

SMART has requested an allocation of \$625,000 for design work for the Downtown San Rafael to Larkspur Rail Extension Project. This project will construct the Larkspur station, track, crossings, and systems for the 2.1 mile extension connecting SMART's initial operating segment with ferry services at Larkspur. It will use existing rail right-of-way and run through the Cal Park Hill Tunnel, completed in 2010 using RM2 funds.

Allocation Scope

This allocation would provide a local match for an awarded FTA grant for design. Scope funded from this allocation will include the completion of the design package for Design/Build procurement, support during permit acquisition, and design management support from the procurement and award of the Design/Build contract through final design submittals. SMART intends to procure a Design/Build contract for final design and construction in early 2017. Construction is expected to begin in 2017 and be complete in 2018. This would be the first RM2 allocation for the Larkspur segment. Staff proposes allocating design funding to keep the project moving forward, but conditioning the allocation as noted below.

TOD Policy Compliance

Based on 2016 staff analysis of updated corridor-level information, the SMART project remains in compliance with the MTC Resolution 3434 Transit Oriented Development (TOD) Policy for Regional Transit Expansion Projects. The SMART initial operating segment and Larkspur extension will have 11 stations, with over 25,000 housing units existing or zoned within a half-mile of the stations, for an average of 2,270 units per station. This exceeds the threshold of 2,200 housing units per station required on average through the corridor.

Overall Funding Update

The San Rafael to Larkspur Extension is funded at \$42.5 million from the following sources:

- FTA Small Starts: \$20 million from the FY2015-16 federal budget; a Small Starts Grant Agreement is anticipated in 2017.
- FTA Other: A previously-secured \$2.5 million planning grant.
- RM2: \$14 million in RM2 funds including this proposed allocation, with the remaining \$13 million expected to be requested for construction in 2017.
- CMAQ: In September 2015, MTC approved a net-zero funding exchange between RM2 funds and federal CMAQ funds resulting in a \$6.1 million allocation to SMART for a seventh train car set.

2. North-South Greenway

The southern portion of the North-South Greenway Gap Closure project will construct a multi-use pathway between Corte Madera Creek and Wornum Drive in Corte Madera along SMART right-of-way. TAM is the RM2 project sponsor and implementing agency for the pathway, and has requested an allocation of \$850,000 for right-of-way activities. This amount comprises: \$730,000 (estimated) to compensate SMART for future lost lease revenues over 25 years, based on current likely affected lease areas; and \$120,000 (estimated) to defray SMART's costs should the pathway need to be removed in the future due to the extension of rail service south of Larkspur. The right-of-way will remain SMART's, and SMART will retain the right to build future rail along the alignment. The proposed allocation contains several related conditions, noted in the Issues section below.

3. Related Project: San Rafael Transit Center

The SMART rail line immediately south of the Downtown San Rafael station bisects the existing San Rafael Transit Center, and construction of the Larkspur extension will significantly affect the configuration and operations of the transit center. TAM, the City of San Rafael, Golden Gate Bridge Highway & Transportation District (GGBHTD), and Marin Transit are conducting a study on both interim and long-term options for the transit center so that bus operations can continue once Larkspur rail construction and service begins. Interim options involve reconfiguration of the transit center, with some bus bays moved to city streets, and long-term options include the partial or full relocation of the transit center. The study is identifying conceptual-level options and cost estimates; next steps would be the identification of a preferred option, pursuit of environmental clearance, and implementation of a project.

SMART has committed \$3.2 million to constructing interim San Rafael Transit Center facilities, via a redirected federal earmark (see attached letters). This earmark redirection recommendation was approved by the Commission in July; FHWA approval is pending. Should the cost of the

interim improvements exceed \$3.2 million, TAM, Marin Transit, GGBHTD, and SMART would discuss how to close any funding gap including possible contributions from those local partners. Furthermore, the local partners intend to develop and agree to a funding strategy for the permanent facility before the SMART Larkspur construction starts, to include giving local priority to the Transit Center project when seeking funds from future sources such as a future SMART sales tax extension, a future bridge toll measure, real estate development revenues, and other appropriate sources.

Also related to the transit center, SMART and GGBHTD have an MOU from 2005 regarding the transfer of the rail right of way; the MOU needs to be updated to incorporate the changes at the San Rafael Transit Center, before SMART can proceed with construction of the Larkspur Extension. MTC staff expects that both parties will work in good faith to update and execute the MOU; should that not occur, MTC will consider placing conditions on future allocations of RM2 and other funds for SMART and GGBHTD to require resolution and execution of the revised MOU.

Issues:

Allocation Conditions: The following conditions are proposed for the allocations, which are also subject to RM2 policies and procedures:

	Proposed Condition	Applicable Project/Allocation
1.	TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.	TAM North South Greenway
2.	SMART agrees to authorize the use of a portion of their right of way for the purpose of constructing a multi-use pathway generally following the existing footprint of the railroad track within the southern segment (Corte Madera Creek to Wornum Drive).	SMART Larkspur Extension

	Proposed Condition	Applicable Project/Allocation
3.	TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.	TAM North South Greenway, <i>and</i> SMART Larkspur Extension
4.	Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.	TAM North South Greenway
5.	SMART may be reimbursed for expenses fitting the allocation scope incurred beginning July 1, 2016.	SMART Larkspur Extension

Regarding the 5th condition, the design phase of the Larkspur Extension is funded through FTA, which requires a local match. The proposed RM2 allocation is intended to serve as this local match, and since the design work is well underway, this condition will allow SMART to meet this requirement.

Recommendation: Refer MTC Resolution Nos. 3712, Revised, and 3649, Revised, to the Commission for approval.

Attachments: (1) Letters Regarding Earmark Repurposing
(2) TAM Board Action and MCBC Letter Regarding Future Greenway Use
MTC Resolution Nos. 3712, Revised, and 3649, Revised

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

June 22, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

For the last several months, local and state elected and transportation leaders have debated the best use of funds that had been earmarked for the Port of Sonoma development project by the U.S. Department of Transportation. While there are of course many deserving projects in the region, we believe you'll find unanimous support for repurposing these dollars in the following ways:

- \$15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of \$35M)
- \$3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of \$5M).

The funds provide a one-time opportunity to advance these two critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and SMART passenger rail riders.


Secretary Brian Kelly
June 22, 2016
Page Two

We appreciate your consideration of these projects in substitution of the Port of Sonoma development, and would be very happy to meet with you to discuss details.

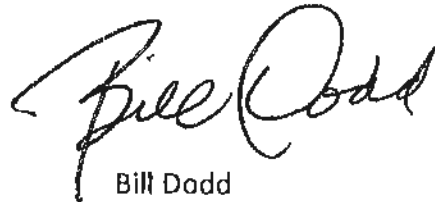
Please also know that while this funding is greatly needed and will benefit the entire region, it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

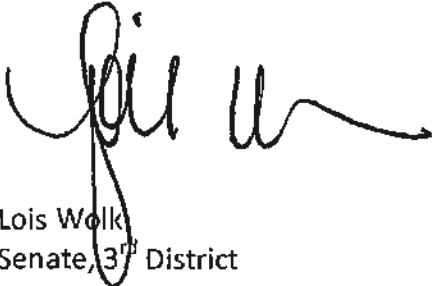
Sincerely,




Mike McGuire
Senate, 2nd District



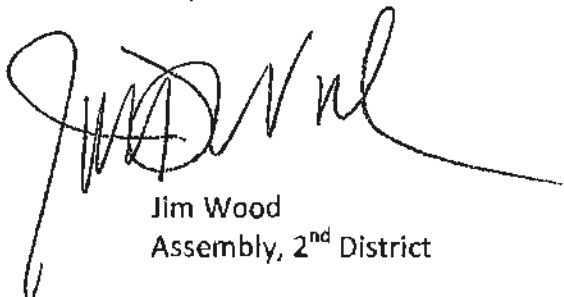
Bill Dodd
Assembly, 3rd District



Lois Wolk
Senate, 3rd District



Marc Levine
Assembly, 10th District



Jim Wood
Assembly, 2nd District

JARED HUFFMAN
2ND DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
WATER, POWER, AND OCEANS - RANKING MEMBER
FEDERAL LANDS
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT

Congress of the United States
House of Representatives
Washington, DC 20515-0502

WASHINGTON OFFICE
1630 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-5161
FAX: (202) 225-5163
WEBSITE: huffman.house.gov

Agenda Item 3b
Attachment 1

June 27, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 93814

Dear Secretary Kelly:

The U.S. Department of Transportation has released \$18 million to the CA Department of Transportation that had been previously earmarked for the Port of Sonoma development project. We are writing to support the unanimous interagency and government partner consensus on the proposed repurposed use of these funds.

We have been directly involved in the effort to secure these funds for our shared constituents for whom they were originally intended and for a purpose aligned with the spirit of the original designated use. As you know, the Port of Sonoma proposal was abandoned for overwhelming lack of support for the project. The need for funds for multi-modal projects, however, remains a high priority for the same constituents in the same area of the North Bay, and repurposing the funds for improvements as detailed below would serve the region exceptionally well:

- \$15M for Sonoma County Transportation Agency (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost \$35M).
- \$3.2M for Sonoma Marin Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost \$5M).

Repurposing the funds in this manner will leverage additional dollars and provide a one-time opportunity to advance critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to assist bus riders and passenger rail riders.

This consensus request has been developed by the agency partners in coordination with local and state elected representatives and will support the entire region and environment with much needed multi-modal transportation improvements. Importantly, it is also in keeping with the original intent for the funding. Thank you for your serious consideration of this well-conceived proposal, and please do not hesitate to contact us should you need further information.

Sincerely,


JARED HUFFMAN
Member of Congress, CA 2


MIKE THOMPSON
Member of Congress, CA 5

SAN RAFAEL
999 FIFTH AVENUE, SUITE 290
SAN RAFAEL, CA 94901
PHONE: (415) 258-9657
FAX: (415) 258-9913

PETALUMA
206 G STREET, #3
PETALUMA, CA 94952
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FAX: (415) 258-9913

UKIAH
559 LOW GAP ROAD
UKIAH, CA 95482
PHONE & FAX: (707) 671-7449

FORT BRAGG
430 NORTH FRANKLIN STREET
P.O. Box 2208
FORT BRAGG, CA 95437
PHONE: (707) 962-0933
FAX: (707) 962-0905

EUREKA
317 THIRD STREET, SUITE 1
EUREKA, CA 95501
PHONE: (707) 407-3585
FAX: (707) 407-3559



June 21, 2016

Agenda Item 3b
Attachment 1

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of \$18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

The funding provided through the repurposed Port Sonoma earmark offers a one-time opportunity to advance two critical projects serving three modes in Sonoma and Marin: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders and near term improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and passenger rail service.

We urge you to invest the funding as follows:

- \$15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of \$35M)
- \$3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of \$5M).

Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Farhad Mansourian
Sonoma Marin Area Rail Transit

Denis Mulligan
Golden Gate Bridge, Highway & Transportation District

Suzanne Smith
Sonoma County Transportation Authority

Dianne Steinhauser
Transportation Authority of Marin

Nancy Whelan
Marin Transit District

Douglas H. Bosco
Former Member of Congress



June 21, 2016

Agenda Item 3b
Attachment 1

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of \$18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

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We urge you to invest the funding as follows:

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Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Kate Collins
Gary Phillips
San Rafael, Mayor

Steve Kinsey
Steve Kinsey
MTC Commissioner, Marin County
President, Marin Board of Supervisors

Jake Mackenzie
Jake Mackenzie
MTC Commissioner, Sonoma County

Efren Carrillo
Efren Carrillo
Chair, Sonoma County Board of Supervisors

David Rabbitt
David Rabbitt
Sonoma County Supervisor
Chair, Sonoma County Transportation Authority

Stephanie Moulton-Peters
Stephanie Moulton-Peters
Chair, Transportation Authority of Marin



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Belvedere

James Campbell

Corte Madera

Diane Furst

Fairfax

John Reed

Larkspur

Dan Hillmer

Mill Valley

Stephanie Moulton-Peters

Novato

Eric Lucan

Ross

P. Beach Kuhl

San Anselmo

Tom McInerney

San Rafael

Gary Phillips

Sausalito

Tom Theodores

Tiburon

Alice Fredericks

County of Marin

Damon Connolly
Katie Rice
Kathrin Sears
Steve Kinsey
Judy Arnold

December 1, 2016

Mr. Steve Heminger

Executive Director

Metropolitan Transportation Commission

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

RE: North/South Greenway Gap Closure Project (RM2 Project 11.5) –
Acknowledgment of Conditional Use of SMART Controlled Lands

Dear Mr. Heminger:

The Transportation Authority of Marin appreciates MTC's support to promote alternative forms of transportation for commuting and recreational travel in Marin County. As with many of our large scale projects the footprint often crosses multiple jurisdictional boundaries. In the case of the Greenway Project the path spans multiple jurisdictional boundaries including property controlled by the Sonoma Marin Area Rail Transit District (SMART).

The portion of Greenway path that utilizes SMART property is in an environmentally sensitive and constrained area just south of Corte Madera Creek. To avoid the sensitive habitat, and to minimize the potential impacts on current land use, an alignment has been proposed that best fits the location by generally following the footprint of the unused tracks.

It is understood that SMART currently controls lands that extend further to the south and that one day SMART may elect to extend passenger rail service from its proposed Larkspur Station. If this happens we understand it will be necessary to reclaim the land for passenger rail service.

The TAM Board has discussed this issue and recognizes the public benefit of converting a portion of the rail right-of-way for non-motorized travel until such time that passenger rail service is extended south. The Board also recognizes that should the right-of-way become necessary for rail service the multi-use path will no longer be compatible and must be removed.

Sincerely,

Stephanie Moulton-Peters
TAM Chair

**A RESOLUTION OF THE TRANSPORTATION AUTHORITY OF MARIN (TAM) FOR
THE ALLOCATION OF \$850,000 OF REGIONAL MEASURE 2 (RM2) FUNDS FOR
THE NORTH SOUTH GREENWAY GAP CLOSURE PROJECT TO THE SONOMA
MARIN AREA RAIL TRANSIT DISTRICT (SMART)**

WHEREAS, The Metropolitan Transportation Commission (MTC) re-directed RM2 funding from the Highway 101 Greenbrae Corridor Improvements (Project No. 11.1) to Bicycle and Pedestrian Improvements referred to as the North/South Greenway Gap Closure Project (Project No. 11.5); and

WHEREAS, TAM approved an implementation plan that splits the project into a northern segment and a southern segment in an effort to accelerate project delivery of portions of the project; and

WHEREAS, MTC has allocated \$2.6M of RM2 funds for environmental and preliminary engineering (both northern and southern segment), and allocated \$1.5M for design of the northern segment; and

WHEREAS, As a condition of the allocation MTC required and project partners supported a property title search and boundary survey of SMART right-of-way (R/W) which has been used to define project parameters and constraints within the southern segment; and

WHEREAS, SMART has in good faith considered the use of a portion of their R/W for the purpose of constructing, maintaining, and operating a publically accessible multi-use path within the southern segment; and

WHEREAS, A preliminary path alignment has been established that generally follows the existing railroad tracks and is based in part from the results of the boundary and title search along with the known environmental constraints; and

WHEREAS, SMART has historically granted an opportunity for private parties to lease portions of the R/W and under the proposed alignment some of the leases will be impacted to some degree; and

WHEREAS, SMART and the County have assessed the financial loss of renegotiating or terminating existing land use leases over a twenty-five year period and determined the financial loss to be \$730,000; and

WHEREAS, SMART possesses the R/W that will allow a future extension of passenger rail service from the Larkspur Station south to the area adjacent to the Village Shopping Center in Corte Madera; and

WHEREAS, SMART will require the path be removed from the R/W at the time the southern rail extension is implemented. SMART and the County have determined the cost to remove the path at a future date to be \$120,000; and

WHEREAS, TAM has submitted a request to MTC for an allocation of RM 2 funds to resolve the SMART R/W issues in the amount of \$850,000 to compensate SMART for future loss of lease revenue and for the future cost of removing the multi-use path from SMART R/W.

RESOLVED, That the Transportation Authority of Marin approves the allocations of \$850,000 to SMART to resolve the R/W issues within SMART R/W provided that SMART agrees to enter into a written funding agreement with TAM confirming the following commitments:

1. SMART agrees to authorize the use of a portion of their R/W for the purpose of constructing a multi-use path generally following the footprint of the existing railroad track within the southern segment.
2. SMART agrees to enter into a future Memorandum of Understanding (MOU) authorizing the use of a portion of their R/W for the purpose of maintaining and operating a multi-use path within the southern segment. The MOU must be substantially completed with all parties' conceptual agreement prior to proceeding into final design. Formal Board/Council actions may take place as the design progresses. TAM understands the use of the SMART R/W to operate and maintain the path will be at no cost to SMART.
3. SMART agrees the compensation for future lost lease revenue in the amount of \$730,000 is based on estimated impacts of current likely affected lease areas.
4. TAM recognizes and supports SMART's right to remove the path at a future date when SMART determines this R/W is needed for their operations. SMART agrees the compensation to remove the path in the future in the amount of \$120,000 shall be final and no future demand for additional payment will be made.
5. SMART agrees to submit an invoice for payment to TAM for R/W impacts and future path removal costs. The transfer of funds shall occur at the time SMART notifies lessees to vacate SMART R/W as mutually agreed by parties.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 1st day of December 2016, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Stephanie Moulton-Peters, Chair
Transportation Authority of Marin

ATTEST:

Dianne Steinhauser
Executive Director



MARIN COUNTY BICYCLE COALITION

November 29, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: North/South Greenway Gap Closure Project (RM2 Project 11.5) -
Acknowledgement of Conditional Use of SMART Controlled Lands

Dear Mr. Heminger:

Marin County Bicycle Coalition (MCBC) appreciates MTC's invitation to provide input on the proposed agreement between TAM and SMART regarding the southern segment of the North-South Greenway Gap Closure Project.

MCBC's highest priority remains the completion of the North-South Greenway, a route envisioned as early as the 1970s that follows much of the former Northwest Pacific Railroad right-of-way. With MTC's help, key gaps in this route have been filled in recent years. MCBC anxiously awaits the completion of the North-South Greenway Gap Closure Project, which will remove the only remaining obstacle to non-motorized travel between Corte Madera and San Rafael.

Based on our understanding of TAM staff's Board report on the RM2 funding request, MCBC has been asked:

- 1) to acknowledge the potential removal of the southern segment pathway should SMART extend passenger rail service south from the Larkspur Station; and
- 2) whether it concurs with TAM staff's evaluation that the right-of-way constraints "do not allow a path alignment to be horizontally separated from the current or future railroad track alignment without significant

impacts to either the natural environment or the existing land use conditions.”¹

In regards to the former, MCBC understands that SMART controls the right-of-way and may need to remove the pathway from the “best-fit alignment” along the former rail tracks if passenger rail is extended across Corte Madera Creek.

The latter is a far more complex question. MCBC feels it is inappropriate to draw a conclusion on the right-of-way constraints at this time for the following reasons:

- 1) **MCBC questions the relevance of TAM's analysis of the right-of-way constraints and the request to address said analysis.** According to the staff report, TAM staff's consultation with County Counsel confirmed that “SMART is effectively issuing a license agreement which is revocable, but provides flexibility in the future to consider alternative alignments.”² Given that this agreement addresses the use of a “best-fit” alignment that is understood to be optimal for either rail or the pathway, but not both concurrently, we feel as though acknowledgement of the path's possible removal from the best-fit alignment should be adequate.
- 2) **TAM staff's recent analysis, which has not been shared publically, apparently found that dual use of the right-of-way is incompatible due to environmental and land use impacts. This conflicts with findings in earlier studies.** The Central Marin Ferry Connection Feasibility Memorandum (2007) examined the feasibility of a pathway on SMART's right-of-way adjacent to double tracks. The study identified an alignment that included the pathway west of the tracks as the preferred alternative, in part, because it would reduce “potential impacts to the Corte Madera Ecological Preserve,” provide “adequate width for two sets of SMART tracks,” and allow “for improved connections to the Greenbrae Boardwalk, the Marin Park Mobile Home and RV community, and Old Redwood Hwy.”³ Plan drawings from 2008 (Attachment A) seemed to indicate minimal disruption to adjacent land uses, many of which appear to encroach into or lease SMART's right-of-way.
- 3) **If rail service is extended to Corte Madera, environmental and land use conditions will likely be different. The feasibility of the**

¹ [TAM Board of Commissioners Meeting Agenda Packet - December 1, 2016](#), item 7e, pg. 3. Accessed November 28, 2016.

² [TAM Board of Commissioners Meeting Agenda Packet - December 1, 2016](#), item 7e, pg. 1. Accessed November 28, 2016.

³ [Central Marin Connection Feasibility Memorandum](#), pg. 15.

right-of-way's ability to accommodate both rail and trail should be revisited at that time. Extending rail to Corte Madera seems unlikely to occur in the near future given SMART's obligation to complete the initial operating segment and multi-use pathway between Cloverdale and Larkspur before extending in any direction.

MCBC's hesitancy to draw conclusions on the compatibility of both uses within SMART's right-of-way should not prevent this important project from moving forward. We continue to strongly support the completion of a safe, convenient, and fully-separated facility connecting the North-South Greenway between Corte Madera and San Rafael, regardless of whether rail is extended to the south.

Respectfully Submitted,

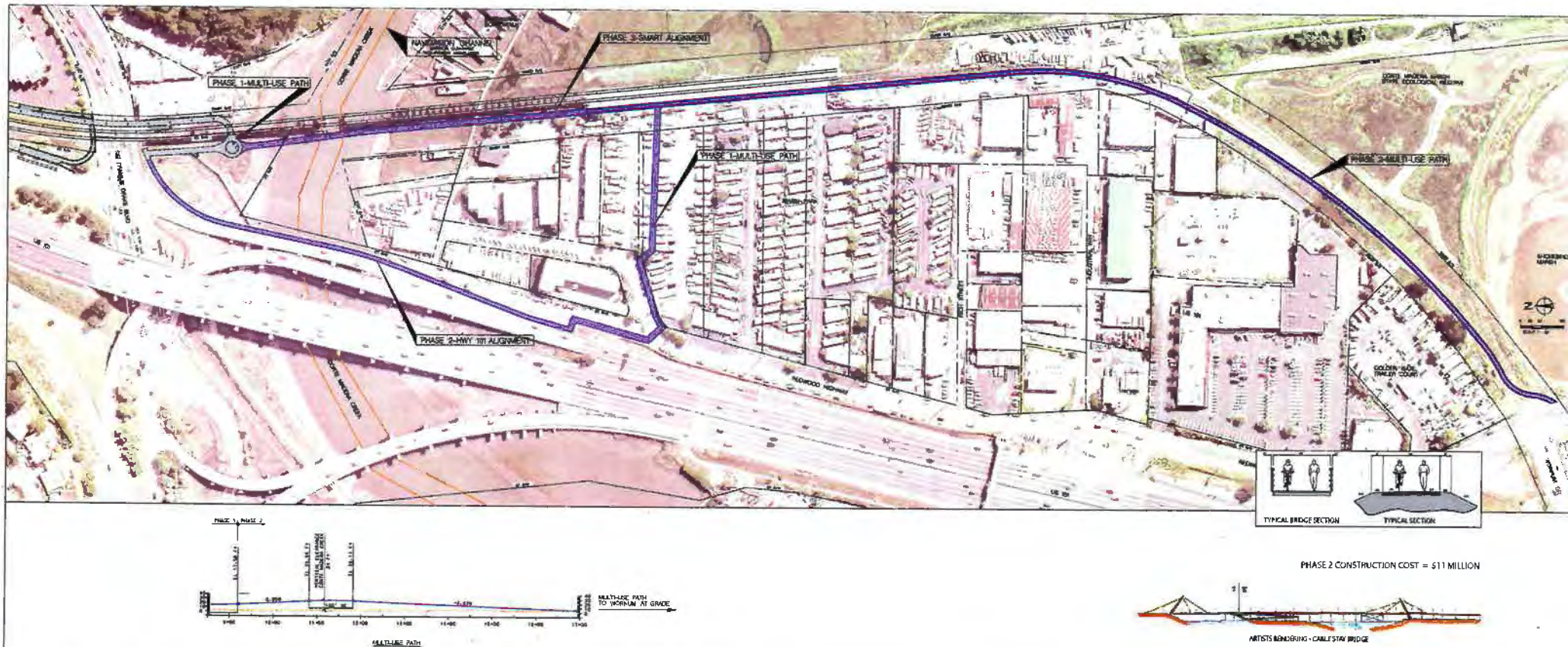


Jim Elias
Executive Director
Marin County Bicycle Coalition

Enclosure: Attachment A

cc:

Dianne Steinhauser, TAM
Bill Whitney, TAM
Farhad Mansourian, SMART
Bill Gamlen, SMART
Steve Kinsey, County of Marin Board of Supervisors
RJ Suokko, County of Marin
Julian Skinner, City of Larkspur
David Bracken, Town of Corte Madera
Laura Thompson, Bay Trail
Maureen Gaffney, Bay Trail



Date: July 27, 2005
W.L.: 1255
Referred by: PAC
Revised: 04/25/07-C 03/26/08-C
04/28/10-C 09/28/11-C
10/26/11-DA 03/28/12-C
09/23/15-C 12/21/16-C

ABSTRACT

MTC Resolution No. 3712, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District (SMART) Corridor Ferry Extension project sponsored and implemented by the SMART.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of Sonoma Marin Area Rail Transit District's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 25, 2007 to approve \$600,000 in supplemental final design funds and \$400,000 for right-of-way funds for subproject 1, Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project.

This resolution was amended on March 26, 2008 to allocate \$7.8 million in construction funds for subproject 1: Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, Phase A.

This resolution was amended on April 28, 2010 by Commission action to rescind \$2.5 million from Phase A of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, and to allocate \$6.1 million in construction funds for Phase B of the same project.

This resolution was revised on September 28, 2011 to allocate \$23.1 million towards the design/construction of the SMART Initial Operating Segment.

ABSTRACT

MTC Resolution No. 3712, Revised

Page 2

This resolution was revised via Delegated Authority on October 26, 2011 to rescind a total of \$155,025 in savings from prior allocations to the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project and reallocate the same amount towards the design/construction of the SMART Initial Operating Segment.

This resolution was revised on March 28, 2012, to modify the scope of the SMART project allocation to add an intermediate station and extend the line to Santa Rosa North, as were included in the Initial Operating Segment construction contract awarded by SMART.

This resolution was revised on September 23, 2015 to allocate \$6.1 million toward the acquisition of a two-car train set for the SMART Initial Operating Segment and Larkspur Extension.

This resolution was revised on December 21, 2016 to allocate \$625,000 toward the completion of engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated July 13, 2005, and the Programming and Allocation Committee Summary Sheets dated March 5, 2008, April 14, 2010, September 14, 2011, March 7, 2012, September 9, 2015, and December 14, 2016.

Date: July 27, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District Corridor Ferry Extension

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3712

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

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

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

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

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

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

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

WHEREAS, Sonoma Marin Area Rail Transit District (SMART) has submitted a request for the allocation of RM 2 funds for the SMART Corridor Ferry Extension project; and

WHEREAS, SMART's Corridor Ferry Extension is identified as capital project number 10 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, SMART has submitted an Initial Project Report ("IPR"), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

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

RESOLVED, that MTC approves MTC staff's review of SMART's IPR for this project as set forth in Attachment C; and be it further

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on July 27, 2005.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

Allocation No. 10.4-1					
Activities to be funded with Allocation #1:					
This allocation will fund engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project, including the completion of the design package for Design/Build Request for Qualifications/Proposals, support during permit acquisition, design management support during Design/Build procurement process and award, and design management support during Design/Build submittals of 65%, 95%, and 100% design.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17371209	21-Dec-16	\$ 625,000	PSE	FY 2016-17	\$ 625,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

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

1. SMART agrees to authorize the use of a portion of their right of way for the purpose of constructing a multi-use pathway generally following the existing footprint of the railroad track within the southern segment (Corte Madera Creek to Wornum Drive).
2. TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.
3. For Allocation #1, SMART may be reimbursed for expenses fitting the allocation scope incurred beginning July 1, 2016.

Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016
Attachment C-4
MTC Resolution No. 3712

RM2 Project Number: 10.4

SMART Downtown San Rafael to Larkspur Rail Extension

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Sonoma - Marin Area Rail Transit District	N/A	N/A
Legislated Project Description		
Sonoma-Marín 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 (\$56,500,000). The project sponsor is SMART.		
RM2 Legislated Funding (in \$1,000)	Total Estimated Sub-Project Cost (in \$1,000)	
10.1 Cal Park Hill Tunnel - \$13,250	\$42,533	
10.2 SMART Corridor Ferry Extension - \$23,249		
10.3 Train Set - \$6,100		
10.4 Larkspur Extension - \$13,900		
Project Purpose and Description		
The purpose of this project is to construct civil track, crossings, bridges, systems, one station, and other work associated with the construction of the 2.1 mile SMART commuter rail extension from Downtown San Rafael to Larkspur.		
Funding Description		
Committed Funds: RM2, CMAQ, FTA Section 5309 (Small Starts)		
Uncommitted Funds: N/A		
TBD Funds: N/A		
Operating Capacity: This project will be maintained by the Sonoma-Marín Area Rail Transit District.		

Overall Project Cost and Schedule

Phase	Scope	End	Cost (in \$1,000)
1	Final Environmental Document	05/2015	N/A
2	Plans, Specifications and Estimates	05/2017	\$3,125
3	Right-of-Way	N/A	N/A
4	Construction	01/2018	\$39,408
Total:			\$42,533

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	SMART Downtown San Rafael to Larkspur		Project No. 10.4							
Lead Sponsor	Sonoma - Marin Area Rail Transit District									
Fund Source	Phase	Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Committed										
FTA 5309	PSE		2,500							2,500
Regional Measure 2	PSE				625					625
CMAQ	CON			6,100						6,100
FTA 5309	CON				20,033					20,033
Regional Measure 2	CON				13,275					13,275
										0
										0
										0
										0
										0
										0
										0
										0
										0
										0
Total:		0	2,500	6,100	33,933	0	0	0	0	42,533
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Total:		0	2,500	6,100	33,933	0	0	0	0	42,533

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project
Sponsor: Sonoma - Marin Area Rail Transit District
Project Number: 10.4

RM2 Project # 10.4	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FUTURE	TOTAL
RM2 Funds Total	-	-	-	625	-	-	-	-	625
Environmental (ENV)	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
RM2				625					625
FTA 5309			2,500						2,500
									0
									0
									0
Right of Way	0	0	0	0	0	0	0	0	0
									0
									0
									0
Construction	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
									0
									0
									0
TOTAL FUNDING									
Environmental	0	0	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
Right of Way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
PROJECT TOTAL	0	0	2,500	625	0	0	0	0	3,125

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/27/05-C
11/02/05-DA 01/25/06-DA
05/24/06-DA 09/26/07-C
03/26/08-C 12/17/08-C
04/28/10-C 11/16/11-DA
06/27/12-DA 07/24/13-C
07/23/14-C 11/19/14-DA
07/22/15-DA 12/16/15-C
08/31/16-DA 09/28/16-C
12/21/16-C

ABSTRACT

MTC Resolution No. 3649, Revised

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

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of the Transportation Authority of Marin's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

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

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

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

ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

(Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3649, Revised

Page 3

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

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

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

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

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

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

This resolution was revised on August 31, 2016 through Delegated Authority to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on September 28, 2016 through Commission Action to allocate \$1 million to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on December 21, 2016 through Commission Action to allocate \$850,000 to the right-of-way phase of the southern segment of Project 11.5, North-South Greenway Gap Closure project.

ABSTRACT

MTC Resolution No. 3649, Revised

Page 4

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, December 9, 2015, September 14, 2016, and December 14, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3649

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

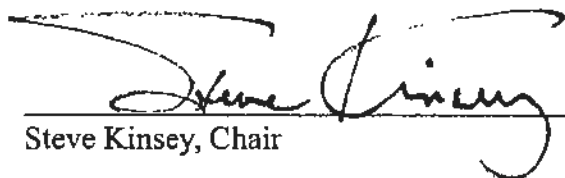
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION


Steve Kinsey, Chair

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

Allocation No. 11.5					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the North-South Greenway Gap Closure Project, and a Property Title Search and Boundary Survey on behalf of the Sonoma-Marín Area Rail Transit District (SMART).					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15364915	23-Jul-14	\$ 2,600,000	ENV / PE	FY 2014-15	\$ 2,600,000

Allocation No. 11.5					
Activities to be funded with Allocation #2:					
Allocation will fund the final design phase for the northern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364918	31-Aug-16	\$ 500,000	PS&E	FY 2016-17	\$ 3,100,000
17364919	28-Sep-16	\$ 1,000,000	PS&E	FY 2016-17	\$ 4,100,000

Allocation No. 11.5					
Activities to be funded with Allocation #3:					
Allocation will fund right-of-way activities for the southern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #3:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364920	21-Dec-16	\$ 850,000	ROW	FY 2016-17	\$ 4,950,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

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

1. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
2. The Transportation Authority of Marin and/or the County of Marin shall, prior to starting environmental work on the Greenway project, (1) commence a property title search and boundary survey of the SMART right-of-way within the project limits, and (2) commence work on a Memorandum of Understanding with SMART regarding the current and future use of the Greenway right-of-way.

The allocation and reimbursement of RM2 funds for the December 21, 2016 allocation are conditioned upon the following :

1. TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.
2. TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.
3. Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.

Regional Measure 2 Regional Traffic Relief Plan

July 23, 2014
Attachment C-5
MTC Resolution No. 3649
Revised: 08/31/16-DA; 09/28/16-C; 12/21/16-C

RM2 Project Number: 11.5 North-South Greenway Gap Closure Project

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) TAM / Marin County
Legislated Project Description 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 multi-use pathway from the vicinity of Wornum Drive to East Sir Francis Drake Blvd and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Blvd., 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.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$43,500 11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923) 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$9,610) 11.5 North-South Greenway Gap Closure Project (\$19,050)		Total Estimated Project Cost (in \$1,000) \$19,050
Project Purpose and Description The North-South Greenway Gap Closure project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive, with the pedestrian bridge over Sir Francis Drake Blvd (part of RM2 Project 11.4). The scope contains two segments - a north and south segment. The North Segment will widen the US-101 northbound off-ramp over the Corte Madera Creek to accommodate bicycles and pedestrians, and extends the path south along Old Redwood Highway to the existing pedestrian overcrossing of US-101. The South Segment will connect with the improvements proposed in the North Segment along Old Redwood Highway, then traverse east to the SMART railroad right-of-way. The project will close gaps in the multi-use path system, and improve connections among the Ferry Terminal, local and regional transit services, and existing multi-use paths.		
Funding Description Committed Funds: \$19.8 million is committed from RM2 Funds. Uncommitted Funds: None. Operating Capacity: Ongoing maintenance will be done by the County of Marin through a pending Inter-Agency Cooperative Agreement..		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	09/2014	07/2017	\$2,600
2	Plans, Specifications and Estimates	09/2016	06/2018	\$2,700
3	Right-of-Way	01/2017	12/2017	\$1,450
4	Construction	01/2018	06/2019	\$12,300
Total:				\$19,050

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	North-South Greenway Gap Closure Project						Project No. 11.5			
Lead Sponsor	Transportation Authority of Marin									
Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Committed										
RM2	ENV			2,600						2,600
RM2	PSE					1,500	1,200			2,700
RM2	ROW					850	600			1,450
RM2	CON						12,300			12,300
										0
										0
										0
										0
Total:		0	0	2,600	0	2,350	14,100	0	0	19,050
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Total:		0	0	2,600	0	2,350	14,100	0	0	19,050

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

July 23, 2014
Attachment D-5
MTC Resolution No. 3649
Page 1 of 1
Revised: 08/31/16-DA
09/28/16-C
12/21/16-C

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
RM2 Project Number: 11.5

RM2 Project #11.4	PRIOR	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19+	TOTAL
RM2 Funds Total	-	-	2,600,000	-	1,500,000	1,800,000	-	5,900,000
Environmental (ENV)	0	0	2,600,000	0	0	0	0	2,600,000
RM2			2,600,000					2,600,000
								0
								0
								0
Final Design (PS&E)	0	0	0	0	1,500,000	1,200,000	0	2,700,000
RM2					1,500,000	1,200,000		2,700,000
								0
								0
								0
Right of Way	0	0	0	0	850,000	600,000	0	1,450,000
RM2					850,000	600,000		1,450,000
								0
								0
								0
Construction	0	0	0	0	0	12,300,000	0	12,300,000
RM2						12,300,000		12,300,000
								0
								0
								0
TOTAL FUNDING								
Environmental	0	0	2,600,000	0	0	0	0	2,600,000
Final Design (PS&E)	0	0	0	0	1,500,000	1,200,000	0	2,700,000
Right of Way	0	0	0	0	850,000	600,000	0	1,450,000
Construction	0	0	0	0	0	12,300,000	0	12,300,000
PROJECT TOTAL	0	0	2,600,000	0	2,350,000	14,100,000	0	19,050,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	15-2106	Version:	1	Name:	
Type:	Resolution	Status:		Regional	
File created:	11/10/2016	In control:		Programming and Allocations Committee	
On agenda:	12/14/2016	Final action:			
Title:	MTC Resolution No. 4260. Approve reallocation of funds from the Transit Oriented Affordable Housing (TOAH) fund to create the Affordable Housing Jumpstart program.				

Approval of reallocation of \$10 million investment in the TOAH investment to the Affordable Housing Jumpstart program.

Sponsors:

Indexes:

Code sections:

Attachments: [8c PAC 3c tmp-4260 TOAH Affordable Housing Jumpstart 3c Reso 4260.pdf](#)

Date	Ver.	Action By	Action	Result
12/14/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4260. Approve reallocation of funds from the Transit Oriented Affordable Housing (TOAH) fund to create the Affordable Housing Jumpstart program.

Approval of reallocation of \$10 million investment in the TOAH investment to the Affordable Housing Jumpstart program.

Presenter:

Doug Johnson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 8c

MTC Resolution No. 4260

Subject: Approve reallocation of funds from the Transit Oriented Affordable Housing fund to create the Affordable Housing Jumpstart program.

Background: The region's housing crisis continues, with median housing costs at all-time highs coupled with slow median wage growth and limited production of low and moderate income housing over the last 15 years (the region has only produced 35% of very low, low and moderate income RHNA allocations). To tackle these challenges, MTC dedicated \$30 million in the last six years to support the construction and preservation of affordable housing. The pilot initiatives for this investment are the Transit Oriented Affordable Housing (TOAH) fund and the Naturally Occurring Affordable Housing (NOAH) program, the latter of which is still in final development since its adoption by the Commission in July 2016. MTC's investments will leverage public, private, and philanthropic funds at least 4:1 on these investments. MTC's housing investments to date are summarized in Table 1 below.

Table 1: MTC Housing Investments

Program	MTC	Date	Program Size	Leverage
TOAH	\$10 million	March 2011	\$50 million	4:1
TOAH	\$10 million	February 2014	TBD	TBD
NOAH	\$10 million	July 2016	\$60 million	5:1

TOAH is intended to help finance the purchase of land for affordable housing projects. MTC's original TOAH investment of \$10 million made over \$35 million in loans since inception in 2011, supporting the development of over 800 affordable homes. Most of those loans have been or will soon be repaid as expected when projects secure long-term construction financing, but few new loans are being made due to a lack of construction funding. The lack of state and federal grant funding for affordable or construction mixed income housing construction has severely limited the use of TOAH and the purchase of land for affordable housing overall. As a result of the stifled affordable grant environment, the second allocation of TOAH funding, set aside in 2014 as a part of OBAG 1, has not been deployed.

Staff therefore recommends re-purposing the funds set aside for TOAH in February 2014 for a different but timely purpose. We propose creating an Affordable Housing Jumpstart grant program to reward those counties voting for housing bonds and galvanize new projects. Specifically, the funds would be provided to San Francisco County (Proposition A for \$310 million), Alameda County (Proposition A1 for \$580 million), and Santa Clara County (Proposition A for \$950 million). San Francisco's housing

bond, passed in 2015, has already helped jumpstart affordable housing construction. Challenge grant funds would complement these bond funds to secure sites for projects or help fund the inherent gap needs that affordable projects have where site control is already in place. Staff is recommending that this investment be leveraged at a minimum of 9:1 at the end of construction as outlined in Table 2.

Table 2: Anticipated Jumpstart Grant Program Impact

Description	Impact
Units Constructed (# of buildings)	180 (3 buildings)
Estimated Cost per Unit	\$500,000
Estimated Land Cost	\$10 million
Total Value	\$100 million
Leverage on MTC Investment	9:1

Staff suggests that these funds specifically target communities undergoing the most pronounced change as defined by the density of census tracts removed from MTC's Communities of concern designation.

Neighborhoods such as the Mission District in San Francisco, home to six census tracts (with a combined population of 25,969 in 2014) that are no longer Communities of Concern due to rapid community change, are recommended for funding.

Given the relative cost of land in each county, staff suggest the following distribution of funds: 50% to San Francisco, 20% to Alameda County and 30% to Santa Clara County. Proposition A in San Francisco, passed in 2015, is already at work creating new affordable homes. Staff suggests starting the challenge grant there, while Alameda and Santa Clara Counties establish their programs now that the bond measures have been approved. Staff will conduct an RFP process with its partners in the City and County of San Francisco on a schedule to be determined to identify and select an appropriate site or sites.

In summary, staff recommends redirecting \$10 million from the Transit Oriented Affordable Housing fund to the Affordable Housing Jumpstart grant program using the distribution noted in Table 3. Exchange funds are already in hand and can be deployed for this purpose. As a reminder these are "clean" local funds and are therefore eligible to be spent on housing-related expenses.

Table 3: Proposed Distribution of Funds

County / COC	MTC Target Investment	Local Bond Measure and Other Housing Funding sources	Total Affordable Housing Investment
San Francisco / Mission District	\$5 million	\$45 million	\$50 million
Alameda / TBD	\$2 million	\$18 million	\$20 million
Santa Clara / TBD	\$3 million	\$27 million	\$30 million
Total	\$10 million	\$90 million	\$100 million

Issues: Staff acknowledges that this \$10 million investment is quite modest compared to the affordable housing funding shortfall that the region confronts. But the 9:1 leverage would result in a \$100 million total investment. And this new pilot program would offer the Commission another opportunity to “learn by doing” in how to incentivize local jurisdictions to pursue a self-help strategy for closing the region’s gaping affordable housing deficit.

Recommendation: Refer Resolution No. 4260 to the Commission for approval.

Attachment: MTC Resolution No. 4260

Date: December 21, 2016
W.I.: 1611
Referred by: PAC

ABSTRACT

Resolution No. 4260

This resolution authorizes Executive Director or his designated representative to transfer \$10 million from the Transit Oriented Affordable Housing Fund (TOAH) to the Affordable Housing Jumpstart grant program.

This resolution repeals MTC Resolution No. 4199, which previously allocated this \$10 million from the One Bay Area Grant program to TOAH.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheet dated December 14, 2016.

Date: December 21, 2106
W.I.: 1611
Referred by: PAC

RE: Affordable Housing Jumpstart Program

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4260

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

WHEREAS, MTC and the Association of Bay Area Governments (ABAG) support transit oriented development through the One Bay Area Grant and Priority Development Area Planning grant programs; and

WHEREAS, MTC and ABAG adopted Plan Bay Area and the Preferred Scenario for Plan Bay Area 2040 which included a target to reduce the combined cost of housing and transportation for low-income families by 2040, which are estimated to account for over 70% of these households' income in 2010 and 2040; and

WHEREAS, the cost of housing has increased to the point the Bay Area is the most expensive housing region in the country; and

WHEREAS, the counties of San Francisco, Alameda, and Santa Clara passed housing bond measures in 2015 and 2016 to help address the regional housing crisis; and

WHEREAS, the Commission passed Resolution 4199 in 2014 to expand the investment in the Transit Oriented Affordable Housing (TOAH) fund by \$10 million from OBAG-1; and

WHEREAS, the Commission did not spend any funding identified in Resolution 4199 due to restrictions in funding for affordable and mixed-income housing production; and

WHEREAS, those funds can be committed to a new pilot to accelerate the construction of new affordable housing near transit with the Affordable Housing Jumpstart grant program; now therefore be it

RESOLVED, that the Commission repeals Resolution 4199, which has not been implemented and none of the funding identified therein has been spent; and

RESOLVED, that the Commission authorizes the Executive Director or his designated representative to transfer \$10 million from the Transit Oriented Affordable Housing Fund to the Affordable Housing Jumpstart grant program.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on December 21, 2016.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 14, 2016

Agenda Item 3c

MTC Resolution No. 4260

Subject: Approve reallocation of funds from the Transit Oriented Affordable Housing fund to create the Affordable Housing Jumpstart program.

Background: The region's housing crisis continues, with median housing costs at all-time highs coupled with slow median wage growth and limited production of low and moderate income housing over the last 15 years (the region has only produced 35% of very low, low and moderate income RHNA allocations). To tackle these challenges, MTC dedicated \$30 million in the last six years to support the construction and preservation of affordable housing. The pilot initiatives for this investment are the Transit Oriented Affordable Housing (TOAH) fund and the Naturally Occurring Affordable Housing (NOAH) program, the latter of which is still in final development since its adoption by the Commission in July 2016. MTC's investments will leverage public, private, and philanthropic funds at least 4:1 on these investments. MTC's housing investments to date are summarized in Table 1 below.

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Issues: Staff acknowledges that this \$10 million investment is quite modest compared to the affordable housing funding shortfall that the region confronts. But the 9:1 leverage would result in a \$100 million total investment. And this new pilot program would offer the Commission another opportunity to “learn by doing” in how to incentivize local jurisdictions to pursue a self-help strategy for closing the region’s gaping affordable housing deficit.

Recommendation: Refer Resolution No. 4260 to the Commission for approval.

Attachment: MTC Resolution No. 4260

Date: December 21, 2016
W.L.: 1611
Referred by: PAC

ABSTRACT

Resolution No. 4260

This resolution authorizes Executive Director or his designated representative to transfer \$10 million from the Transit Oriented Affordable Housing Fund (TOAH) to the Affordable Housing Jumpstart grant program.

This resolution repeals MTC Resolution No. 4199, which previously allocated this \$10 million from the One Bay Area Grant program to TOAH.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheet dated December 14, 2016.

Date: December 21, 2106
W.I.: 1611
Referred by: PAC

RE: Affordable Housing Jumpstart Program

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4260

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

WHEREAS, MTC and the Association of Bay Area Governments (ABAG) support transit oriented development through the One Bay Area Grant and Priority Development Area Planning grant programs; and

WHEREAS, MTC and ABAG adopted Plan Bay Area and the Preferred Scenario for Plan Bay Area 2040 which included a target to reduce the combined cost of housing and transportation for low-income families by 2040, which are estimated to account for over 70% of these households' income in 2010 and 2040; and

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WHEREAS, the Commission did not spend any funding identified in Resolution 4199 due to restrictions in funding for affordable and mixed-income housing production; and

WHEREAS, those funds can be committed to a new pilot to accelerate the construction of new affordable housing near transit with the Affordable Housing Jumpstart grant program; now therefore be it

RESOLVED, that the Commission repeals Resolution 4199, which has not been implemented and none of the funding identified therein has been spent; and

RESOLVED, that the Commission authorizes the Executive Director or his designated representative to transfer \$10 million from the Transit Oriented Affordable Housing Fund to the Affordable Housing Jumpstart grant program.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on December 21, 2016.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1930 **Version:** 1 **Name:**
Type: Resolution **Status:** Federal
File created: 9/9/2016 **In control:** Programming and Allocations Committee
On agenda: 12/14/2016 **Final action:**
Title: MTC Resolution Nos. 3925, Revised, 4035, Revised, and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant (OBAG 1) and OBAG 2 Programs.

Revisions include programming \$1 million to the Sonoma Marin Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael; \$1 million to the US 101 Marin Sonoma Narrows Segment B2 Phase 2; formalizing a \$2.7 million funding plan to extend the Spare the Air Youth program through FY 2021-22; and various other changes to regional and county programs.

Sponsors:

Indexes:

Code sections:

Attachments: [8d PAC 4a Reso-3925-4035-4202 STPCMAQ-OBAG1-OBAG2 Revisions 4a Resos 3925 4035 4202.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 3925, Revised, 4035, Revised, and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant (OBAG 1) and OBAG 2 Programs.

Revisions include programming \$1 million to the Sonoma Marin Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael; \$1 million to the US 101 Marin Sonoma Narrows Segment B2 Phase 2; formalizing a \$2.7 million funding plan to extend the Spare the Air Youth program through FY 2021-22; and various other changes to regional and county programs.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Commission Agenda Item 8d

MTC Resolutions No. 3925, Revised, 4035, Revised, and 4202, Revised

Subject: Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant 1 (OBAG 1), and One Bay Area Grant 2 (OBAG 2) programs.

Background: The Cycle 1, OBAG 1, and OBAG 2 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2009-10 through FY2021-22.

This month, staff recommends the following changes to regional projects and programs, as outlined in the Attachment B of each resolution:

- From an unprogrammed OBAG 2 balance,¹ program \$1 million to the Sonoma Marin Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael.
- From the same unprogrammed balance and from OBAG 2 Regional Operations funds, program \$1 million to the Sonoma County Transportation Authority (SCTA) US 101/Marin Sonoma Narrows (MSN) Segment B2 Phase 2 project.
- Program \$3.6 million from the OBAG 1 Freeway Performance Initiative to support activities related to the Bay Bridge Forward Commuter Parking Initiative. **Attachment 2** provides the revised project details for the Bay Bridge Forward suite of projects.
- Direct \$1.1 million in OBAG 1 FPI funds to the Contra Costa Transportation Authority (CCTA) State Route (SR) 4 Operational Improvements project. This programming action is contingent upon approval of the exchange agreement under Agenda Item 2.b.
- Consistent with the Administration Committee's June 2016 commitment, program \$2.7 million in Cycle 1, OBAG 1, and OBAG 2 to extend the Spare the Air Youth program through FY2021-22. **Attachment 1** provides additional detail on the funding plan.
- Transfer \$100,000 from Bay Conservation Development Commission (BCDC) to MTC within the Regional Planning Activities program.
- Transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the Priority Conservation Area program.
- Transfer \$14,000 from MTC's OBAG 1 Regional Performance Initiative Corridor Implementation to Caltrans within the MTC Ramp

¹ In September 2016, the Commission approved an allocation of RM2 funds to the Water Emergency Transportation Authority (WETA), freeing up \$2.5 million in OBAG 2 funds previously programmed to WETA for increased ferry service. Pending approval of this item, the unprogrammed balance within OBAG 2 will be reduced to approximately \$600,000.

Metering and Traffic Operations System (TOS) program of the Freeway Performance Initiative to reflect actual obligations.

- Redirect approximately \$3.6 million to the I-880 Integrated Corridor Management (ICM) project within the Cycle 1 Incident Management (IM) program, revise the name of the OBAG 1 Incident Management program to clarify that the program is focused on I-880 ICM, and direct \$383,000 in program savings for future use.
- Divide MTC's Regional Rideshare program into three subcomponents totaling \$10 million in OBAG 2 funds, and direct \$1.8 million from 511 Next Generation to the commuter benefits program.

Staff also proposes the following changes to the county programs and resolution appendices and attachments:

- Within Alameda County, direct roughly \$6 million to the Alameda County Safe Routes to School program, and transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue Complete Streets project.
- Revise the program amounts provided in Resolution 4035, Revised, Appendix A-1 and A-2 to reflect programming actions previously taken by the Commission and to reflect the proposed action regarding repurposing the TOAH funds included in Agenda Item 3c.

Issues:

The programming action proposed in this item is contingent upon Commission approval of the funding exchange agreement with CCTA in Agenda Item 2.b, the RM2 Program Amendments and Allocation in Agenda Items 3a.i and 3a.ii, and the action to repurpose TOAH funds in Agenda Item 3c.

The programming of \$1 million to SCTA for the US 101/Marin Sonoma Narrows Segment B2 Phase 2 project in this action is contingent upon federal approval to direct \$15 million in repurposed earmarks to the project.

Recommendation: Refer MTC Resolutions No. 3925, Revised, 4035, Revised, and 4202, Revised to the Commission for approval.

Attachments:

Attachment 1 – Spare the Air Youth funding plan
Attachment 2 – Bay Bridge Forward project details
MTC Resolution No. 3925, Revised, Attachment B
MTC Resolution No. 4035, Revised, Attachments B-1 and B-2,
Appendices A-1, A-2, and A-4
MTC Resolution No. 4202, Revised, Attachments B-1 and B-2

Spare the Air Youth

OBAG 2 Program Details

Spare the Air Youth Program Details		
Programs	Annual Amount	FY18-22 Amount
Bay Area BikeMobile <i>Local Motion</i>	\$240,000 per year: <ul style="list-style-type: none"> • 180 visits, about 20 per county 	\$1,200,000
Family Biking Workshops <i>San Francisco Bicycle Coalition with Bike East Bay, Marin County Bicycle Coalition, Napa County Bicycle Coalition, Silicon Valley Bicycle Coalition and Sonoma County Bicycle Coalition</i>	\$95,000 per year: <ul style="list-style-type: none"> • 38 workshops, 4-10 per bicycle coalition 	\$475,000
ECO₂School (High School Safe Routes to School) <i>Center for Climate Protection with Silicon Valley Bicycle Coalition and new partners TBD</i>	\$115,000 per year: <ul style="list-style-type: none"> • Regional program coordination & strategic planning <ul style="list-style-type: none"> ○ Sonoma County ○ Santa Clara County ○ 2 new partners, TBD 	\$575,000
Regional Coordination and Implementation	\$42,600 a year: <ul style="list-style-type: none"> • Grantee contract administration • TAC meeting coordination • YES Conference support • Spare the Air Youth website administration 	\$213,000
Total:	\$492,600	\$2,463,000

Spare the Air Youth Funding Plan	
FY2016-17 <i>One year extension; approved at June 2016 Administration Committee</i>	\$315,000 <ul style="list-style-type: none"> • \$315,000 from STP/CMAQ Cycle 1 <ul style="list-style-type: none"> \$250,000 balance on Spare the Air Youth contract \$65,000 from SMART Driving balance
FY2017-18 through FY2021-22 <i>Program continuation through OBAG 2</i>	\$2,463,000 <ul style="list-style-type: none"> • \$208,000 from STP/CMAQ Cycle 1 <ul style="list-style-type: none"> \$20,00 balance from Climate Initiatives outreach \$175,000 from SMART Driving balance \$13,000 in unprogrammed balances • \$838,000 from OBAG 1 <ul style="list-style-type: none"> \$500,000 from MTC/SAFE Incident Management \$338,000 Returned Parking Pilot Program funds • \$1,417,000 OBAG 2 programming

Bay Bridge Forward: Proposed Project Details & Timeline

12/1/2016

#	Near-Term Improvement	Cost in millions	Fund Source				Schedule	
			OBAG 2 FAST	Bridge Tolls	OBAG 1 TPI	Other Local	Start	Finish
1	West Grand HOV/Bus Only Lane Convert shoulder on West Grand Ave. on-ramp to Bus/HOV only lane	\$7.5		\$6.0		\$1.5	2016	2018
2	Bryant/Sterling St Managed Lanes A. Pilot <u>Dedicated CHP Enforcement/Vehicle Occupancy Detection</u> Technology <u>at Bryant/Sterling and other pilot locations</u> B. <u>Support planned HOV lanes to bridge</u> C. Convert HOV <u>ramp</u> to express lane <u>to manage violations and person throughput</u>	\$9.0		\$9.0			2016	2020
3	Casual Carpool Establish <u>and improve</u> casual carpooling pick-up locations at key locations in San Francisco and along <u>I-80 in East Bay</u>	\$1.0		\$1.0			2016	2017
4	Integrated Bridge Corridor Integrate and optimize traffic management systems at bridge approaches	\$3.0		\$3.0			2016	2018
5	Higher Capacity Bus Fleets/Increased Service Frequencies AC Transit: Purchase double-decker buses, retrofit buses and increase frequencies for most productive Transbay express bus routes	\$10.2	\$1.2		\$9.0		2016	2018
	Higher Capacity Bus Fleets – WestCat Purchase double-decker buses for most productive Transbay express bus routes	\$2.0	\$2.0				2016	2018
6	Pilot Express Bus Routes Pilot new AC Transit Transbay routes to serve high demand inner East Bay markets	\$0.8	\$0.8				2018	2019
7	Transit Signal Priority Add Transit Signal Priority to West Grand Ave	\$1.0			\$1.0		2017	2018
8	Commuter Parking* Establish commuter parking in East Bay, <u>including parking management technologies</u> , to encourage carpool and express bus ridership	\$5.6	\$2.5	\$1.0		\$2.1	2016	2018
9	Ferry Service Enhancement Pilot Pilot increased Alameda, Oakland and Vallejo services	\$2.5		\$2.5			2016	2017
10	Flexible On-Demand Transit Provide on-demand transit services between East Bay and San Francisco, including supportive transportation demand management strategies	\$1.0		\$1.0			2016	2020
11	Shared Mobility Zero-dollar partnerships with shared mobility providers to direct carpool/transit services in bridge corridor	\$0.0					2017	2020
Total		\$43.6	\$6.5	\$23.5	\$10.0	\$3.6		

*\$1.1 million in Measure J funds is contingent upon approval of fund exchange with CCTA (pending). Project funding shown does not include \$3.6 million in related access improvements proposed for funding through the OBAG 1 Freeway Performance Initiative (pending).

Date: October 28, 2009
 W.I.: 1512
 Referred by: PAC
 Revised: 12/16/09-C 07/28/10-C 09/22/10-C
 10/27/10-C 02/23/11-C 03/23/11-C
 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C
 01/28/15-C 05/27/15-C 09/23/15-C
 05/25/16-C 07/27/16-C 12/21/16-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

- Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies
- Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add \$437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program (\$31 million) and the Safe Routes to Schools Creative Grant Program (\$2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add \$2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind \$1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance \$5.0 million for SFgo in the Climate Initiative Element, and \$13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide \$376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add \$34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from \$54 million to \$0 to accommodate this action and the advance of \$20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program \$1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining \$2.7 million for the small/ northbay county operators (with this advance, the entire \$31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect \$700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program \$7.6 million for specific STP/CMAQ projects for the Lifeline program; program \$3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add \$0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add \$50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 4

Attachment B to the resolution was revised on February 27, 2013 to redirect \$50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

This resolution was revised on May 22, 2013 to extend the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects and small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant projects. Attachment B to the resolution was also revised to reflect the following actions: Redirect \$180,000 from the City of Concord's Monument Blvd Corridor Shared Use Trail (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network (Phase 2) with no change in total funding; add the Eddy and Ellis Traffic Calming Lifeline project in San Francisco for \$1,175,105; modify the funding amounts between SamTrans' Caltrain Right-Of-Way payback commitment projects with no change in total funding; replace the Livermore plaza TLC project with the Livermore railroad depot restoration project with no change in total funding; deprogram the electric vehicle taxi climate initiative project for \$6,988,000 as a result of Better Place withdrawing from the project and retain \$988,000 for SFMTA's Electric Vehicles for Neighborhood Taxi Service project (a sub-element of the original project); and redirect: \$875,000 to extend the Dynamic Rideshare project; and redirect \$2,800,000 to increase the BAAQMD's bike sharing climate initiative project from \$4,291,000 to \$7,091,000.

Attachment B to the resolution was revised on September 25, 2013 to substitute the City of Oakland's Foothill Blvd. Streetscape Project with the Lakeside Green Streets Project.

Attachment B and Appendix A-1 to the resolution were revised on December 18, 2013 to change \$31 million from RTIP to CMAQ in the FPI program and to add a Sonoma US 101 FPI project and to update the funding amounts for the remaining FPI projects.

Attachment B was revised February 26, 2014 to reprogram Santa Clara's RTIP-TE funding from a lapsed project to two new projects in Santa Clara County, redirect \$3 million in Public Outreach Climate Initiatives Funding to the Spare the Air program and reduce funds for the Richmond Rail Connector Project.

Attachment B was revised March 26, 2014 to add \$2.7 million to the Clipper Program to Implement Phase III and make funding adjustments within the Freeway Performance Initiative Program by moving funds from the Marin US 101 component to the Solano I-80/ I-680/ SR 12 Interchange component.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

Attachment B was revised April 23, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs.

As referred by the Planning Committee, Attachment B was revised on May 28, 2014 to program remaining reserve in the TLC/Station Area Plans/PDA Planning Program, in companion with the programming of Cycle 2 PDA planning funds.

On July 23, 2014, Attachment B was revised to capture returned savings and unspent funding from various projects including the Richmond Rail Connector and Climate Initiatives EV strategies, and redirect funding from the Freeway Performance Initiatives (FPI) program which received funding from other sources, to the Golden Gate Bridge Suicide Deterrent Net.

On November 19, 2014, Attachment B was revised to replace Vacaville's Accessible Paths to Transit Project with its SRTS Infrastructure Improvements Project.

On December 17, 2014, Attachment B was revised to de-program \$988,000 from SFMTA's Electric Vehicles for Neighborhood Taxi project, and redirect these funds to public education and outreach within the Climate Initiatives program to help address the FY 2016-17 funding shortfall.

On January 28, 2015, Attachment B was revised to de-program \$1,446,802 from the city of San Jose's Innovative Bicycle Detection System to the San Jose TDM project. A total of \$53,198 has been expended and reimbursed by FHWA and therefore remains programmed on the Bicycle Detection project.

On May 27, 2015, Attachment B was revised to add Caltrans as a co-sponsor of the Doyle Drive/Presidio Parkway project and delete the city of San Jose's Innovative Bicycle Detection System program and redirect the remaining \$53,198 to the San Jose TDM project. The City of San Jose has repaid FHWA the \$53,198 in expended and reimbursed funds freeing up the funds for redirection to the San Jose TDM project. Attachment B was also revised to reduce the existing bicycle sharing projects from a total of \$9,816,000 to \$4,403,000 and redirect \$4,500,000 to Bicycle Sharing in Emerging Communities, and \$500,000 to San Mateo Bicycle/Pedestrian Improvements. The remaining \$413,000 will be determined at a later date.

On September 23, 2015, Attachment B was revised to reprogram \$400,000 for the Climate Initiatives Outreach Program from MTC to the Bay Area Air Quality Management District, and to revise the project scope for the I-80 Freeway Performance Initiative project.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 6

On May 25, 2016, Attachment B was revised to redirect \$358,500 from PDA Implementation Studies/Forums and \$1,390 in unprogrammed PDA planning funds within the Transportation for Livable Communities (TLC) program to ABAG PDA Planning and Implementation.

On July 27, 2016, Attachment B was revised to redirect \$548,388 in unobligated balances from San Francisco Department of Public Works' Folsom Street Streetscape project to the Second Street Complete Streets project within the County Transportation for Livable Communities program.

On December 21, 2016, Attachment B was revised to redirect \$3,583,000 to the I-880 Integrated Corridor Management project within the Incident Management program and redirect \$20,000 from MTC's Public Education Outreach, \$240,000 from MTC's Smart Driving Pilot Program, and \$13,000 in unprogrammed balances to MTC's Spare the Air Youth Program within the Climate Change Initiatives Program.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016 and December 14, 2016.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12)
Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and
Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL: \$22,697,000	\$0	\$22,697,000
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$14,817,000	\$0	\$14,817,000
I-880 Integrated Corridor Management	MTC	\$3,583,000	\$0	\$3,583,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS		TOTAL: \$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$51,485,000	\$64,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL: \$60,043,000	\$64,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B
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 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000		\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County				
<i>Specific projects TBD by CMAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	\$4,379,000	\$0	\$4,379,000
Bicycle-Sharing Program (Phase II)	BAAQMD/MTC	\$24,000	\$0	\$24,000
Bicycle Sharing in Emerging Communities	TBD	\$4,500,000	\$0	\$4,500,000
San Mateo Bicycle/Pedestrian Improvements	San Mateo (City)	\$500,000	\$0	\$500,000
Unprogrammed balance	Various	\$13,000	\$0	\$13,000
Cold-In-Place (CIP) Pavement Recycling	City of Napa	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL		\$47,623,000	\$376,000	\$47,999,000
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

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

MTC Resolution 3925

Project List***

Attachment B

December 21, 2016

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	\$82,224,000	\$376,000	\$82,600,000
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMAs</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkely Bay Trail (TE)	Bekeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin Couty	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL		\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)	TOTAL:	\$19,788,000	\$7,549,000	\$27,337,000

* NOTE: Regional Bicycle Program STP fund administered by County CMAs as part of the Block Grant Program.

Metropolitan Transportation Commission

T4 New Act First Cycle STP/CMAQ Project Selection Criteria and Programming Policy

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976

* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAs in 2010 RTIP

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *

TLC / Station Area Planning Implementation

ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110

Station Area Plans

Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000

Priority Development Area (PDA) Planning

Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
MTC PDA Planning Implementation	MTC	\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890	\$0	\$609,890
Smart Growth Technical Assistance Program	MTC	\$360,000	\$0	\$360,000

SUBTOTAL		\$9,005,000	\$0	\$9,005,000
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Transit Oriented Development (TOD)

SF Park Parking Pricing (<i>Transit Oriented Affordable Housing Exchange</i>)	SFMTA	\$10,000,000	\$0	\$10,000,000
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SUBTOTAL		\$10,000,000	\$0	\$10,000,000
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Regional Transportation for Livable Communities (TLC) Program

West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$2,024,000	\$0	\$2,024,000
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000

SUBTOTAL		\$42,012,000	\$0	\$42,012,000
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Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAs</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)	TOTAL:	\$87,273,000	\$0	\$87,273,000
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.				
7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL		\$6,000,000	\$0	\$6,000,000
Federal Aid Secondary (FAS) Commitment *				
<i>Specific projects TBD by Counties</i>				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B
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 Revised: 12/16/09-C
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 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
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 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL		\$15,013,000	\$0	\$15,013,000
Local Streets and Roads (LSR) Rehabilitation **				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Grazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL		\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)		TOTAL: \$101,802,000	\$0	\$101,802,000
* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county. The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share. ** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.				
8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterent	GGBH&TD	\$27,000,000	\$0	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys. Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTA	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	\$500,000	\$0	\$500,000
Small/Northbay Operators (Transit Payback Commitment)				
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$95,810,389	\$31,000,000	\$126,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL: \$95,810,389	\$31,000,000	\$126,810,389
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBHTD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
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 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL:	\$8,971,587	\$0
First Cycle Total		\$562,508,976	\$103,882,000	\$666,390,976

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** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.

The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

*** NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

**** NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

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

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C 05/22/13-C
09/25/13-C 11/20/13-C 12/18/13-C
01/22/14-C 02/26/14-C 03/26/14-C
04/23/14-C 05/28/14-C 06/25/14-C
07/23/14-C 09/24/14-C 12/17/14-C
03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 09/23/15-C 10/28/15-C
11/18/15-C 12/16/15-C 01/27/16-C
02/24/16-C 03/23/16-C 05/25/16-C
07/27/16-C 12/21/16-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs

assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

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

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

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

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

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

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

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

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment

project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue

Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, and December 14, 2016.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

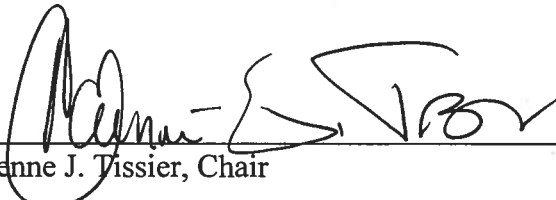
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Appendix A-1

May 17, 2012
Appendix A-1
MTC Resolution No. 4035
Page 1 of 1
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/17/14-C 12/21/16-C

Cycle 2 / OBAG 1 Regional and County Programs FY 2012-13 through FY 2016-17 December 2016

Cycle 2/OBAG 1 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total	FY 2016-17 *	5-Year Total
Regional Categories				
1	Regional Planning Activities	\$7	\$1.8	\$8
2	Regional Operations	\$96	\$9.9	\$105
3	Freeway Performance Initiative	\$96	\$3.2	\$99
4	Pavement Management Program	\$7	\$1.9	\$9
5	Priority Development Activities	\$40		\$40
6	Climate Initiatives	\$14	\$0.3	\$15
7	Safe Routes To School **	\$20	\$5.0	\$25
8	Transit Capital Rehabilitation	\$98		\$98
9	Transit Performance Initiative	\$82		\$82
10	Priority Conservation Area	\$10		\$10
Regional Program Total:		\$469	\$22	\$491
				60%

* FY 17 funding does not include \$1.488M redirected from deleted projects in Cycle 1 & 2,

** Safe Routes To School assigned to County CMAAs

One Bay Area Grant (OBAG 1) (millions \$ - rounded)		4-Year Total ***	FY 2016-17	5-Year Total
Counties				
1	Alameda	\$63	\$1.0	\$64
2	Contra Costa	\$45	\$0.8	\$46
3	Marin	\$10	\$0.7	\$11
4	Napa	\$6	\$0.7	\$7
5	San Francisco	\$38	\$0.8	\$39
6	San Mateo	\$26	\$0.7	\$27
7	Santa Clara	\$88	\$1.1	\$89
8	Solano	\$18	\$0.7	\$19
9	Sonoma	\$23	\$0.7	\$24
OBAG Total:**		\$320	\$7	\$327
				40%

*** 4-Year OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Cycle 2/OBAG 1 Total Total:*	\$789	\$29	\$819
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NOTE: Amounts may not total due to rounding

Appendix A-2

OBAG 1

Planning & Outreach

FY 2012-13 through FY 2016-17

December 2016

OBAG 1 - County CMA Planning

County	Agency	Cycle 2 / OBAG 1 County CMA Planning - Base					CMA-OBAG	SubTotal	2016-17 *	
		2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation		Supplemental	Total
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000	\$3,270,000	\$7,106,000	\$1,034,000	\$8,140,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000	\$1,214,000	\$4,250,000	\$818,000	\$5,068,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$418,000	\$3,091,000	\$720,000	\$3,811,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000	\$773,000	\$3,568,000	\$753,000	\$4,321,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$752,000	\$3,425,000	\$720,000	\$4,145,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000	\$1,754,000	\$6,000,000	\$1,145,000	\$7,145,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$333,000	\$3,006,000	\$720,000	\$3,726,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000	\$8,514,000	\$35,792,000	\$7,350,000	\$43,142,000

Regional Agency Planning

	Cycle 2 Regional Agency Planning - Base							2016-17 *	
Regional Agency	2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation	SubTotal	Supplemental	Total
ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
BCDC	\$320,000	\$330,000	\$340,000	\$276,000	\$1,266,000	\$0	\$1,266,000	\$260,000	\$1,526,000
MTC	\$638,000	\$658,000	\$678,000	\$774,000	\$2,748,000	\$0	\$2,748,000	\$820,000	\$3,568,000
Regional Agencies Total:	\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000	\$0	\$6,687,000	\$1,800,000	\$8,487,000

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* 3% escalation from FY 2015-16 Planning Base

\$42,479,000

\$51,629,000

**OBAG County Fund Distribution
FY 2012-13 through FY 2015-16
December 2016**

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	<u>\$64,099,000</u>	70/30	<u>\$44,869,000</u>	<u>\$19,230,000</u>
Contra Costa	<u>\$46,022,000</u>	70/30	<u>\$32,215,000</u>	<u>\$13,807,000</u>
Marin	<u>\$10,748,000</u>	50/50	<u>\$5,374,000</u>	<u>\$5,374,000</u>
Napa	<u>\$7,381,000</u>	50/50	<u>\$3,691,000</u>	<u>\$3,690,000</u>
San Francisco	<u>\$39,337,000</u>	70/30	<u>\$27,536,000</u>	<u>\$11,801,000</u>
San Mateo	<u>\$27,244,000</u>	70/30	<u>\$19,071,000</u>	<u>\$8,173,000</u>
Santa Clara	<u>\$89,271,000</u>	70/30	<u>\$62,490,000</u>	<u>\$26,781,000</u>
Solano	<u>\$19,489,000</u>	50/50	<u>\$9,745,000</u>	<u>\$9,744,000</u>
Sonoma	<u>\$23,759,000</u>	50/50	<u>\$11,880,000</u>	<u>\$11,879,000</u>
Total:	<u>\$327,350,000</u>		<u>\$216,871,000</u>	<u>\$110,479,000</u>

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OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

OBAG amounts revised December 16 to reflect supplemental FY 2016-17 funds added December 17, 2014 .

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:		\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC/SAFE	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO) TOTAL:		\$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$3,620,000	\$0	\$3,620,000
CC-I-80 San Pablo Dam Rd I/C (for BBF Commuter Parking Initiative)	CCTA	\$1,100,000	\$0	\$1,100,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$29,950,000		\$29,950,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW)	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:		\$65,308,000	\$34,000,000	\$99,308,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:		\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
SF Park Parking Pricing (Affordable Housing Jumpstart Program Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,382,103	\$0	\$3,382,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000

Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$40,000,000	\$0	\$40,000,000

6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Hayward Comprehensive Parking Mgmt Plan Implementation	Hayward	\$338,000	\$0	\$338,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		TOTAL: \$8,812,000	\$6,000,000	\$14,812,000
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMA's</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NVTA	\$105,000	\$0	\$105,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		TOTAL: \$25,000,000	\$0	\$25,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,091,162	\$0	\$4,091,162
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787	\$0	\$525,787
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$156,390	\$0	\$156,390
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
Specific TPI Incentive Program projects - TBD	TBD	\$162,331	\$0	\$162,331
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM		TOTAL: \$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,784,880	\$0	\$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$17,284,312	\$0	\$17,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000

OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$450,946,000	\$40,000,000	\$490,946,000
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Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

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07/27/16-C 12/21/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 December 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Emeryville - Hollis Street Preservation	Emeryville	\$100,000	\$0	\$100,000
Fremont Various Streets and Roads Preservation	Fremont	\$2,105,000	\$0	\$2,105,000
Fremont City Center Multi-Modal Imps	Fremont	\$5,855,000	\$0	\$5,855,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY	TOTAL:	\$60,373,000	\$3,726,000	\$64,099,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
CONTRA COSTA COUNTY	TOTAL:	\$43,638,000	\$2,384,000	\$46,022,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C

07/27/16-C 12/21/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 December 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>	TBD			
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY	TOTAL:	\$10,041,000	\$707,000	\$10,748,000
NAPA COUNTY				
<i>Specific projects TBD by Napa - NCTPA</i>	TBD			
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY	TOTAL:	\$6,950,000	\$431,000	\$7,381,000
SAN FRANCISCO COUNTY		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>				
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY	TOTAL:	\$37,427,000	\$1,910,000	\$39,337,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>				
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolyn Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C

07/27/16-C 12/21/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 December 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY	TOTAL:	\$25,253,000	\$1,991,000	\$27,244,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>				
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	\$0	\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Downtown San Jose Bike Lanes and De-Couplet	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$8,350,000	\$0	\$8,350,000
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$7,735,000	\$0	\$7,735,000
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,576,000	\$0	\$1,576,000
East & West Channel Multi-Use Trails	Sunnyvale	\$3,440,000	\$0	\$3,440,000
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$695,000	\$0	\$695,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C

07/27/16-C 12/21/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 December 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY	TOTAL:	\$84,921,000	\$4,350,000	\$89,271,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$584,000	\$0	\$584,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SSCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulati Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
SOLANO COUNTY	TOTAL:	\$18,348,000	\$1,141,000	\$19,489,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$250,000	\$0	\$250,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,460,000	\$0	\$2,460,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
SONOMA COUNTY	TOTAL:	\$22,363,000	\$1,396,000	\$23,759,000
Cycle 2 Total	TOTAL:	\$309,314,000	\$18,036,000	\$327,350,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing[tmp-4035_Attach_B-2_12-21-16.xlsx]Attach B-2 12-21-16

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C

ABSTRACT

Resolution No. 4202

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – Project Selection Criteria and Programming Policy
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

\$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, and December 14, 2016.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C

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 - 2	Regionwide	MTC	<u>\$1,417,000</u>
SMART Multi-Use Pathway - 2nd to Andersen (from WETA RM2)	Marin	SMART	\$1,000,000
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	<u>\$37,215,000</u>
Rideshare			
<u>Rideshare Programs TBD</u>	Regionwide	MTC	\$10,000,000
<u>Rideshare Implementation</u>	Regionwide	MTC	\$720,000
<u>Carpool Program</u>	Regionwide	MTC	\$7,280,000
<u>Vanpool Program</u>	Regionwide	MTC	\$2,000,000
<u>Commuter Benefits Implementation</u>	Regionwide	MTC	\$674,000
<u>Commuter Benefits Program</u>	Regionwide	MTC	\$1,111,000
Bay Bridge Forward			
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	<u>\$2,500,000</u>
<u>Casual Carpool in San Francisco and along I-80</u>	SF/Alameda	MTC	\$1,000,000
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Columbus Day Initiative (CDI)			
Freeway Performance	Regionwide	MTC	<u>\$43,000,000</u>
<u>US 101/Marin Sonoma Narrows B2 Phase 2</u>	Sonoma	SCTA	\$1,000,000
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System			
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$177,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	Various	BART	<u>\$110,000,000</u>
<u>GGB Suicide Deterrent (BART Car Exchange)</u>	SF/Marin	GGBH&TD	\$40,000,000
Clipper	Regionwide	MTC	<u>\$7,000,000</u>
<i>Unprogrammed Balance</i>			<u>\$32,283,000</u>
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<i>Local Northbay PCA Program</i>			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 * STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
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:	\$475,905,000

*NOTE: Does not include \$583,000 balance remaining from WETA RM2 Exchange, available for reprogramming at a later date

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
December 2016

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		
ALAMEDA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda County	\$1,779,000
Alameda County Safe Routes To School (SRTS) Program	ACTC/Various	\$5,340,000
Alameda County Safe Routes To School - Supplemental	ACTC	\$650,000
TBD	TBD	\$63,397,000
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	CCTA	\$4,343,000
Federal Aid Secondary (FAS)	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	CCTA/Various	\$4,088,000
TBD	TBD	\$46,362,000
CONTRA COSTA COUNTY	TOTAL:	\$56,136,000
MARIN COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin County	\$838,000
Safe Routes To School (SRTS)	TAM/Various	\$864,000
TBD	TBD	\$5,346,000
MARIN COUNTY	TOTAL:	\$10,870,000
NAPA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	NCTPA	\$3,822,000
Federal Aid Secondary (FAS)	Napa County	\$1,189,000
Safe Routes To School (SRTS)	NCTPA/Various	\$515,000
TBD	TBD	\$2,624,000
NAPA COUNTY	TOTAL:	\$8,150,000
SAN FRANCISCO COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	SFCTA	\$3,998,000
Safe Routes To School (SRTS)	SFCTA/Various	\$1,797,000
TBD	TBD	\$42,388,000
SAN FRANCISCO COUNTY	TOTAL:	\$48,183,000
SAN MATEO COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo County	\$892,000
Safe Routes To School (SRTS)	CCAG/Various	\$2,394,000
TBD	TBD	\$25,437,000
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara County	\$1,701,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
December 2016

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		
Safe Routes To School (SRTS)	VTA/Various	\$6,878,000
TBD	TBD	\$89,416,000
SANTA CLARA COUNTY	TOTAL:	\$104,073,000
SOLANO COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano County	\$1,506,000
Safe Routes To School (SRTS)	STA/Various	\$1,469,000
TBD	TBD	\$14,380,000
SOLANO COUNTY	TOTAL:	\$21,177,000
SONOMA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)	SCTA/Various	\$1,655,000
TBD	TBD	\$18,982,000
SONOMA COUNTY	TOTAL:	\$27,723,000
OBAG 2 COUNTY PROGRAMS	TOTAL:	\$385,512,000

Metropolitan Transportation Commission Programming and Allocations Committee

December 14, 2016

Agenda Item 4a

MTC Resolutions No. 3925, Revised, 4035, Revised, and 4202, Revised

Subject: Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant 1 (OBAG 1), and One Bay Area Grant 2 (OBAG 2) programs.

Background: The Cycle 1, OBAG 1, and OBAG 2 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2009-10 through FY2021-22.

This month, staff recommends the following changes to regional projects and programs, as outlined in the Attachment B of each resolution:

- From an unprogrammed OBAG 2 balance,¹ program \$1 million to the Sonoma Marin Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael.
- From the same unprogrammed balance and from OBAG 2 Regional Operations funds, program \$1 million to the Sonoma County Transportation Authority (SCTA) US 101/Marin Sonoma Narrows (MSN) Segment B2 Phase 2 project.
- Program \$3.6 million from the OBAG 1 Freeway Performance Initiative to support activities related to the Bay Bridge Forward Commuter Parking Initiative. **Attachment 2** provides the revised project details for the Bay Bridge Forward suite of projects.
- Direct \$1.1 million in OBAG 1 FPI funds to the Contra Costa Transportation Authority (CCTA) State Route (SR) 4 Operational Improvements project. This programming action is contingent upon approval of the exchange agreement under Agenda Item 2.b.
- Consistent with the Administration Committee's June 2016 commitment, program \$2.7 million in Cycle 1, OBAG 1, and OBAG 2 to extend the Spare the Air Youth program through FY2021-22. **Attachment 1** provides additional detail on the funding plan.
- Transfer \$100,000 from Bay Conservation Development Commission (BCDC) to MTC within the Regional Planning Activities program.
- Transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the Priority Conservation Area program.
- Transfer \$14,000 from MTC's OBAG 1 Regional Performance Initiative Corridor Implementation to Caltrans within the MTC Ramp

¹ In September 2016, the Commission approved an allocation of RM2 funds to the Water Emergency Transportation Authority (WETA), freeing up \$2.5 million in OBAG 2 funds previously programmed to WETA for increased ferry service. Pending approval of this item, the unprogrammed balance within OBAG 2 will be reduced to approximately \$600,000.

Metering and Traffic Operations System (TOS) program of the Freeway Performance Initiative to reflect actual obligations.

- Redirect approximately \$3.6 million to the I-880 Integrated Corridor Management (ICM) project within the Cycle 1 Incident Management (IM) program, revise the name of the OBAG 1 Incident Management program to clarify that the program is focused on I-880 ICM, and direct \$383,000 in program savings for future use.
- Divide MTC's Regional Rideshare program into three subcomponents totaling \$10 million in OBAG 2 funds, and direct \$1.8 million from 511 Next Generation to the commuter benefits program.

Staff also proposes the following changes to the county programs and resolution appendices and attachments:

- Within Alameda County, direct roughly \$6 million to the Alameda County Safe Routes to School program, and transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue Complete Streets project.
- Revise the program amounts provided in Resolution 4035, Revised, Appendix A-1 and A-2 to reflect programming actions previously taken by the Commission and to reflect the proposed action regarding repurposing the TOAH funds included in Agenda Item 3c.

Issues:

The programming action proposed in this item is contingent upon Commission approval of the funding exchange agreement with CCTA in Agenda Item 2.b, the RM2 Program Amendments and Allocation in Agenda Items 3a.i and 3a.ii, and the action to repurpose TOAH funds in Agenda Item 3c.

The programming of \$1 million to SCTA for the US 101/Marin Sonoma Narrows Segment B2 Phase 2 project in this action is contingent upon federal approval to direct \$15 million in repurposed earmarks to the project.

Recommendation: Refer MTC Resolutions No. 3925, Revised, 4035, Revised, and 4202, Revised to the Commission for approval.

Attachments:

Attachment 1 – Spare the Air Youth funding plan
Attachment 2 – Bay Bridge Forward project details
MTC Resolution No. 3925, Revised, Attachment B
MTC Resolution No. 4035, Revised, Attachments B-1 and B-2,
Appendices A-1, A-2, and A-4
MTC Resolution No. 4202, Revised, Attachments B-1 and B-2

Spare the Air Youth

OBAG 2 Program Details

Spare the Air Youth Program Details		
Programs	Annual Amount	FY18-22 Amount
Bay Area BikeMobile <i>Local Motion</i>	\$240,000 per year: <ul style="list-style-type: none"> • 180 visits, about 20 per county 	\$1,200,000
Family Biking Workshops <i>San Francisco Bicycle Coalition with Bike East Bay, Marin County Bicycle Coalition, Napa County Bicycle Coalition, Silicon Valley Bicycle Coalition and Sonoma County Bicycle Coalition</i>	\$95,000 per year: <ul style="list-style-type: none"> • 38 workshops, 4-10 per bicycle coalition 	\$475,000
ECO₂School (High School Safe Routes to School) <i>Center for Climate Protection with Silicon Valley Bicycle Coalition and new partners TBD</i>	\$115,000 per year: <ul style="list-style-type: none"> • Regional program coordination & strategic planning <ul style="list-style-type: none"> ○ Sonoma County ○ Santa Clara County ○ 2 new partners, TBD 	\$575,000
Regional Coordination and Implementation	\$42,600 a year: <ul style="list-style-type: none"> • Grantee contract administration • TAC meeting coordination • YES Conference support • Spare the Air Youth website administration 	\$213,000
Total:		\$492,600
		\$2,463,000

Spare the Air Youth Funding Plan	
FY2016-17 <i>One year extension; approved at June 2016 Administration Committee</i>	\$315,000 <ul style="list-style-type: none"> • \$315,000 from STP/CMAQ Cycle 1 <ul style="list-style-type: none"> \$250,000 balance on Spare the Air Youth contract \$65,000 from SMART Driving balance
FY2017-18 through FY2021-22 <i>Program continuation through OBAG 2</i>	\$2,463,000 <ul style="list-style-type: none"> • \$208,000 from STP/CMAQ Cycle 1 <ul style="list-style-type: none"> \$20,00 balance from Climate Initiatives outreach \$175,000 from SMART Driving balance \$13,000 in unprogrammed balances • \$838,000 from OBAG 1 <ul style="list-style-type: none"> \$500,000 from MTC/SAFE Incident Management \$338,000 Returned Parking Pilot Program funds • \$1,417,000 OBAG 2 programming

Bay Bridge Forward: Proposed Project Details & Timeline

12/1/2016

#	Near-Term Improvement	Cost in millions	Fund Source				Schedule	
			OBAG 2 FAST	Bridge Tolls	OBAG 1 TPI	Other Local	Start	Finish
1	West Grand HOV/Bus Only Lane Convert shoulder on West Grand Ave. on-ramp to Bus/HOV only lane	\$7.5		\$6.0		\$1.5	2016	2018
2	Bryant/Sterling St Managed Lanes A. Pilot <u>Dedicated CHP Enforcement/Vehicle Occupancy Detection</u> Technology at Bryant/Sterling and other pilot locations B. <u>Support planned HOV lanes to bridge</u> C. Convert HOV <u>ramp</u> to express lane <u>to manage violations and person throughput</u>	\$9.0		\$9.0			2016	2020
3	Casual Carpool Establish <u>and improve</u> casual carpooling pick-up locations at key locations in San Francisco and along I-80 in East Bay	\$1.0		\$1.0			2016	2017
4	Integrated Bridge Corridor Integrate and optimize traffic management systems at bridge approaches	\$3.0		\$3.0			2016	2018
5	Higher Capacity Bus Fleets/Increased Service Frequencies AC Transit: Purchase double-decker buses, retrofit buses and increase frequencies for most productive Transbay express bus routes	\$10.2	\$1.2		\$9.0		2016	2018
	Higher Capacity Bus Fleets – WestCat Purchase double-decker buses for most productive Transbay express bus routes	\$2.0	\$2.0				2016	2018
6	Pilot Express Bus Routes Pilot new AC Transit Transbay routes to serve high demand inner East Bay markets	\$0.8	\$0.8				2018	2019
7	Transit Signal Priority Add Transit Signal Priority to West Grand Ave	\$1.0			\$1.0		2017	2018
8	Commuter Parking* Establish commuter parking in East Bay, <u>including parking management technologies</u> , to encourage carpool and express bus ridership	\$5.6	\$2.5	\$1.0		\$2.1	2016	2018
9	Ferry Service Enhancement Pilot Pilot increased Alameda, Oakland and Vallejo services	\$2.5		\$2.5			2016	2017
10	Flexible On-Demand Transit Provide on-demand transit services between East Bay and San Francisco, including supportive transportation demand management strategies	\$1.0		\$1.0			2016	2020
11	Shared Mobility Zero-dollar partnerships with shared mobility providers to direct carpool/transit services in bridge corridor	\$0.0					2017	2020
Total		\$43.6	\$6.5	\$23.5	\$10.0	\$3.6		

*\$1.1 million in Measure J funds is contingent upon approval of fund exchange with CCTA (pending). Project funding shown does not include \$3.6 million in related access improvements proposed for funding through the OBAG 1 Freeway Performance Initiative (pending).

Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C 09/22/10-C
10/27/10-C 02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C
01/28/15-C 05/27/15-C 09/23/15-C
05/25/16-C 07/27/16-C 12/21/16-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

- Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies
- Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add \$437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program (\$31 million) and the Safe Routes to Schools Creative Grant Program (\$2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add \$2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind \$1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance \$5.0 million for SFgo in the Climate Initiative Element, and \$13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide \$376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The

ABSTRACT

MTC Resolution No. 3925, Revised

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latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add \$34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from \$54 million to \$0 to accommodate this action and the advance of \$20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program \$1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining \$2.7 million for the small/ northbay county operators (with this advance, the entire \$31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect \$700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program \$7.6 million for specific STP/CMAQ projects for the Lifeline program; program \$3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add \$0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add \$50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

ABSTRACT

MTC Resolution No. 3925, Revised

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Attachment B to the resolution was revised on February 27, 2013 to redirect \$50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

This resolution was revised on May 22, 2013 to extend the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects and small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant projects. Attachment B to the resolution was also revised to reflect the following actions: Redirect \$180,000 from the City of Concord's Monument Blvd Corridor Shared Use Trail (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network (Phase 2) with no change in total funding; add the Eddy and Ellis Traffic Calming Lifeline project in San Francisco for \$1,175,105; modify the funding amounts between SamTrans' Caltrain Right-Of-Way payback commitment projects with no change in total funding; replace the Livermore plaza TLC project with the Livermore railroad depot restoration project with no change in total funding; deprogram the electric vehicle taxi climate initiative project for \$6,988,000 as a result of Better Place withdrawing from the project and retain \$988,000 for SFMTA's Electric Vehicles for Neighborhood Taxi Service project (a sub-element of the original project); and redirect: \$875,000 to extend the Dynamic Rideshare project; and redirect \$2,800,000 to increase the BAAQMD's bike sharing climate initiative project from \$4,291,000 to \$7,091,000.

Attachment B to the resolution was revised on September 25, 2013 to substitute the City of Oakland's Foothill Blvd. Streetscape Project with the Lakeside Green Streets Project.

Attachment B and Appendix A-1 to the resolution were revised on December 18, 2013 to change \$31 million from RTIP to CMAQ in the FPI program and to add a Sonoma US 101 FPI project and to update the funding amounts for the remaining FPI projects.

Attachment B was revised February 26, 2014 to reprogram Santa Clara's RTIP-TE funding from a lapsed project to two new projects in Santa Clara County, redirect \$3 million in Public Outreach Climate Initiatives Funding to the Spare the Air program and reduce funds for the Richmond Rail Connector Project.

Attachment B was revised March 26, 2014 to add \$2.7 million to the Clipper Program to Implement Phase III and make funding adjustments within the Freeway Performance Initiative Program by moving funds from the Marin US 101 component to the Solano I-80/ I-680/ SR 12 Interchange component.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

Attachment B was revised April 23, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs.

As referred by the Planning Committee, Attachment B was revised on May 28, 2014 to program remaining reserve in the TLC/Station Area Plans/PDA Planning Program, in companion with the programming of Cycle 2 PDA planning funds.

On July 23, 2014, Attachment B was revised to capture returned savings and unspent funding from various projects including the Richmond Rail Connector and Climate Initiatives EV strategies, and redirect funding from the Freeway Performance Initiatives (FPI) program which received funding from other sources, to the Golden Gate Bridge Suicide Deterrent Net.

On November 19, 2014, Attachment B was revised to replace Vacaville's Accessible Paths to Transit Project with its SRTS Infrastructure Improvements Project.

On December 17, 2014, Attachment B was revised to de-program \$988,000 from SFMTA's Electric Vehicles for Neighborhood Taxi project, and redirect these funds to public education and outreach within the Climate Initiatives program to help address the FY 2016-17 funding shortfall.

On January 28, 2015, Attachment B was revised to de-program \$1,446,802 from the city of San Jose's Innovative Bicycle Detection System to the San Jose TDM project. A total of \$53,198 has been expended and reimbursed by FHWA and therefore remains programmed on the Bicycle Detection project.

On May 27, 2015, Attachment B was revised to add Caltrans as a co-sponsor of the Doyle Drive/Presidio Parkway project and delete the city of San Jose's Innovative Bicycle Detection System program and redirect the remaining \$53,198 to the San Jose TDM project. The City of San Jose has repaid FHWA the \$53,198 in expended and reimbursed funds freeing up the funds for redirection to the San Jose TDM project. Attachment B was also revised to reduce the existing bicycle sharing projects from a total of \$9,816,000 to \$4,403,000 and redirect \$4,500,000 to Bicycle Sharing in Emerging Communities, and \$500,000 to San Mateo Bicycle/Pedestrian Improvements. The remaining \$413,000 will be determined at a later date.

On September 23, 2015, Attachment B was revised to reprogram \$400,000 for the Climate Initiatives Outreach Program from MTC to the Bay Area Air Quality Management District, and to revise the project scope for the I-80 Freeway Performance Initiative project.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 6

On May 25, 2016, Attachment B was revised to redirect \$358,500 from PDA Implementation Studies/Forums and \$1,390 in unprogrammed PDA planning funds within the Transportation for Livable Communities (TLC) program to ABAG PDA Planning and Implementation.

On July 27, 2016, Attachment B was revised to redirect \$548,388 in unobligated balances from San Francisco Department of Public Works' Folsom Street Streetscape project to the Second Street Complete Streets project within the County Transportation for Livable Communities program.

On December 21, 2016, Attachment B was revised to redirect \$3,583,000 to the I-880 Integrated Corridor Management project within the Incident Management program and redirect \$20,000 from MTC's Public Education Outreach, \$240,000 from MTC's Smart Driving Pilot Program, and \$13,000 in unprogrammed balances to MTC's Spare the Air Youth Program within the Climate Change Initiatives Program.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016 and December 14, 2016.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12)
Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and
Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

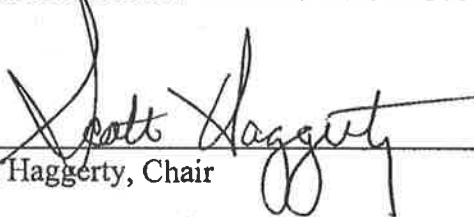
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	\$22,697,000	\$0	\$22,697,000
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$14,817,000	\$0	\$14,817,000
I-880 Integrated Corridor Management	MTC	\$3,583,000	\$0	\$3,583,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS	TOTAL:	\$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$51,485,000	\$64,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$60,043,000	\$64,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION T4 New Federal Act FIRST CYCLE Programming STP/CMAQ/TE/RTIP/CMIA Funding ** MTC Resolution 3925 Project List*** Attachment B December 21, 2016

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000	\$0	\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Veneta Valley School SR25 Imps (Green Ways to School Through Social Networking)	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County				
<i>Specific projects TBD by CMAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR25)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	\$4,379,000	\$0	\$4,379,000
Bicycle-Sharing Program (Phase II)	BAAQMD/MTC	\$24,000	\$0	\$24,000
Bicycle Sharing in Emerging Communities	TBD	\$4,500,000	\$0	\$4,500,000
San Mateo Bicycle/Pedestrian Improvements	San Mateo (City)	\$500,000	\$0	\$500,000
Unprogrammed balance	Various	\$13,000	\$0	\$13,000
Cold-In-Place (CIP) Pavement Recycling	City of Napa	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

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

MTC Resolution 3925

Project List***

Attachment B

December 21, 2016

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

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

03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C

10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C

04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C

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

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

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

05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL		\$47,623,000	\$376,000	\$47,999,000
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	\$82,224,000	\$376,000	\$82,600,000
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMAAs</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkely Bay Trail (TE)	Bekeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin Couty	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
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Project List***
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December 21, 2016

MTC Resolution No. 3925, Attachment B
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 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
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 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL		\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)		TOTAL: \$19,788,000	\$7,549,000	\$27,337,000
* NOTE: Regional Bicycle Program STP fund administered by County CMAAs as part of the Block Grant Program.				
* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAAs in 2010 RTIP				
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
MTC PDA Planning Implementation	MTC	\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890	\$0	\$609,890
Smart Growth Technical Assistance Program	MTC	\$360,000	\$0	\$360,000
SUBTOTAL		\$9,005,000	\$0	\$9,005,000
Transit Oriented Development (TOD)				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$2,024,000	\$0	\$2,024,000
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL		\$42,012,000	\$0	\$42,012,000
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAs</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)		TOTAL: \$87,273,000	\$0	\$87,273,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION T4 New Federal Act FIRST CYCLE Programming STP/CMAQ/TE/RTIP/CMIA Funding ** MTC Resolution 3925 Project List*** Attachment B December 21, 2016

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
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04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976

* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.

7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL		\$6,000,000	\$0	\$6,000,000
Federal Aid Secondary (FAS) Commitment *				
<i>Specific projects TBD by Counties</i>				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL		\$15,013,000	\$0	\$15,013,000
Local Streets and Roads (LSR) Rehabilitation **				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 21, 2016

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
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 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

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

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

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

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

8. REGIONAL STRATEGIC INVESTMENTS (RSI)

Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterent	GGBH&TD	\$27,000,000	\$0	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys. Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTA	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	\$500,000	\$0	\$500,000
Small/Northbay Operators (Transit Payback Commitment)	Various			

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
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December 21, 2016

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 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$562,508,976	\$103,882,000	\$666,390,976
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$95,810,389	\$31,000,000	\$126,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL: \$95,810,389	\$31,000,000	\$126,810,389
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBHTD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL: \$8,971,587	\$0	\$8,971,587
First Cycle Total		\$562,508,976	\$103,882,000	\$666,390,976

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**** NOTE:** Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.

The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

***** NOTE:** All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

****** NOTE:** Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

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

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C 05/22/13-C
09/25/13-C 11/20/13-C 12/18/13-C
01/22/14-C 02/26/14-C 03/26/14-C
04/23/14-C 05/28/14-C 06/25/14-C
07/23/14-C 09/24/14-C 12/17/14-C
03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 09/23/15-C 10/28/15-C
11/18/15-C 12/16/15-C 01/27/16-C
02/24/16-C 03/23/16-C 05/25/16-C
07/27/16-C 12/21/16-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs

assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

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

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

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

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

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

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

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

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment

project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue

Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, and December 14, 2016.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

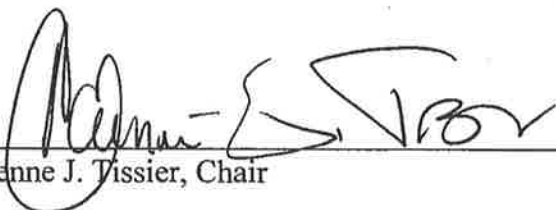
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Appendix A-1

May 17, 2012
Appendix A-1
MTC Resolution No. 4035
Page 1 of 1
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/17/14-C 12/21/16-C

Cycle 2 / OBAG 1

Regional and County Programs

FY 2012-13 through FY 2016-17

December 2016

Cycle 2/OBAG 1 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total	FY 2016-17 *	5-Year Total
Regional Categories				
1	Regional Planning Activities	\$7	\$1.8	\$8
2	Regional Operations	\$96	\$9.9	<u>\$105</u>
3	Freeway Performance Initiative	\$96	\$3.2	\$99
4	Pavement Management Program	\$7	\$1.9	\$9
5	Priority Development Activities	\$40		\$40
6	Climate Initiatives	<u>\$14</u>	\$0.3	<u>\$15</u>
7	Safe Routes To School **	\$20	<u>\$5.0</u>	<u>\$25</u>
8	Transit Capital Rehabilitation	<u>\$98</u>		<u>\$98</u>
9	Transit Performance Initiative	<u>\$82</u>		<u>\$82</u>
10	Priority Conservation Area	\$10		\$10
Regional Program Total:		\$469	\$22	\$491
				60%

* FY 17 funding does not include \$1.488M redirected from deleted projects in Cycle 1 & 2,

** Safe Routes To School assigned to County CMA's

One Bay Area Grant (OBAG 1) (millions \$ - rounded)		4-Year Total ***	FY 2016-17	5-Year Total
Counties				
1	Alameda	\$63	\$1.0	\$64
2	Contra Costa	\$45	\$0.8	\$46
3	Marin	\$10	\$0.7	\$11
4	Napa	\$6	\$0.7	\$7
5	San Francisco	\$38	\$0.8	\$39
6	San Mateo	\$26	\$0.7	\$27
7	Santa Clara	\$88	\$1.1	\$89
8	Solano	\$18	\$0.7	\$19
9	Sonoma	\$23	\$0.7	\$24
OBAG Total:**		\$320	\$7	\$327
				40%

*** 4-Year OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Cycle 2/OBAG 1 Total Total:*	\$789	\$29	\$819
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NOTE: Amounts may not total due to rounding

Appendix A-2

OBAG 1 Planning & Outreach FY 2012-13 through FY 2016-17 December 2016

OBAG 1 - County CMA Planning

County	Agency	Cycle 2 / OBAG 1 County CMA Planning - Base					CMA-OBAG Augmentation	SubTotal	2016-17 * Supplemental	Total
		2012-13	2013-14	2014-15	2015-16	2016-17				
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000	\$3,270,000	\$7,106,000	\$1,034,000	\$8,140,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000	\$1,214,000	\$4,250,000	\$818,000	\$5,068,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$418,000	\$3,091,000	\$720,000	\$3,811,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000	\$773,000	\$3,568,000	\$753,000	\$4,321,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$752,000	\$3,425,000	\$720,000	\$4,145,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000	\$1,754,000	\$6,000,000	\$1,145,000	\$7,145,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$333,000	\$3,006,000	\$720,000	\$3,726,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000	\$8,514,000	\$35,792,000	\$7,350,000	\$43,142,000

Regional Agency Planning

Regional Agency	Cycle 2 Regional Agency Planning - Base					Augmentation	SubTotal	2016-17 * Supplemental	Total
	2012-13	2013-14	2014-15	2015-16	2016-17				
ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
BCDC	\$320,000	\$330,000	\$340,000	\$276,000	\$1,266,000	\$0	\$1,266,000	\$260,000	\$1,526,000
MTC	\$638,000	\$658,000	\$678,000	\$774,000	\$2,748,000	\$0	\$2,748,000	\$820,000	\$3,568,000
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$0	\$6,687,000	\$1,800,000	\$8,487,000

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* 3% escalation from FY 2015-16 Planning Base

\$42,479,000

\$51,629,000

**OBAG County Fund Distribution
FY 2012-13 through FY 2015-16
December 2016**

May 17, 2012
Appendix A-4
MTC Resolution No. 4035
Page 1 of 1
Revised: 10/24/12-C
12/21/16-C

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	<u>\$64,099,000</u>	70/30	<u>\$44,869,000</u>	<u>\$19,230,000</u>
Contra Costa	<u>\$46,022,000</u>	70/30	<u>\$32,215,000</u>	<u>\$13,807,000</u>
Marin	<u>\$10,748,000</u>	50/50	<u>\$5,374,000</u>	<u>\$5,374,000</u>
Napa	<u>\$7,381,000</u>	50/50	<u>\$3,691,000</u>	<u>\$3,690,000</u>
San Francisco	<u>\$39,337,000</u>	70/30	<u>\$27,536,000</u>	<u>\$11,801,000</u>
San Mateo	<u>\$27,244,000</u>	70/30	<u>\$19,071,000</u>	<u>\$8,173,000</u>
Santa Clara	<u>\$89,271,000</u>	70/30	<u>\$62,490,000</u>	<u>\$26,781,000</u>
Solano	<u>\$19,489,000</u>	50/50	<u>\$9,745,000</u>	<u>\$9,744,000</u>
Sonoma	<u>\$23,759,000</u>	50/50	<u>\$11,880,000</u>	<u>\$11,879,000</u>
Total:	<u>\$327,350,000</u>		<u>\$216,871,000</u>	<u>\$110,479,000</u>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\tmp-4035_Appendices to Att-A.xlsx]A-4 OBAG PDA

OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

OBAG amounts revised December 16 to reflect supplemental FY 2016-17 funds added December 17, 2014 .

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:		\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC/SAFE	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO) TOTAL:		\$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$3,620,000	\$0	\$3,620,000
CC-I-80 San Pablo Dam Rd I/C (for BBF Commuter Parking Initiative)	CCTA	\$1,100,000	\$0	\$1,100,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$29,950,000	\$0	\$29,950,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW)	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:		\$65,308,000	\$34,000,000	\$99,308,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:		\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
SF Park Parking Pricing (Affordable Housing Jumpstart Program Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,382,103	\$0	\$3,382,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000

Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railway and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL:	\$40,000,000	\$0
			\$0	\$40,000,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
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01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Hayward Comprehensive Parking Mgmt Plan Implementation	Hayward	\$338,000	\$0	\$338,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		TOTAL: \$8,812,000	\$6,000,000	\$14,812,000
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAs</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NVTA	\$105,000	\$0	\$105,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		TOTAL: \$25,000,000	\$0	\$25,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763

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

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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,091,162	\$0	\$4,091,162
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787	\$0	\$525,787
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$156,390	\$0	\$156,390
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
Specific TPI Incentive Program projects - TBD	TBD	\$162,331	\$0	\$162,331
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM		TOTAL: \$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,784,880	\$0	\$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$17,284,312	\$0	\$17,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000
10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$450,946,000	\$40,000,000	\$490,946,000

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Attachment B-2

OBAG 1 County Program FY 2012-13 through FY 2016-17 December 2016

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C 12/21/16-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Emeryville - Hollis Street Preservation	Emeryville	\$100,000	\$0	\$100,000
Fremont Various Streets and Roads Preservation	Fremont	\$2,105,000	\$0	\$2,105,000
Fremont City Center Multi-Modal Imps	Fremont	\$5,855,000	\$0	\$5,855,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY TOTAL:		\$60,373,000	\$3,726,000	\$64,099,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	TBD	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C

07/27/16-C 12/21/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 December 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
CONTRA COSTA COUNTY TOTAL:		\$43,638,000	\$2,384,000	\$46,022,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>				
CMA Base Planning Activities - Marin	TBD			
CMA Planning Activities Augmentation - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$418,000	\$0	\$418,000
Central Marin Ferry Bike/Ped Connection	TAM	\$720,000	\$0	\$720,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	TAM	\$1,500,000	\$0	\$1,500,000
San Rafael Various Streets and Roads Preservation	Ross	\$274,000	\$0	\$274,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$457,000	\$0	\$457,000
Fairfax Parkade Circulation and Safety Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
North Civic Center Bicycle and Pedestrian Imps	Fairfax	\$0	\$300,000	\$300,000
Donahue Street Preservation	Marin County	\$243,000	\$407,000	\$650,000
DeLong Ave. and Ignacio Blvd Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY TOTAL:		\$10,041,000	\$707,000	\$10,748,000
NAPA COUNTY				
<i>Specific projects TBD by Napa - NCTPA</i>				
CMA Base Planning Activities - Napa	TBD			
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
Napa City North/South Bike Connection	NCTPA	\$720,000	\$0	\$720,000
California Boulevard Roundabouts	Napa (City)	\$300,000	\$0	\$300,000
Silverado Trail Phase "H" Preservation	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY TOTAL:		\$6,950,000	\$431,000	\$7,381,000
SAN FRANCISCO COUNTY		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>				
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY TOTAL:		\$37,427,000	\$1,910,000	\$39,337,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>				
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C

07/27/16-C 12/21/16-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 December 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY	TOTAL:	\$25,253,000	\$1,991,000	\$27,244,000

SANTA CLARA COUNTY

Specific projects TBD by Santa Clara CMA

CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	\$0	\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Downtown San Jose Bike Lanes and De-Couplet	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$8,350,000	\$0	\$8,350,000
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$7,735,000	\$0	\$7,735,000
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

Attachment B-2

OBAG 1 County Program FY 2012-13 through FY 2016-17 December 2016

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C 12/21/16-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,576,000	\$0	\$1,576,000
East & West Channel Multi-Use Trails	Sunnyvale	\$3,440,000	\$0	\$3,440,000
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$695,000	\$0	\$695,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY TOTAL:		\$84,921,000	\$4,350,000	\$89,271,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$584,000	\$0	\$584,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SNCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulati Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
SOLANO COUNTY TOTAL:		\$18,348,000	\$1,141,000	\$19,489,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$250,000	\$0	\$250,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,460,000	\$0	\$2,460,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 December 2016

12/19/12-C 01/23/13-C 05/22/13-C

09/25/13-C 11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C 09/24/14-C

12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C

07/27/16-C 12/21/16-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
TOTAL:		\$22,363,000	\$1,396,000	\$23,759,000
Cycle 2 Total		TOTAL: \$309,314,000	\$18,036,000	\$327,350,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing\[tmp-4035_Attach_B-2_12-21-16.xlsx]Attach B-2 12-21-16

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C

ABSTRACT

Resolution No. 4202

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – Project Selection Criteria and Programming Policy
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

\$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, and December 14, 2016.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Criteria and Programming Policy" for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C

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 - 2	Regionwide	MTC	\$1,417,000
<u>SMART Multi-Use Pathway - 2nd to Andersen (from WETA RM2)</u>	<u>Marin</u>	<u>SMART</u>	<u>\$1,000,000</u>
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	\$37,215,000
Rideshare			
<u>Rideshare Programs TBD</u>	<u>Regionwide</u>	<u>MTC</u>	<u>\$10,000,000</u>
<u>Rideshare Implementation</u>	<u>Regionwide</u>	<u>MTC</u>	<u>\$720,000</u>
<u>Carpool Program</u>	<u>Regionwide</u>	<u>MTC</u>	<u>\$7,280,000</u>
<u>Vanpool Program</u>	<u>Regionwide</u>	<u>MTC</u>	<u>\$2,000,000</u>
<u>Commuter Benefits Implementation</u>	<u>Regionwide</u>	<u>MTC</u>	<u>\$674,000</u>
<u>Commuter Benefits Program</u>	<u>Regionwide</u>	<u>MTC</u>	<u>\$1,111,000</u>
Bay Bridge Forward			
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	\$2,500,000
<u>Casual Carpool in San Francisco and along I-80</u>	<u>SF/Alameda</u>	<u>MTC</u>	<u>\$1,000,000</u>
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Columbus Day Initiative (CDI)			
Freeway Performance	Regionwide	MTC	\$43,000,000
<u>US 101/Marin Sonoma Narrows B2 Phase 2</u>	<u>Sonoma</u>	<u>SCTA</u>	<u>\$1,000,000</u>
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System			
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$177,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	Various	BART	\$110,000,000
<u>GGB Suicide Deterrent (BART Car Exchange)</u>	<u>SF/Marin</u>	<u>GGBH&TD</u>	<u>\$40,000,000</u>
Clipper	Regionwide	MTC	\$7,000,000
<u>Unprogrammed Balance</u>			<u>\$32,283,000</u>
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000
7. PRIORITY CONSERVATION AREA (PCA)			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<i>Local Northbay PCA Program</i>			

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 * STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
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: \$475,905,000

*NOTE: Does not include \$583,000 balance remaining from WETA RM2 Exchange, available for reprogramming at a later date

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
December 2016

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		
ALAMEDA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda County	\$1,779,000
Alameda County Safe Routes To School (SRTS) Program	ACTC/Various	\$5,340,000
Alameda County Safe Routes To School - Supplemental	ACTC	\$650,000
TBD	TBD	\$63,397,000
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	CCTA	\$4,343,000
Federal Aid Secondary (FAS)	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	CCTA/Various	\$4,088,000
TBD	TBD	\$46,362,000
CONTRA COSTA COUNTY	TOTAL:	\$56,136,000
MARIN COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin County	\$838,000
Safe Routes To School (SRTS)	TAM/Various	\$864,000
TBD	TBD	\$5,346,000
MARIN COUNTY	TOTAL:	\$10,870,000
NAPA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	NCTPA	\$3,822,000
Federal Aid Secondary (FAS)	Napa County	\$1,189,000
Safe Routes To School (SRTS)	NCTPA/Various	\$515,000
TBD	TBD	\$2,624,000
NAPA COUNTY	TOTAL:	\$8,150,000
SAN FRANCISCO COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	SFCTA	\$3,998,000
Safe Routes To School (SRTS)	SFCTA/Various	\$1,797,000
TBD	TBD	\$42,388,000
SAN FRANCISCO COUNTY	TOTAL:	\$48,183,000
SAN MATEO COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo County	\$892,000
Safe Routes To School (SRTS)	CCAG/Various	\$2,394,000
TBD	TBD	\$25,437,000
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	VTa	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara County	\$1,701,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
December 2016

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		
Safe Routes To School (SRTS)	VTA/Various	\$6,878,000
TBD	TBD	\$89,416,000
SANTA CLARA COUNTY	TOTAL:	\$104,073,000
SOLANO COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano County	\$1,506,000
Safe Routes To School (SRTS)	STA/Various	\$1,469,000
TBD	TBD	\$14,380,000
SOLANO COUNTY	TOTAL:	\$21,177,000
SONOMA COUNTY		
<i>Specific projects TBD</i>		
Planning Activities Base	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)	SCTA/Various	\$1,655,000
TBD	TBD	\$18,982,000
SONOMA COUNTY	TOTAL:	\$27,723,000
OBAG 2 COUNTY PROGRAMS	TOTAL:	\$385,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-2063 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 11/3/2016 **In control:** Legislation Committee
On agenda: 12/9/2016 **Final action:**
Title: 2017 Final Advocacy Program

Recommended state and federal legislative priorities for 2017.

Sponsors:

Indexes:

Code sections:

Attachments: [9a 2017 Final Advocacy Program](#)
[3a 2017 Final Advocacy Program](#)

Date	Ver.	Action By	Action	Result
12/9/2016	1	Legislation Committee		

Subject:

2017 Final Advocacy Program

Recommended state and federal legislative priorities for 2017.

Presenter:

Randy Rentschler

Recommended Action:

Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 9a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission


DATE: December 14, 2016

FR: Executive Director

W.I. 1131

RE: 2017 Final Advocacy Program

The proposed Final Advocacy Program for 2017 is attached for your adoption. The Legislation Committee reviewed a Draft Advocacy Program in November and made a number of revisions, which were incorporated in a new draft presented to the Legislation Committee in December. At its December meeting, the Legislation Committee discussed a number of additional changes, which are highlighted in italic and strikeout type in the attached document.



Steve Heminger

Attachment:

- Attachment A: 2017 Final Advocacy Program

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METROPOLITAN
TRANSPORTATION
COMMISSION

2017 ADVOCACY PROGRAM

Attachment A

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415-778-6700
www.mtc.ca.gov

STATE		
Issue	Goal	Strategy
1. Transportation Funding	A. Secure new sources of statewide transportation funding	Build on momentum from the last two years to secure new statewide funding for transportation. Advocate that all transportation modes should benefit from increased transportation funding. <i>Advocate for inclusion of new funding focused on improving goods movement. Monitor and support policies to encourage greater use of road pricing, such as the next phase of road usage charge pilot program.</i>
	B. Authorize New Regional Bridge Toll Measure – Regional Measure 3	Sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase to fund congestion relief, <u>rail connectivity</u> and improved mobility in bridge corridors.
	C. Cap and Trade Funding	Maintain the existing transportation and housing programs funded by cap and trade and seek opportunities to direct additional cap and trade funds towards these purposes. Monitor legislation to modify the programs and support administrative or legislative efforts to streamline applications and simplify program administration.
	D. Update State Transit Assistance Statutes to Stabilize Revenue-Based Funding	Work with the California Transit Association to update the statutes governing the State Transit Assistance Program so that each operator's share of revenue-based funds is based on its share of locally-generated funds used exclusively for operating purposes. This is consistent with the method used by the State Controller until 2016 and brings state law in line with the regulations that have governed the program for decades.
	E. Definition of Disadvantaged Communities	Monitor legislation related to the definition of disadvantaged communities (DACs) as it relates to cap and trade or other relevant funding programs. Seek opportunities to broaden the definition in statute so that it includes all socio-economically disadvantaged communities. Monitor and engage in administrative efforts related to updating the CalEnviroScreen, the state's current DAC screening tool developed by the Office of Environmental Health Hazard Assessment (OEHHA).

Issue	Goal	Strategy
1. Transportation Funding (cont'd)	F. Increase funding in FY 2017-18 State Budget for key priorities	Advocate for a FY 2017-18 State Budget that focuses transportation funds on the state's most important needs, giving top priority to state of good repair and system operations. Pursue increased investment in Freeway Service Patrol, public transportation, active transportation and highway operations/system management.
	G. Raise the sales tax cap for local option transportation sales taxes	Support efforts by individual Bay Area counties to raise the cap on local sales taxes in order to accommodate additional transportation sales taxes. Ensure legislation to provide such an increase preserves a reasonable degree of local control over the development of the expenditure plan, subject to negotiation with the state on road maintenance issues.
2. Senate Bill 375/ Plan Bay Area Implementation	A. Increase state funding and reduce barriers to construction of new housing	Partner with Bay Area and statewide affordable housing organizations, the Bay Area Council, Silicon Valley Leadership Group, and other interested parties to resume efforts to augment state funding sources for affordable housing. Support legislative efforts to assist the region in the meeting the daunting need for new housing units to lower the cost of housing, accommodate the region's growing population and sustain the Bay Area's position as a leading economic engine for the state and U.S.
	B. Improve Roadway Safety for All Users	In partnership with the City and County of San Francisco, San Francisco Municipal Transportation Agency, the City of San Jose and others, support legislation to help achieve Vision Zero — aimed at eliminating all traffic-related serious injuries and fatalities. Support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists, and where appropriate, pursue new laws to improve safety throughout the transportation network.
3. Project Delivery	Speed up the design and construction of transportation projects	Support legislation to expedite transportation project delivery by increasing contracting and financing options, including increased flexibility in the Caltrans design review process and broad authority for the use of design-build by Caltrans and regional transportation agencies. Pursue opportunities to establish requirements that would provide greater certainty and oversight of Caltrans reimbursement expenses for locally-sponsored projects on the state highway system.

Issue	Goal	Strategy
4. CEQA Reform	Update CEQA to curb its abuse by project opponents and speed up the environmental review process	Monitor legislation related to the California Environmental Quality Act (CEQA) to seek opportunities to expedite transportation projects and avoid litigation and project delay for key regional priorities, such as projects to expand public transit and build affordable housing. Review and comment on the update to the CEQA Guidelines by the Governor's Office of Planning & Research with respect to analysis of transportation impacts under CEQA pursuant to SB 743 (Steinberg, 2013). Advocate for guidelines and a technical advisory document that makes CEQA analysis simpler for transit-oriented development and implementation of Plan Bay Area overall.
5. Shared Mobility	Support policies that enable technological innovations to improve mobility, while protecting the public's interest	Monitor legislation related to shared mobility, such as transportation network companies and real-time carpooling, to ensure that mobility benefits are maximized, and access to critical data for transportation and land-use planning <i>and operational</i> purposes is assured.
6. Connected and Autonomous Vehicles	Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles	In partnership with Bay Area cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their mobility, safety and economic benefits. Support efforts to expand the two-site Contra Costa pilot program authorized by AB 1592 (Bonilla, 2016) to other Bay Area jurisdictions interested in testing autonomous vehicles.
7. FasTrak®/ Express Lanes	Expedite express lanes, preserve their effectiveness, reduce paperwork & improve customer communication	Seek opportunities to expedite implementation of the Bay Area express lane network and oppose legislation that would undermine express lane performance. Pursue changes to current law that would enable us to communicate with FasTrak® customers more effectively. Consolidate customer notification of privacy policies for the Bay Area Toll Authority, the Bay Area Infrastructure Financing Authority and partner agency express lane operators. Current law requires that a recipient of a FasTrak® flex tag receive a copy of each of these agency's individual privacy policies even though they are almost identical. This is confusing to the customer and a waste of resources. Lastly, modernize the public notification requirements for adoption of a toll ordinance for express lanes to allow for online publishing of the ordinance rather than via newspapers which cost BATA almost \$40,000.

Issue	Goal	Strategy
8. Transportation Development Act (TDA) Public Hearing Requirement	Eliminate requirement for “transit needs” hearings utilizing a Social Services Transportation Advisory Council (SSTAC) in counties that use 100% of TDA for public transit	Under current law, with respect to any county with a population below 500,000 in 1970, transportation planning agencies, such as MTC, are required to convene a Social Services Technical Advisory Committee to annually identify the transit needs of the county, review and recommend action by the TPA and conduct at least one public hearing a year. The hearings are required to target "transit dependent and transit disadvantaged populations" (seniors, disabled and low-income). State law included this requirement as a way to ensure these populations had an opportunity to provide comments about transit needs prior to counties using Transportation Development Act (TDA) funds for non-public transit purposes, i.e., local streets and roads. Since the Bay Area counties subject to this requirement — Marin, Napa, Solano and Sonoma— have ceased using eligible TDA funds for local roads, and now spend it exclusively on transit, the hearing requirement is moot for our region. Staff would seek to include this fix in a transportation omnibus “clean-up” bill administered by the Senate Transportation Committee next year.
9. State Route 37	Relieve congestion and mitigate the effects of sea level rise on S.R. 37	In partnership with the State Route 37 Policy Committee and its representative agencies, support legislation to address sea level rise, reduce congestion and improve safety on State Route 37.

FEDERAL		
Issue	Goal	Strategy
1. Federal Appropriations	A. Defend federal transportation appropriations for FAST Act programs and affordable housing funds and programs	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress appropriates funding in fiscal year 2017 and fiscal year 2018 consistent with amounts authorized in FAST Act. Likewise, work to defend federal affordable housing funds and programs, such as the Low-Income Housing Tax Credit.
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects	Support annual Capital Investment Grant appropriations to help implement the Regional Transit Expansion Program, Resolution 3434, consistent with the full funding grant agreements approved for the San Francisco Third Street Light Rail/Central Subway project and the BART to Berryessa extension. Seek New Starts commitments for the next generation of transit expansion projects, consistent with Plan Bay Area, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX) and BART to Silicon Valley: Phase 2. Support Core Capacity Program requests from Caltrain for a full funding grant agreement for the Peninsula Corridor Electrification Project and BART for the Transbay Corridor Core Capacity project. Support transit operator requests for Small Starts funding for projects consistent with Plan Bay Area, including projects already in the Capital Investment Grant process.
2. Infrastructure Funding	Prioritize multimodal transportation and housing investment in metropolitan regions under any new infrastructure funding initiative	Urge the new Congress and Administration to make transportation and housing infrastructure in the nation's metropolitan regions a national funding priority. Work with partners across the country to support an investment package with funding and financing tools that work for metropolitan regions, including new revenues for mega-project grants for major transit, congestion relief and goods movement projects, a new metro-mobility formula program and increased funding for existing authorized transportation programs, including the surface transportation block grant and congestion mitigation and air quality programs. In conjunction, support growing federal resources for affordable housing, including low income housing tax credits.

Issue	Goal	Strategy
3. Fixing America's Surface Transportation (FAST) Act Reauthorization and Federal Funding	A. Support a FAST Act reauthorization platform that will increase and stabilize funding and support program structure updates that empower the region to achieve Plan Bay Area goals	Work with our partner Bay Area transportation agencies, Caltrans and other statewide and national organizations to develop a FAST Act reauthorization agenda. Begin building coalitions to support regional priorities. Reauthorization strategies could include building on the federal program's performance-based framework by rewarding high-performing regions with additional funding and flexibility; identifying opportunities to secure additional freight, ferry, transit and commuter rail funding to the region; and identifying a new, permanent funding source of funding for the Highway Trust Fund.
	B. Retain a strong multi modal focus for U.S. Department of Transportation discretionary grant programs	Work with the incoming U.S. Department of Transportation as the agency develops evaluation criteria for discretionary programs, including TIGER and FASTLANE grants. Partner with local, regional, state, and national stakeholders to advocate for evaluation criteria with an enhanced emphasis on outcomes consistent with Plan Bay Area goals and targets, including state of good repair, mobility and access, and resiliency.
4. Shared Mobility	Update transportation fringe benefits to support shared economy alternatives to single occupancy vehicle commuting	Work with regional and national partners to defend the commuter benefit under any tax reform proposal. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services. With emerging technologies spurring new mobility services, commuters are increasingly utilizing new alternatives to driving alone. In addition, enhanced data collection is improving verification capability for technology-enabled carpooling. This change would support the now-permanent Bay Area Commuter Benefits program by expanding federal tax incentives to carpool and bike to work, in addition to taking transit and vanpooling.
5. Local/Regional Transportation Funding	Marketplace Fairness Act	Support <i>any</i> renewed efforts to enact the Marketplace Fairness Act (MFA), which seeks to apply state and local sales tax rates to e-commerce transactions. The MFA has the prospect of increasing funding for Bay Area transportation agencies as a result of increased revenue from county-based transportation sales taxes, the Transportation Development Act (TDA) funds — a key source of transit operating funding — and AB 1107, the permanent ½ cent sales tax for BART (applicable in Alameda, San Francisco and Contra Costa counties).

6. Affordable Housing	A. Increase federal affordable housing resources	Consistent with the Plan Bay Area affordable housing funding goal, support ongoing efforts to expand and increase federal affordable housing resources. Targeted resources include the Community Development Block Grant program and low-income housing tax credits.
	B. Improve existing programs to better support mixed-use, transit-oriented development	Work with local, regional, and national stakeholders to identify and eliminate barriers to mixed-use, affordable housing development around transit.
7. Climate Change	Secure new funding for resilient and sustainable infrastructure	Monitor legislative proposals to combat climate change and engage on efforts that could support the region in improving resiliency and meeting the Plan Bay Area climate goal.
8. Connected Vehicles and Autonomous Vehicles	Monitor and engage in legislation and regulations to facilitate deployment of autonomous vehicles	In partnership with Bay Area cities and counties, the business community, state and national transportation organizations, engage in regulatory and legislative efforts at the federal level related to connected vehicles and autonomous vehicles with the goal of accelerating their mobility, safety and economic benefits.



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 9a

Bay Area Metro Center

375 Beale Street

San Francisco, CA 94105

TEL 415.778.6700

WEB www.intc.ca.gov

Memorandum

TO: Legislation Committee

DATE: December 2, 2016

FR: Deputy Executive Director, Policy

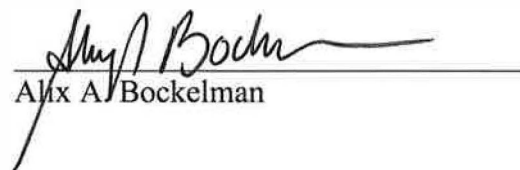
W.I. 1131

RE: 2017 Final Advocacy Program

The proposed Final Advocacy Program for 2017 is attached for your review and comment. The proposed modifications to the draft shared last month are based on feedback received by commissioners, along with suggestions from other stakeholders.

Changes from the draft we presented in November are shown in *italic type*. In response to commissioner input at your November 4, 2016 meeting, we have added provisions with respect to connected and autonomous vehicles to both the state and the federal advocacy agenda. In addition, in light of the Presidential election and the fact that the Republican Party maintains control of both houses in Congress, we are proposing that we focus our federal efforts on defending the FAST Act program structure and funding levels and on securing funding for an infrastructure package.

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


Alex A. Bockelman

Attachment:

- Attachment A: 2017 Final Advocacy Program

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METROPOLITAN
TRANSPORTATION
COMMISSION

2017 FINAL ADVOCACY PROGRAM

Attachment A

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415-778-6700
www.mtc.ca.gov

STATE		
Issue	Goal	Strategy
1. Transportation Funding	A. Secure new sources of statewide transportation funding	Build on momentum from the last two years to secure new statewide funding for transportation. Advocate that all transportation modes should benefit from increased transportation funding.
	B. Authorize New Regional Bridge Toll Measure – Regional Measure 3	Sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase <i>to fund congestion relief and improved mobility in</i> bridge corridors.
	C. Cap and Trade Funding	Maintain the existing transportation and housing programs funded by cap and trade and seek opportunities to direct additional cap and trade funds towards these purposes. Monitor legislation to modify the programs and support administrative or legislative efforts to streamline applications and simplify program administration.
	D. Update State Transit Assistance Statutes to Stabilize Revenue-Based Funding	Work with the California Transit Association to update the statutes governing the State Transit Assistance Program so that each operator's share of revenue-based funds is based on its share of locally-generated funds used exclusively for operating purposes. This is consistent with the method used by the State Controller until 2016 and brings state law in line with the regulations that have governed the program for decades.
	E. Definition of Disadvantaged Communities	Monitor legislation related to the definition of disadvantaged communities (DACs) as it relates to cap and trade or other relevant funding programs. Seek opportunities to broaden the definition in statute so that it includes all socio-economically disadvantaged communities. Monitor and engage in administrative efforts related to updating the CalEnviroScreen, the state's current DAC screening tool developed by the Office of Environmental Health Hazard Assessment (OEHHA).

Issue	Goal	Strategy
1. Transportation Funding (cont'd)	F. Increase funding in FY 2017-18 State Budget for key priorities	Advocate for a FY 2017-18 State Budget that focuses transportation funds on the state's most important needs, giving top priority to state of good repair and system operations. Pursue increased investment in Freeway Service Patrol, public transportation, active transportation and highway operations/system management.
	G. Raise the sales tax cap for local option transportation sales taxes	Support efforts by individual Bay Area counties to raise the cap on local sales taxes in order to accommodate additional transportation sales taxes. Ensure legislation to provide such an increase preserves a reasonable degree of local control over the development of the expenditure plan, subject to negotiation with the state on road maintenance issues.
2. Senate Bill 375/ Plan Bay Area Implementation	A. Increase state funding and reduce barriers to construction of new housing	Partner with Bay Area and statewide affordable housing organizations, the Bay Area Council, Silicon Valley Leadership Group, and other interested parties to resume efforts to augment state funding sources for affordable housing. Support legislative efforts to assist the region in the meeting the daunting need for new housing units to lower the cost of housing, accommodate the region's growing population and sustain the Bay Area's position as a leading economic engine for the state and U.S.
	B. Improve Roadway Safety for All Users	In partnership with the City and County of San Francisco, San Francisco Municipal Transportation Agency, the City of San Jose and others, support legislation to help achieve Vision Zero — aimed at eliminating all traffic-related <i>serious injuries and fatalities</i> fatal injuries by 2024. Support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists, and where appropriate, pursue new laws to improve safety <i>throughout the transportation network</i> .
3. Project Delivery	Speed up the design and construction of transportation projects	Support legislation to expedite transportation project delivery by increasing contracting and financing options, including increased flexibility in the Caltrans design review process and broad authority for the use of design-build by Caltrans and regional transportation agencies. Pursue opportunities to establish requirements that would provide greater certainty and oversight of Caltrans reimbursement expenses for locally-sponsored projects on the state highway system.

Issue	Goal	Strategy
4. CEQA Reform	<i>Update CEQA to curb its abuse by project opponents and speed up the environmental review process</i>	<i>Monitor legislation related to the California Environmental Quality Act (CEQA) to seek opportunities to expedite transportation projects and avoid litigation and project delay for key regional priorities, such as projects to expand public transit and build affordable housing. Review and comment on the update to the CEQA Guidelines by the Governor's Office of Planning & Research with respect to analysis of transportation impacts under CEQA pursuant to SB 743 (Steinberg, 2013). Advocate for guidelines and a technical advisory document that makes CEQA analysis simpler for transit-oriented development and implementation of Plan Bay Area overall.</i>
5. Shared Mobility	Support policies that enable technological innovations to improve mobility, while protecting the public's interest	Monitor legislation related to shared mobility, such as transportation network companies and real-time carpooling, to ensure that mobility benefits are maximized, and access to critical data for transportation and land-use planning and operational purposes is assured.
6. Connected and Autonomous Vehicles	<i>Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles</i>	<i>In partnership with Bay Area cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their mobility, safety and economic benefits. Support efforts to expand the two-site Contra Costa pilot program authorized by AB 1592 (Bonilla, 2016) to other Bay Area jurisdictions interested in testing autonomous vehicles.</i>
7. FasTrak®/ Express Lanes	Reduce paper & improve customer communication	Seek opportunities to expedite implementation of the Bay Area express lane network and oppose legislation that would undermine express lane performance. Pursue changes to current law that would enable us to communicate with FasTrak® customers more effectively. Consolidate customer notification of privacy policies for the Bay Area Toll Authority, the Bay Area Infrastructure Financing Authority and partner agency express lane operators. Current law requires that a recipient of a FasTrak® flex tag receive a copy of each of these agency's individual privacy policies even though they are almost identical. This is confusing to the customer and a waste of resources. Lastly, modernize the public notification requirements for adoption of a toll ordinance for express lanes to allow for online publishing of the ordinance rather than via newspapers which cost BATA almost \$40,000.

Issue	Goal	Strategy
8. Transportation Development Act (TDA) Public Hearing Requirement	Eliminate requirement for “transit needs” hearings utilizing a Social Services Transportation Advisory Council (SSTAC) in counties that use 100% of TDA for public transit	Under current law, <i>with respect to any county with a population below 500,000 in 1970, transportation planning agencies, such as MTC, are required to convene a Social Services Technical Advisory Committee to annually identify the transit needs of the county, review and recommend action by the TPA</i> and conduct at least one public hearing a year. The hearings are required to target "transit dependent and transit disadvantaged populations" (seniors, disabled and low-income). State law included this requirement as a way to ensure these populations had an opportunity to provide comments about transit needs prior to counties using <i>Transportation Development Act (TDA)</i> funds for non-public transit purposes, i.e., local streets and roads. Since the Bay Area counties subject to this requirement — Marin, Napa, Solano and Sonoma— have ceased using eligible TDA funds for local roads, and now spend it exclusively on transit, the hearing requirement is moot for our region. Staff would seek to include this fix in a transportation omnibus “clean-up” bill administered by the Senate Transportation Committee next year.
9. State Route 37	<i>Relieve congestion and mitigate the effects of sea level rise on S.R. 37</i>	<i>In partnership with the State Route 37 Policy Committee and its representative agencies, support legislation to address sea level rise, reduce congestion and improve safety on State Route 37.</i>

FEDERAL		
Issue	Goal	Strategy
1. 2. Federal Appropriations	A. Maximize <i>Defend</i> federal transportation appropriations for FAST Act programs and affordable housing funds and programs	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress appropriates funding in fiscal year 2017 and fiscal year 2018 consistent with amounts authorized in FAST Act. <i>Likewise, work to defend federal affordable housing funds and programs, such as the Low-Income Housing Tax Credit.</i>
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects	Support annual Capital Investment Grant appropriations to help implement the Regional Transit Expansion Program, Resolution 3434, consistent with the full funding grant agreements approved for the San Francisco Third Street Light Rail/Central Subway project and the BART to Berryessa extension. Seek New Starts commitments for the next generation of transit expansion projects, consistent with Plan Bay Area, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX) and BART to Silicon Valley: Phase 2. Support Core Capacity Program requests from Caltrain for a full funding grant agreement for the Peninsula Corridor Electrification Project and BART for the Transbay Corridor Core Capacity project. Support transit operator requests for Small Starts funding for projects consistent with Plan Bay Area, including projects already in the Capital Investment Grant process.
2. <i>Infrastructure Funding</i>	Prioritize <i>multimodal</i> transportation and housing investment in metropolitan regions under any new infrastructure funding initiative	Urge the new Congress and Administration to make transportation and housing infrastructure in the nation's metropolitan regions a national funding priority. Work with partners across the country to support an investment package with <i>funding and financing tools that work for metropolitan regions, including new revenues for mega-project grants for major transit, congestion relief and goods movement projects</i> , a new metro-mobility formula program and increased funding for existing authorized transportation programs, including the surface transportation block grant and congestion mitigation and air quality programs. In conjunction, support growing federal resources for affordable housing, including low income housing tax credits, the National Housing Trust Fund, and Community Development Block Grant program funding.

Issue	Goal	Strategy
4. 3. Fixing America's Surface Transportation (FAST) Act Reauthorization and Federal Funding	A. <i>Support a FAST Act reauthorization platform that will increase and stabilize funding and support program structure updates that empower the region to achieve Plan Bay Area goals</i>	Work with our partner Bay Area transportation agencies, Caltrans and other statewide and national organizations to develop a FAST Act reauthorization agenda. Begin building coalitions to support regional priorities. Reauthorization strategies could include building on the federal program's performance-based framework by rewarding high-performing regions with additional funding and flexibility; identifying opportunities to secure additional freight, ferry, transit and commuter rail funding to the region; and identifying a new, permanent funding source of funding for the Highway Trust Fund.
	B. Retain a strong multi-modal focus for U.S. Department of Transportation discretionary grant programs	Work with the incoming U.S. Department of Transportation as the agency develops evaluation criteria for discretionary programs, including TIGER and FASTLANE grants. Partner with local, regional, state, and national stakeholders to advocate for evaluation criteria with an enhanced emphasis on outcomes consistent with Plan Bay Area goals and targets, including state of good repair, mobility and access, and resiliency sustainability and environmental outcomes .
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6. Affordable Housing	A. Increase federal affordable housing resources	Consistent with the Plan Bay Area affordable housing funding goal, support ongoing efforts to expand and increase federal affordable housing resources. Targeted resources include the Community Development Block Grant program <i>and</i> low-income housing tax credits, and National Housing Trust Fund.
	B. Improve existing programs to better support mixed-use, transit-oriented development	Work with local, regional, and national stakeholders to identify and eliminate barriers to mixed-use, affordable housing development around transit.
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METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: December 2, 2016

FR: Deputy Executive Director, Policy

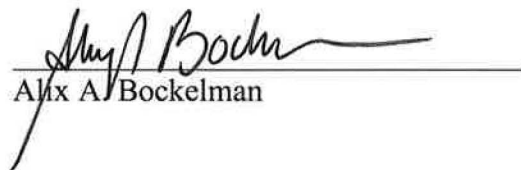
W.I. 1131

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Alex A. Bockelman

Attachment:

- Attachment A: 2017 Final Advocacy Program

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METROPOLITAN
TRANSPORTATION
COMMISSION

2017 FINAL ADVOCACY PROGRAM

Attachment A

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415-778-6700
www.mtc.ca.gov

STATE		
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Issue	Goal	Strategy
4. CEQA Reform	<i>Update CEQA to curb its abuse by project opponents and speed up the environmental review process</i>	<i>Monitor legislation related to the California Environmental Quality Act (CEQA) to seek opportunities to expedite transportation projects and avoid litigation and project delay for key regional priorities, such as projects to expand public transit and build affordable housing. Review and comment on the update to the CEQA Guidelines by the Governor's Office of Planning & Research with respect to analysis of transportation impacts under CEQA pursuant to SB 743 (Steinberg, 2013). Advocate for guidelines and a technical advisory document that makes CEQA analysis simpler for transit-oriented development and implementation of Plan Bay Area overall.</i>
5. Shared Mobility	Support policies that enable technological innovations to improve mobility, while protecting the public's interest	Monitor legislation related to shared mobility, such as transportation network companies and real-time carpooling, to ensure that mobility benefits are maximized, and access to critical data for transportation and land-use planning and operational purposes is assured.
6. Connected and Autonomous Vehicles	<i>Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles</i>	<i>In partnership with Bay Area cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their mobility, safety and economic benefits. Support efforts to expand the two-site Contra Costa pilot program authorized by AB 1592 (Bonilla, 2016) to other Bay Area jurisdictions interested in testing autonomous vehicles.</i>
7. FasTrak®/ Express Lanes	Reduce paper & improve customer communication	Seek opportunities to expedite implementation of the Bay Area express lane network and oppose legislation that would undermine express lane performance. Pursue changes to current law that would enable us to communicate with FasTrak® customers more effectively. Consolidate customer notification of privacy policies for the Bay Area Toll Authority, the Bay Area Infrastructure Financing Authority and partner agency express lane operators. Current law requires that a recipient of a FasTrak® flex tag receive a copy of each of these agency's individual privacy policies even though they are almost identical. This is confusing to the customer and a waste of resources. Lastly, modernize the public notification requirements for adoption of a toll ordinance for express lanes to allow for online publishing of the ordinance rather than via newspapers which cost BATA almost \$40,000.

Issue	Goal	Strategy
8. Transportation Development Act (TDA) Public Hearing Requirement	Eliminate requirement for “transit needs” hearings utilizing a Social Services Transportation Advisory Council (SSTAC) in counties that use 100% of TDA for public transit	Under current law, <i>with respect to any county with a population below 500,000 in 1970, transportation planning agencies, such as MTC, are required to convene a Social Services Technical Advisory Committee to annually identify the transit needs of the county, review and recommend action by the TPA</i> and conduct at least one public hearing a year. The hearings are required to target "transit dependent and transit disadvantaged populations" (seniors, disabled and low-income). State law included this requirement as a way to ensure these populations had an opportunity to provide comments about transit needs prior to counties using <i>Transportation Development Act (TDA)</i> funds for non-public transit purposes, i.e., local streets and roads. Since the Bay Area counties subject to this requirement — Marin, Napa, Solano and Sonoma— have ceased using eligible TDA funds for local roads, and now spend it exclusively on transit, the hearing requirement is moot for our region. Staff would seek to include this fix in a transportation omnibus “clean-up” bill administered by the Senate Transportation Committee next year.
9. State Route 37	<i>Relieve congestion and mitigate the effects of sea level rise on S.R. 37</i>	<i>In partnership with the State Route 37 Policy Committee and its representative agencies, support legislation to address sea level rise, reduce congestion and improve safety on State Route 37.</i>

FEDERAL		
Issue	Goal	Strategy
1. 2. Federal Appropriations	A. Maximize <i>Defend</i> federal transportation appropriations for FAST Act programs and affordable housing funds and programs	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress appropriates funding in fiscal year 2017 and fiscal year 2018 consistent with amounts authorized in FAST Act. <i>Likewise, work to defend federal affordable housing funds and programs, such as the Low-Income Housing Tax Credit.</i>
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects	Support annual Capital Investment Grant appropriations to help implement the Regional Transit Expansion Program, Resolution 3434, consistent with the full funding grant agreements approved for the San Francisco Third Street Light Rail/Central Subway project and the BART to Berryessa extension. Seek New Starts commitments for the next generation of transit expansion projects, consistent with Plan Bay Area, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX) and BART to Silicon Valley: Phase 2. Support Core Capacity Program requests from Caltrain for a full funding grant agreement for the Peninsula Corridor Electrification Project and BART for the Transbay Corridor Core Capacity project. Support transit operator requests for Small Starts funding for projects consistent with Plan Bay Area, including projects already in the Capital Investment Grant process.
2. <i>Infrastructure Funding</i>	Prioritize <i>multimodal</i> transportation and housing investment in metropolitan regions under any new infrastructure funding initiative	Urge the new Congress and Administration to make transportation and housing infrastructure in the nation's metropolitan regions a national funding priority. Work with partners across the country to support an investment package with <i>funding and financing tools that work for metropolitan regions, including new revenues for mega-project grants for major transit, congestion relief and goods movement projects</i> , a new metro-mobility formula program and increased funding for existing authorized transportation programs, including the surface transportation block grant and congestion mitigation and air quality programs. In conjunction, support growing federal resources for affordable housing, including low income housing tax credits, the National Housing Trust Fund, and Community Development Block Grant program funding.

Issue	Goal	Strategy
4. 3. Fixing America's Surface Transportation (FAST) Act Reauthorization and Federal Funding	A. <i>Support a FAST Act reauthorization platform that will increase and stabilize funding and support program structure updates that empower the region to achieve Plan Bay Area goals</i>	Work with our partner Bay Area transportation agencies, Caltrans and other statewide and national organizations to develop a FAST Act reauthorization agenda. Begin building coalitions to support regional priorities. Reauthorization strategies could include building on the federal program's performance-based framework by rewarding high-performing regions with additional funding and flexibility; identifying opportunities to secure additional freight, ferry, transit and commuter rail funding to the region; and identifying a new, permanent funding source of funding for the Highway Trust Fund.
	B. Retain a strong multi-modal focus for U.S. Department of Transportation discretionary grant programs	Work with the incoming U.S. Department of Transportation as the agency develops evaluation criteria for discretionary programs, including TIGER and FASTLANE grants. Partner with local, regional, state, and national stakeholders to advocate for evaluation criteria with an enhanced emphasis on outcomes consistent with Plan Bay Area goals and targets, including state of good repair, mobility and access, and resiliency, sustainability and environmental outcomes.
4. Shared Mobility	Update transportation fringe benefits to support shared economy alternatives to single occupancy vehicle commuting	<i>Work with regional and national partners to defend the commuter benefit under any tax reform proposal. In addition,</i> advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services. With emerging technologies spurring new mobility services, commuters are increasingly utilizing new alternatives to driving alone. In addition, enhanced data collection is improving verification capability for technology-enabled carpooling. This change would support the now-permanent Bay Area Commuter Benefits program by expanding federal tax incentives to carpool and bike to work, in addition to taking transit and vanpooling.
5. Local/Regional Transportation Funding	Marketplace Fairness Act	Support <i>any</i> renewed efforts to enact the Marketplace Fairness Act (MFA), which seeks to apply state and local sales tax rates to e-commerce transactions. The MFA has the prospect of increasing funding for Bay Area transportation agencies as a result of increased revenue from county-based transportation sales taxes, the Transportation Development Act (TDA) funds — a key source of transit operating funding — and AB 1107, the permanent ½ cent sales tax for BART (applicable in Alameda, San Francisco and Contra Costa counties).

6. Affordable Housing	A. Increase federal affordable housing resources	Consistent with the Plan Bay Area affordable housing funding goal, support ongoing efforts to expand and increase federal affordable housing resources. Targeted resources include the Community Development Block Grant program <i>and</i> low-income housing tax credits, and National Housing Trust Fund.
	B. Improve existing programs to better support mixed-use, transit-oriented development	Work with local, regional, and national stakeholders to identify and eliminate barriers to mixed-use, affordable housing development around transit.
6. Climate Change	Secure new funding for resilient and sustainable infrastructure	Monitor legislative proposals to combat climate change and engage on efforts that could support the region in improving resiliency and meeting the Plan Bay Area climate goal.
7. <i>Connected Vehicles and Autonomous Vehicles</i>	<i>Monitor and engage in legislation and regulations to facilitate deployment of autonomous vehicles</i>	<i>In partnership with Bay Area cities and counties, the business community, state and national transportation organizations, engage in regulatory and legislative efforts at the federal level related to connected vehicles and autonomous vehicles with the goal of accelerating their mobility, safety and economic benefits.</i>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2155	Version:	1	Name:	
Type:	Report	Status:		Commission Approval	
File created:	12/2/2016	In control:		Metropolitan Transportation Commission	
On agenda:	12/21/2016	Final action:			
Title:	Plan Bay Area 2040: Environmental Impact Report (EIR) Scoping Feedback and Alternatives.				

Approval of alternatives to the proposed plan that will be analyzed in the programmatic EIR.

Sponsors:

Indexes:

Code sections:

Attachments: [10a_PLNG-5a_PBA 2040-EIR Scoping Feedback and Alternatives_rev](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2040: Environmental Impact Report (EIR) Scoping Feedback and Alternatives.

Approval of alternatives to the proposed plan that will be analyzed in the programmatic EIR.

Recommended Action:

Commission Approval



TO: MTC Planning Committee and the
ABAG Administrative Committee

DATE: December 2, 2016

FR: MTC Deputy Executive Director, Policy and the
ABAG Acting Executive Director

RE: Plan Bay Area 2040: Environmental Impact Report (EIR) Scoping Feedback and Alternatives

Background

The purpose of the Environmental Impact Report (EIR) for Plan Bay Area 2040 is to comply with the requirements of the California Environmental Quality Act (CEQA), as well as applicable provisions in the FAST Act (Title 23 CFR Parts 450 and 500), SB 375 and other relevant state and federal environmental laws. The EIR will inform decision-makers, responsible and trustee agencies, and the general public of the potential environmental impacts of implementing the transportation and land-use strategies proposed in the Preferred Scenario (herein referred to as the “proposed plan”) adopted on November 17, 2016. The EIR will also identify feasible mitigation measures and evaluate a range of alternatives to the proposed plan to minimize the significant adverse impacts that are identified.

As a programmatic document, the EIR will be prepared at a level of detail necessary to facilitate tiering by lead agencies for future transportation and development projects, particularly those development projects that can benefit from the SB 375 CEQA streamlining provisions. The EIR will not evaluate project-specific or site-specific impacts of individual development or transportation projects, although it will provide environmental analysis and mitigation intended to address the range of impacts and mitigation that may be associated with individual projects. Individual projects are required to separately comply with CEQA and/or National Environmental Policy Act (NEPA), as applicable.

Scoping Feedback

On May 15, 2016, in accordance with the CEQA Guidelines, MTC filed the Notice of Preparation (NOP) of the EIR for Plan Bay Area 2040. The purpose of the NOP was to seek comments about the scope and content of the EIR. The NOP identified that three planning scenarios (Main Streets, Connected Neighborhoods, and Big Cities) had been developed and that one or some combination of the planning scenarios would be identified as the proposed plan. The NOP indicated that some or all of the planning scenarios would be carried forward in the CEQA analysis as project alternatives.

During the months of May and June, staff conducted three public scoping meetings across the region. In total, staff received 69 written and oral comments. While there were no comments received on the proposed CEQA alternatives, three additional CEQA alternatives were proposed by commenters. The proposed alternatives included:

- Environment, Equity and Jobs Alternative proposed by 6 Wins;
- Smart Growth Alternative proposed by TRANSDEF; and,
- Modified No-Project Alternative proposed by the City of Livermore.

For a summary of all EIR scoping comments, please see Attachment A and for more information on the proposed alternatives see Attachment B. For additional information on the EIR development, visit <http://www.planbayarea.org/the-plan/environmental-impact-report.html>.

EIR Alternatives

CEQA requires that a reasonable range of alternatives to the proposed plan be studied in the EIR. It is up to the lead agency to determine an appropriate range of alternatives in compliance with CEQA. There are generally three factors for consideration of any given alternative from a CEQA perspective:

- *Will the alternative avoid or lessen significant impacts of the project?*

The required CEQA environmental issue areas include: aesthetics and visual resources; agriculture and forestry resources; air quality; biological resources; cultural resources; geology, seismicity, soils, and mineral resources; energy consumption; climate change and greenhouse gases; hazards and hazardous materials; hydrology and water quality; land use; noise and vibration; population and housing; public services and recreation; transportation; utilities and other service systems.

In the 2013 EIR impacts in the following areas were identified as significant and unavoidable: transportation; air quality; land use (agricultural and forest resources); climate change and greenhouse gases (sea level rise); noise; biological resources; and visual resources. In identifying alternatives for the 2017 EIR, consideration was given to alternatives that would result in less impact in these areas.

- *Does the alternative meet the project objectives?*

In September and November 2015, the Commission and the Executive Board jointly adopted thirteen performance targets to guide the proposed plan's development. These targets will be used in the EIR as the project objectives, in satisfaction of CEQA Guidelines Section 15124(b). They are included in Attachment C.

- *Is the alternative potentially feasible?*

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

Recommendation

Staff is proposing to study and analyze four alternatives in addition to the proposed plan in the EIR as summarized below:

- No Project Alternative
- Main Streets Alternative
- Big Cities Alternative
- Equity, Environment and Jobs (EEJ) Alternative

These alternatives are defined by unique land use development patterns and transportation investment strategies. Each of the alternatives will maintain the same growth forecast, and forecast of reasonably available transportation revenues. This is important to ensure the alternatives analysis provides an "apples to apples" comparison with the proposed plan.

MTC and ABAG staff believe these recommended alternatives represent a reasonable range of alternatives to the proposed plan, anticipates there will be numerous tradeoffs in impacts associated with the various alternatives, and that the alternatives will result in varying degrees of achieving the Plan objectives and performance targets.

Four other alternatives have been considered, but are not recommended for further analysis. These alternatives and the reason for not recommending further analysis include:

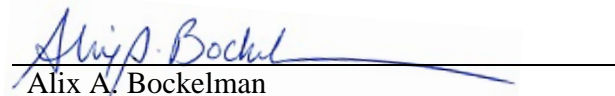
- Connected Neighborhoods Alternative – Expected to perform similar to proposed plan.
- Smart Growth Alternative – Expected to perform similar to recommended alternative.
- Modified No Project Alternative – Inconsistent with legal requirements.
- Plan Bay Area (2013 RTP/SCS) Alternative – Inconsistent with legal requirements

Additional details on all recommended and considered alternatives can be found in Attachment D.

Next Steps

All considered alternatives will be briefly described and discussed in the EIR. The four alternatives proposed for more detailed analysis will be compared to the project in all CEQA topic areas. The selected alternatives will undergo a comparative analysis to the proposed plan to determine whether implementing an alternative could lessen any identified significant unavoidable impacts of the proposed plan, while also meeting the project objectives. The findings of this analysis will be summarized in the Draft EIR anticipated to be released in Spring 2017.

Staff recommends referring the selection of the alternatives to be evaluated as part of the Plan Bay Area 2040 EIR, as described in the memo above, to the Commission and Executive Board for approval.


Brad Paul
Alix A. Bockelman

Attachments:

- Presentation Slides
- Attachment A: EIR NOP Scoping Summary of All Comments
- Attachment B: EIR Scoping Letters Proposing EIR Alternatives
- Attachment C: Adopted Performance Targets
- Attachment D: Recommended and Considered Alternatives

AAB:MM

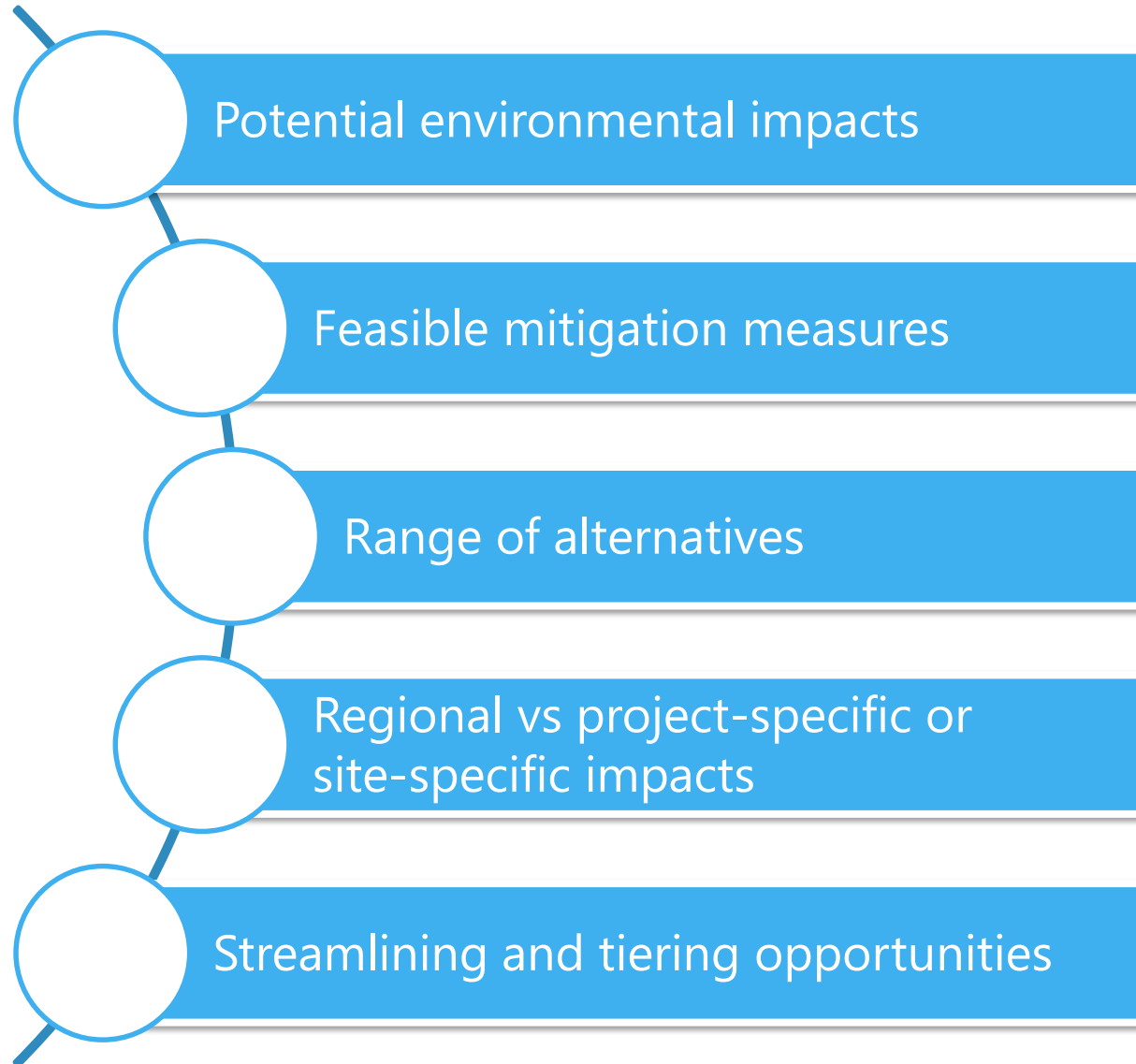
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Plan Bay Area 2040: Environmental Impact Report (EIR) Scoping Feedback and Alternatives

MTC Planning Committee and the ABAG Administrative Committee
December 9, 2016
Ken Kirkey, MTC

The purpose of CEQA is to assess and disclose impacts of implementing the proposed plan.



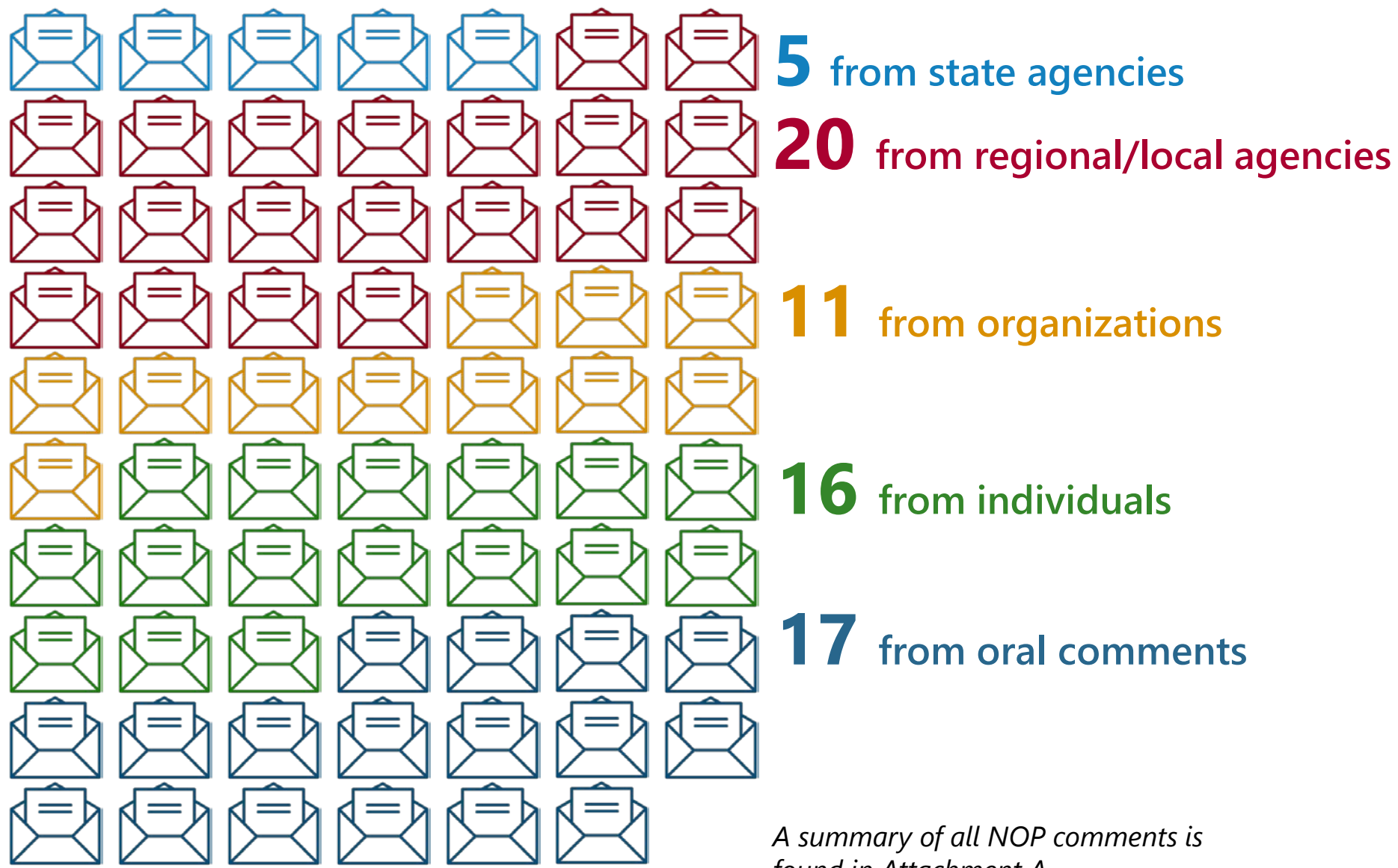
CEQA *Covers 16 issue areas:*

- aesthetics and visual resources;
- agriculture and forestry resources;
- air quality;
- biological resources;
- cultural resources;
- geology, seismicity, soils, and mineral resources;
- energy consumption;
- climate change and greenhouse gases;
- hazards and hazardous materials;
- hydrology and water quality;
- land use;
- noise and vibration;
- population and housing;
- public services and recreation;
- transportation;
- utilities and other service systems.

The Notice of Preparation (NOP) was released on May 15th and 69 written and oral comments were submitted.

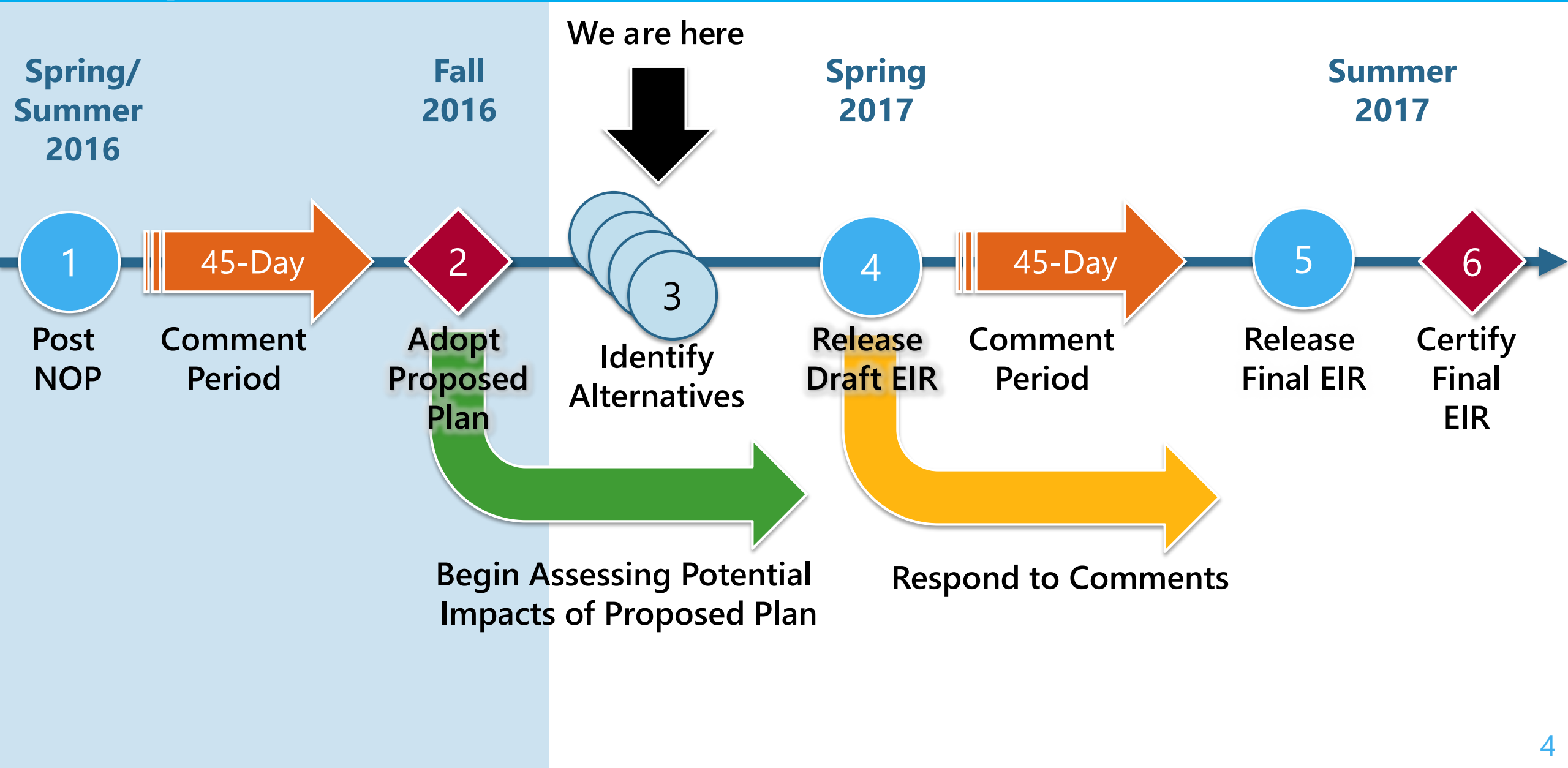
3 Scoping meetings:

- San Jose
- Oakland
- Santa Rosa



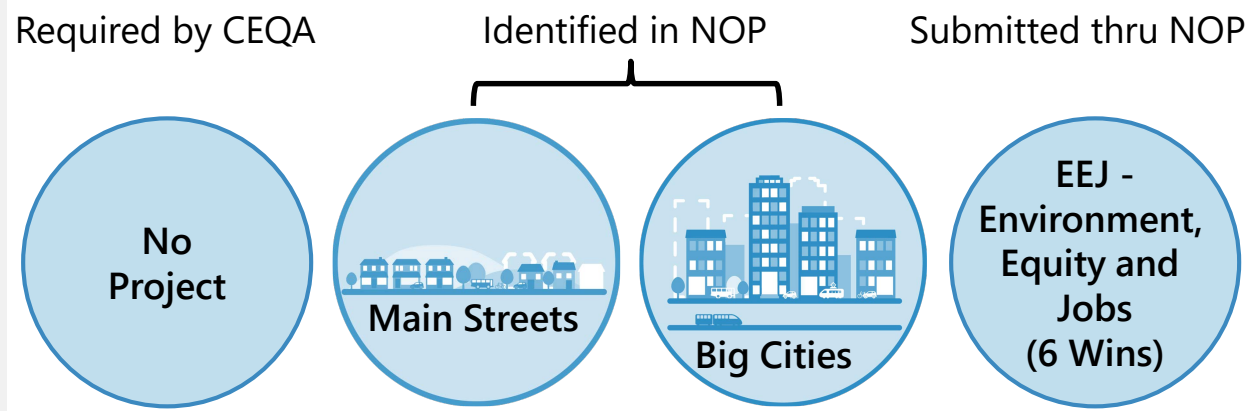
A summary of all NOP comments is found in Attachment A.

The identification of CEQA alternatives is another step in the development of the EIR.

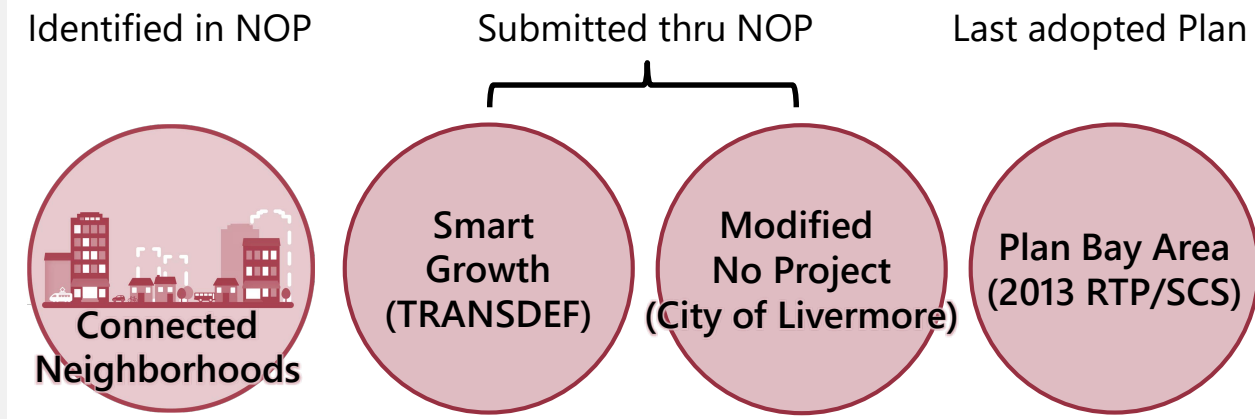


CEQA requires that a reasonable range of alternatives be analyzed in the EIR.

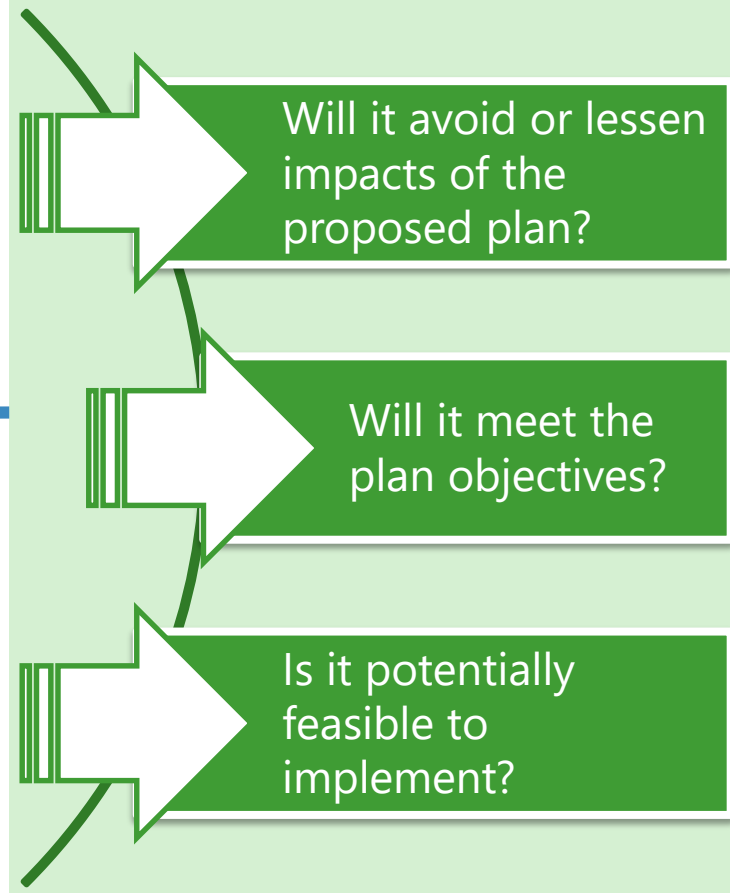
Alternatives
recommended
for further analysis



Alternatives
considered,
but are **not recommended**
for further analysis



Assessing CEQA alternatives:



A summary of all recommended and considered CEQA alternatives is found in Attachment D.

APPENDIX B

SCOPING SUMMARY

A Notice of Preparation (NOP) informs the public of the lead agency's intent to prepare an environmental impact report (EIR) pursuant to the California Environmental Quality Act (CEQA). An NOP for an EIR was issued by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) on May 16, 2016 for the Draft Environmental Impact Report for Plan Bay Area 2040 – the Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) (Plan). The NOP was sent to the California State Clearinghouse, federal, state, and local agencies, and members of the public. As a connected action, three public scoping meetings were held to provide the public and public agencies with the opportunity to learn more about the Plan Bay Area 2040 and to provide another venue to submit comments regarding the issues that should be addressed in the EIR. The scoping meetings were held as follows:

Thursday, May 26, 2016 11:00 a.m. to 1 p.m.	Tuesday, May 31, 2016 6:30 p.m. to 8:30 p.m.	Thursday, June 2, 2016 11:00 a.m. to 1 p.m.
Dr. Martin Luther King Jr. Library One Washington Square, Room 225 San Jose, California	MetroCenter Auditorium 101 8th Street Oakland, California	Finley Community Center 2060 W. College Avenue Santa Rosa, California

At each of these meetings, MTC and EIR consultant staff were available to describe the Plan Bay Area update and EIR processes and to disclose and discuss key environmental issues identified in the NOP. Appendix A of this EIR contains the NOP.

Table B-1, below, lists the scoping comments (both written and oral) received during the NOP comment period (May 16, 2015 through June 15, 2016). The table lists the commenter, the County from which the commenter is located (if applicable), the date the comment was received, and a summary of the relevant EIR section/s in which the comments are addressed. All written NOP comment letters in their entirety are provided in this Appendix. Oral comments at the public scoping meetings were provided to court reporters in attendance at each meeting; the transcripts in their entirety can be accessed by using this link: <http://planbayarea.org/file10327.html>

COMMENTS RELATED TO THE SCOPE OF THE PROJECT

Some of the comments include questions about aspects of the Plan or request information that are not related to the potential physical environmental impacts of the project. Some comments are related to the description and scope of the Plan, rather than the content of the environmental document for the project. Comments regarding the Plan that do not pertain to potential physical environmental effects of the project were forwarded to the appropriate MTC and ABAG staff, but are not evaluated in this Draft EIR because they do not pertain to the project's physical environmental effects. The following table includes a list of the NOP comments, including oral comments received during the scoping meetings. The table includes a summary of the topics addressed in the NOP comments, indicating in which EIR section the comments are addressed.

Table B-1 Comments Received on the Notice of Preparation

Letter Number	Name of Author	Agency / Organization	County of comment origin ¹ (if applicable)	Date Received	Relevant EIR Section(s)	Written / Oral
AGENCIES						
State						
1	Erik Vink	Delta Protection Commission	Multiple	June 7, 2016	Land Use and Physical Development Public Services and Recreation Cultural Resources Visual Resources	Written
2	Gayle Totton	Native American Heritage Commission	N/A	June 14, 2016	Cultural Resources	Written
3	Kelsey Ducklow	California Coastal Commission	Multiple	June 15, 2016	Land Use and Physical Development Climate Change and Greenhouse Gases Transportation	Written
4	Patricia Maurice	Caltrans District 4	Multiple	June 15, 2015	Transportation Land Use and Physical Development Air Quality	Written
5	Ben Tripousis	California High Speed Rail Authority	Multiple	June 15, 2016	Transportation Land Use and Physical Development	Written
6	Regional / Local					
7	Cindy Horvath	Alameda County	Alameda	May 26, 2016	Non-CEQA (information request) Project Description/Plan Non-CEQA (equity) Transportation Project Description (funding)	Written
8	Matt Rodriguez	City of San Pablo	Contra Costa	June 6, 2016	Land Use and Physical Development	
9	Gerry Beaudin	City of Pleasanton, Community Development Planning	Alameda	June 8, 2016	Land Use and Physical Development Alternatives Air Quality Climate Change and Greenhouse Gases Public Utilities and Facilities Growth-inducement	Written
10	Mona Palacios	Alameda LAFCo	Alameda	June 10, 2016	Land Use and Physical Development Public Services and Recreation	Written
11	Patrick Cavanah	Stanislaus County	Stanislaus	June 10, 2016	No Comments	Written
12	Chris Augenstein	Santa Clara Valley Transportation Authority	Santa Clara	June 14, 2016	Project Description (growth assumptions) Alternatives Transportation Land Use and Physical Development	Written
13	Sandra Hamlat	East Bay Regional Park District	Contra Costa Alameda	June 14, 2016	Public Services and Recreation Land Use and Physical Development	Written
14	Jennifer Barrett	Sonoma County Permit and Resource Management Department	Sonoma	June 14, 2016	Land Use and Physical Development	Written

Table B-1 Comments Received on the Notice of Preparation

Letter Number	Name of Author	Agency / Organization	County of comment origin ¹ (if applicable)	Date Received	Relevant EIR Section(s)	Written / Oral
15	Christie Thomason	Delta Stewardship Council	Sacramento-San Joaquin Delta and Suisun Marsh	June 15, 2016	Land Use and Planning Biological Resources Hazards Public Utilities and Facilities Water Resources	Written
16	Lou Ann Texeira	Contra Costa LAFCo	Contra Costa	June 15, 2016	Land Use and Physical Development Public Utilities and Facilities	Written
17	Elizabeth Scanlon	Caltrain	SF, San Mateo, Santa Clara	June 15, 2016	Transportation Air Quality	Written
18	Harry Freitas Jim Ortbal	City of San Jose	Santa Clara	June 15, 2016	Land Use and Physical Development Alternatives Transportation	Written
19	Edward D. Reiskin	San Francisco Municipal Transportation Agency	San Francisco	June 15, 2016	Transportation	Written
20	Annie Thomson	County of Santa Clara Parks and Recreation Department	Santa Clara	June 15, 2016	Non-CEQA (planning process) Land Use and Physical Development Transportation Public Services and Recreation	Written
21	Diane Nguyen	San Joaquin Council of Governments	San Joaquin	June 15, 2016	Land Use and Physical Development Transportation Climate Change and Greenhouse Gases	Written
22	Dawn S. Cameron	County of Santa Clara Roads and Airports Department	Santa Clara	June 15, 2016	Land Use and Physical Development Transportation	Written
23	Denis Mulligan	Golden Gate Bridge Highway & Transportation District	Multiple	June 15, 2016	Transportation	Written
24	Marc Roberts	City of Livermore	Alameda	June 15, 2016	Alternatives Transportation Land Use and Physical Development Land Use and Physical Development Cumulative Impacts	Written
25	Keene Simons	Marin LAFCo	Marin	June 21, 2016	Non-CEQA (Marin agency coordination) Non-CEQA (MTC/LAFCo coordination)	Written

ORGANIZATIONS AND INDIVIDUALS**Organizations**

26	Colin Heyne	Silicon Valley Bicycle Coalition	Santa Clara	May 26, 2016	Non-CEQA (planning process/preferred scenario)	Written
27	David Schonbrunn	Transportation Solutions Defense and Education Fund	Multiple	June 5, 2016	Non-CEQA (planning process) Climate Change and Greenhouse Gases	Written

Table B-1 Comments Received on the Notice of Preparation

Letter Number	Name of Author	Agency / Organization	County of comment origin ¹ (if applicable)	Date Received	Relevant EIR Section(s)	Written / Oral
28	Irene Gutierrez and Will Rostov	Earthjustice Counsel for Sierra Club and CBE	N/A	June 7, 2016	Project Description Background (Settlement Agreements)	Written
29	Sherman Lewis	Hayward Area Planning Association	Alameda	June 14, 2016	Transportation Alternatives	Written
30	Melissa Jones Chuck McKetney Michael Stacey	Bay Area Regional Health Inequities Initiative	Multiple	June 15, 2016	Climate Change and Greenhouse Gases Alternative Transportation Displacement Impacts Air Quality Noise and Vibration Alternatives	Written
31	Jonathan Scharfman	Universal Paragon Corporation	San Mateo	June 15, 2016	Non-CEQA (planning process/preferred scenario)	Written
32	Matt Vander Sluis	Greenbelt Alliance	San Francisco, Sonoma, Contra Costa, Santa Clara	June 15, 2016	Biological Resources Public Utilities and Facilities Public Services and Recreation Water Resources Land Use and Physical Development Transportation Climate Change and Greenhouse Gases Alternatives Non-CEQA (social equity)	Written
33	Jack Swearingen	Friends of SMART	Sonoma, Marin	June 15, 2016	Non-CEQA (transportation planning)	Written
34	David Schonbrunn	Transportation Solutions Defense and Education Fund	Multiple	June 15, 2016	Alternatives Transportation Air Quality Climate Change and Greenhouse Gases Land Use and Physical Development	Written
35	David Zisser	6 Wins for Social Equity Network	Multiple	June 15, 2016	Alternatives Air Quality Climate Change and Greenhouse Gases Land Use and Physical Development Non-CEQA (housing affordability, social equity)	Written
36	Michael J. Ferreira	Sierra Club	Multiple	June 15, 2016	Transportation Climate Change and Greenhouse Gases Non-CEQA (process/plan) Non-CEQA (scoping meeting) Alternative Scenarios Non-CEQA (Settlement Agreements)	Written
Individuals						
37	Jake Brenneise	N/A	Unknown	May 19, 2016	Land Use and Planning (zoning)	Written
38	Mary Collins	N/A	Santa Clara	May 26, 2016	Non-CEQA (preferred scenario) Land Use and Physical Development Transportation	Written

Table B-1 Comments Received on the Notice of Preparation

Letter Number	Name of Author	Agency / Organization	County of comment origin ¹ (if applicable)	Date Received	Relevant EIR Section(s)	Written / Oral
39	Karen Schlessner	N/A	Santa Clara	May 26, 2016	Land Use and Physical Development Transportation	Written
40	Roma Dawson	N/A	Santa Clara	May 26, 2016	Land Use and Physical Development Project Description Non-CEQA (housing affordability, social equity)	Written
41	Gloria Chun Hoo	N/A	Santa Clara	May 26, 2016	Non-CEQA (alternative preference) Climate Change and Greenhouse Gases Water Resources Public Utilities and Facilities Transportation	Written
42	Edward C. Moore	N/A	Alameda	May 26, 2016	Non-CEQA (planning process/preferred scenario) Land Use and Physical Development Transportation (project description)	Written
43	Ferenc Kovac	N/A	Alameda	May 26, 2016	Land Use and Physical Development Non-CEQA (process comment)	Written
44	Jennie Schultz	N/A	Sonoma	May 26, 2016	Project Description/Plan	Written
45	Ferenc Kovac	N/A	Alameda	May 27, 2016	Land Use and Physical Development Transportation	Written
46	Alan Burnham	N/A	Alameda	May 28, 2016	Transportation	Written
47	Charles Cameron	N/A	Alameda	June 6, 2016	Transportation Climate Change and Greenhouse Gases Public Utilities and Facilities Water Resources Biological Resources	Written
48	Marina Carlson Wendy Jung	N/A	Alameda	June 14, 2016	Land Use and Physical Development Transportation	Written
49	Jill Borders	N/A	Santa Clara	June 15, 2016	Non-CEQA (gentrification)	Written
50	Sara Greenwald	N/A	San Francisco	June 15, 2015	Transportation Climate Change and Greenhouse Gases	Written
51	Gladwyn D'Souza	N/A	San Mateo	June 15, 2016	Transportation	Written
52	Howard Strassner	N/A	San Francisco	June 17, 2016	Transportation (parking)	Written

SCOPING MEETING TRANSCRIPTS**May 26, 2016 – San Jose**

53	Anonymous	N/A	Santa Clara	May 26, 2016	Transportation Public Services and Recreation	Oral
54	Shaunn Cartwright	N/A	Santa Clara	May 26, 2016	Non-CEQA (gentrification/environmental justice) Climate Change and Greenhouse Gases Land Use and Physical Development	Oral

Table B-1 Comments Received on the Notice of Preparation

Letter Number	Name of Author	Agency / Organization	County of comment origin ¹ (if applicable)	Date Received	Relevant EIR Section(s)	Written / Oral
55	Doug Muirhead	N/A	Santa Clara	May 26, 2016	Air Quality (modeling) Biological Resources Transportation/trail preferences	Oral
56	Anonymous	N/A	Santa Clara	May 26, 2016	Land Use and Physical Development	Oral
57	Jill Borders	N/A	Santa Clara	May 26, 2016	Non-CEQA (gentrification/environmental justice)	Oral
58	Peggy Cabrera	N/A	Santa Clara	May 26, 2016	Non-CEQA (plan preference) Land Use and Physical Development Transportation	Oral
59	Mark Roest	N/A	Santa Clara	May 26, 2016	Alternatives	Oral
May 31, 2016 – Oakland						
60	David Zisser	N/A	Alameda	May 31, 2016	Alternatives Non-CEQA (environmental justice) Transportation Climate Change and Greenhouse Gases	Oral
61	James Peterson	N/A	Alameda	May 31, 2016	Non-CEQA (MTC/ABAG staff location) Non-CEQA (market/housing plan)	Oral
62	Anonymous	N/A	Alameda	May 31, 2016	Non-CEQA (process)	Oral
63	June 2, 2016 – Santa Rosa					
64	Steve Birdlebough	N/A	Sonoma	June 2, 2016	Non-CEQA (regional vs local planning)	Oral
65	Myron R. Siegel	N/A	Sonoma	June 2, 2016	Alternative Transportation Land Use and Physical Development	Oral
66	Chris Knerr	N/A	Sonoma	June 2, 2016	Non-CEQA (planning process)	Oral
67	Anonymous	N/A	Sonoma	June 2, 2016	Non-CEQA (support for the project)	Oral
68	Anonymous	N/A	Sonoma	June 2, 2016	Land Use and Physical Development Alternatives	Oral
69	Steve Birdlebough	N/A	Sonoma	June 2, 2016	Non-CEQA (parking)	Oral

¹ The county of commenter origin indicates the country from which the commenter is located or the county (or counties) represented by the commenter, if applicable.
The Land Use and Physical Development chapter contains: land use and planning, agriculture and forest resources, and population, employment and housing.



June 15, 2016

BY EMAIL: eircomments@mtc.ca.gov

MTC Public Information
375 Beale Street, Suite 800
San Francisco, CA 94105

**Re: 6 Wins Comments on Notice of Preparation of Draft Environmental Impact Report
for Plan Bay Area 2040**

To Whom It May Concern:

Public Advocates offers these comments on the Notice of Preparation for the Draft Environmental Impact Report (DEIR) for Plan Bay Area 2040 on behalf of the **6 Wins for Social Equity Network**.¹ The 6 Wins is a coalition of more than 20 grassroots, faith, public health, environmental, labor and policy organizations across the Bay Area that work to improve the lives of low-income people of color through affordable housing, reliable and affordable local transit service, investment without displacement, healthy and safe communities, quality jobs and economic opportunity, and community power.

In order to fulfill the legal requirements of the California Environmental Quality Act (CEQA), the EIR should, among other things, (a) identify a reasonable range of alternatives that includes an Equity, Environment and Jobs (EEJ) alternative; (b) analyze the environmental impacts caused by economic displacement and lack of jobs-housing fit; and (c) include measures to mitigate economic displacement and improve jobs-housing fit, as described below.

A. Include an Equity, Environment and Jobs Alternative in the Alternatives Analysis

An EIR must analyze a “reasonable range of alternatives to the project,” with an emphasis on alternatives which “offer substantial environmental advantages over the project proposal.”² The purpose of analyzing alternatives is to assess options for attaining the basic objectives of the project while avoiding or substantially lessening environmental impacts and to evaluate the

¹ The 6 Wins Network includes the following member organizations: Alliance of Californians for Community Empowerment (ACCE), Asian Pacific Environmental Network (APEN), Breakthrough Communities, California WALKS, Causa Justa :: Just Cause, Center for Sustainable Neighborhoods, Community Legal Services in East Palo Alto, SF Council of Community Housing Organizations (CCHO), Ditching Dirty Diesel Collaborative, East Bay Alliance for a Sustainable Economy (EBASE), East Bay Housing Organizations (EBHO), Faith in Action Bay Area, Genesis, Housing Leadership Council of San Mateo County, North Bay Organizing Project (NBOP), Public Advocates, Regional Asthma Management and Prevention (RAMP), Rose Foundation and New Voices Are Rising, San Mateo County Union Community Alliance, Sunflower Alliance, TransForm, Urban Habitat, and Working Partnerships USA.

² *Citizens of Goleta Valley v. Board of Supervisors*, 52 Cal. 3d 553, 566 (1990); *California Native Plant Society v. City of Santa Cruz*, 177 Cal. App. 4th 957, 982-83 (2009).

comparative merits of each alternative.³ Specifically, “[t]he range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects” in order to “permit a reasoned choice”⁴ and “foster informed decisionmaking and public participation.”⁵

To accomplish these requirements, the EIR must include an updated version of the “environmentally superior alternative”⁶ identified in the CEQA process for the first Plan Bay Area: the Equity, Environment and Jobs Alternative. The three scenarios for Plan Bay Area currently being considered are inadequate to meet CEQA requirements. They all have substantial environmental impacts likely to be reduced by an updated EEJ scenario. We highlight this fact because the Metropolitan Transportation Commission (MTC) has made it clear that only the three scenarios they have developed for Plan Bay Area “will be the basis for the initial CEQA alternatives,”⁷ even though MTC acknowledges that all fall short on a number of important metrics.

Specifically, the preliminary evaluation by MTC and the Association of Bay Area Governments (ABAG) concluded that the scenarios perform poorly on a number of targets, including reducing adverse health impacts, not increasing the share of households at risk of displacement (which has foreseeable environmental impacts), and increasing non-auto mode share.⁸ Because an updated EEJ alternative is likely to improve performance on environmental metrics and meet the overall project objectives of Plan Bay Area, it must be included in the EIR.

For example, compared to the preferred alternative adopted in the last round, the EEJ alternative would have resulted in:

- 1,900 fewer tons of CO₂ emissions per day and 568,000 fewer tons of GHG emissions per year;
- 6.4 fewer tons of Toxic Air Contaminants (TACs) per year;
- 1,290 fewer tons of CO emissions per year; and
- Daily energy savings of 68 billion BTUs, the equivalent of burning 600,000 fewer gallons of gasoline each day.⁹

Despite these strong results, MTC and ABAG have refused to include the EEJ among the scenarios they evaluate against the performance targets or among the alternatives studied in the EIR. A “reasonable range of alternatives” should include the environmentally superior

³ 14 CCR § 15126.6

⁴ 14 CCR § 15126.6(c), (f).

⁵ 14 CCR § 15126.6(a). See also *Laurel Heights Improvement Assn. v. Regents of University of California*, 47 Cal. 3d 376, 406-07 (1988).

⁶ MTC and ABAG, Plan Bay Area Final Environmental Impact Report – Final Certification (July 5, 2013), p.A-128.

⁷ MTC, Plan Bay Area 2040: Scenario Evaluation, Planning Committee Agenda Item 4a (May 6, 2016), p.3.

⁸ *Id.* at Attachment 5, pp.23-25 (slides 8-10).

⁹ Sustainable Systems Research, LLC, Summary Comparison of Plan Bay Area Performance Metrics for EEJ and Proposed Plan Scenarios (April 29, 2013), available at http://www.publicadvocates.org/sites/default/files/library/uc_davis_comparison_of_draft_pba_with_eej_alternative_summary.pdf.

alternative – as well as the one that performed best on a range of benefits. To this end, the EEJ should be updated and analyzed in this round’s EIR.

As detailed in our comments on the DEIR last round (attached), MTC and ABAG should update the EEJ alternative so that it matches more closely the scenario that was proposed by the community. Changes from the EEJ studied in the last EIR process should include:

- forcing housing into the desired infill zones in the EEJ alternative (as was done in the preferred alternative),¹⁰
- assuming there would be CEQA streamlining under the EEJ alternative (as was done in the preferred alternative),¹¹ and
- capturing in the model the benefits the EEJ alternative would achieve through deed-restricted affordable housing and anti-displacement protections.

Building upon the EEJ in these ways would likely yield even stronger environmental benefits.¹²

Moreover, the EIR alternatives will also become the basis for MTC’s federally-required equity analysis of Plan Bay Area. Last time, the EEJ was not only environmentally superior, but also provided the greatest benefits to low-income and minority residents, including the lowest H+T cost burden and the lowest risk of displacement. Failing to include an EEJ Alternative in the EIR will therefore also remove from consideration the alternative most likely to provide a full and fair share of the benefits of the regional plan to low-income and minority populations.

B. Analyze the Environmental Effects of Economic Displacement and Improper Jobs-Housing Fit

CEQA requires an analysis of direct and indirect impacts,¹³ including impacts resulting from social and economic consequences of the project.¹⁴ In addition, an EIR is required where “[t]he environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.”¹⁵ To fulfill its fundamental purpose, an EIR must “identify and focus on

¹⁰ Sustainable Systems Research, LLC, Technical Memorandum: Review of the Draft Environmental Impact Report for Plan Bay Area (May 15, 2013) pp. 2-6, 13-14, available at

http://www.publicadvocates.org/sites/default/files/library/ssr_technical_memorandum_5_16_13.pdf. In any event, the EIR alternatives must be modeled in a consistent manner. That was not the case in PBA 2013, when the UrbanSim land-use model was used to forecast the housing distribution for several EIR alternatives, but not for the preferred alternative. In the preferred alternative, instead of allowing UrbanSim to forecast how much of the housing distribution would fall within “Priority Development Areas” (PDAs) and “transit priority project zones,” MTC and ABAG manually assigned a significant share of the housing growth to these areas; UrbanSim was only used to model the distribution of those units within each PDA. Had the preferred alternative been modeled properly (and consistently with the alternatives), the resulting housing distribution would have been far less compact, raising serious questions about whether the region’s greenhouse gas (GHG) targets would be met.

¹¹ *Id.* at 14.

¹² *Id.*

¹³ 14 CCR § 15358(a).

¹⁴ 14 CCR § 15064(e); see *El Dorado Union High Sch. Dist. v. City of Placerville* (1983) 144 Cal. App. 3d 123, 132 (social effects of increased student enrollment and potential for overcrowding could lead to construction of new facilities and were thus relevant under CEQA); see also *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal. App. 4th 1184, 1215 (EIR improperly dismissed the possibility that a large shopping center could drive other retailers out of business as an economic effect when urban decay and other blightlike conditions could result).

¹⁵ 14 CCR § 15065(a)(4).

the significant environmental effects of the proposed project,” including “changes induced in population distribution, population concentration, [and] the human use of the land (including commercial and residential development)...”¹⁶ Furthermore, “[a]n EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences.”¹⁷

Low-income households living in areas of focused growth and investment, such as Plan Bay Area’s Priority Development Areas and Transit Priority Areas, are likely to experience increased displacement resulting from increased property values¹⁸ and subsequent rent hikes and evictions. As noted above, MTC and ABAG’s own evaluation of the scenarios indicates that the risk of displacement is likely to increase significantly in all three scenarios.

When low-income people in the Bay Area are displaced, they tend to move far from their jobs and to places with poor public transit,¹⁹ robbing the transit system of its highest propensity riders and adding high-polluting vehicles to the roads. As a result, displacement has significant adverse effects, including harming human health,²⁰ decreasing public transit utilization, increasing congestion and VMT, causing poorer air quality, increasing greenhouse gas emissions, and causing other environmental impacts.²¹ Similarly, an increase in road and highway usage may result in a significant environmental impact as roads and highways fall into disrepair and traffic congestion increases.²²

The DEIR must therefore evaluate the environmental and health consequences associated with economic displacement. Among other steps, the DEIR should model displacement and identify likely trends in displacement, including:

- areas likely to face displacement pressure,
- the number of households affected,
- the communities expected to absorb these households,
- the number of households with increased commutes resulting from displacement,

¹⁶ 14 CCR § 15126.2(a); *see also* Pub. Res. Code § 21002.1(a).

¹⁷ 14 CCR § 15151.

¹⁸ University of California, Berkeley and Los Angeles, Gentrification, Displacement and the Role of Public Investment: A Literature Review (Mar. 3, 2015), pp.17-20, available at http://iurd.berkeley.edu/uploads/Displacement_Lit_Review_Final.pdf.

¹⁹ *See* Federal Reserve Bank of San Francisco, Suburbanization of Poverty in the Bay Area (Jan 2012), available at <http://www.frbsf.org/community-development/files/Suburbanization-of-Poverty-in-the-Bay-Area2.pdf>; *see also* Brookings Institution, The Growing Distance Between People and Jobs in Metropolitan America (Mar. 2015), available at http://www.brookings.edu/~media/research/files/reports/2015/03/24-job-proximity/srvy_jobsproximity.pdf.

²⁰ Bay Area Regional Health Inequities Initiative, Displacement Brief (Feb. 2016), available at <http://barhii.org/wp-content/uploads/2016/02/BARHII-displacement-brief.pdf>.

²¹ TransForm and California Housing Partnership Corporation, Why Creating and Preserving Affordable Homes Near Transit Is a Highly Effective Climate Protection Strategy (May 2014), available at <http://www.transformca.org/sites/default/files/CHPC%20TF%20Affordable%20TOD%20Climate%20Strategy%20BOOKLET%20FORMAT.pdf>. *See* 14 CCR § 15064.4(b).

²² *See, e.g., Save our Peninsula Comm. V. Monterey Cty. Bd. Of Supervisors*, 87 Cal. App. 4th 99, 118, 139 (2001) (discussing traffic impact as a significant environmental effect).

- the impact on access to middle-wage jobs²³ for low-income households, and
- the location and quantity of resulting demand for additional housing construction.

In addition, academic research has found that many parts of the Bay Area have a poor match between housing costs and local wages – a poor “jobs-housing fit,” causing new workers, particularly low-wage workers, to travel further distances than those in existing jobs.²⁴ The DEIR must evaluate the environmental and health effects resulting from this mismatch.

C. Describe Measures to Mitigate the Effects of Economic Displacement and Improve Jobs-Housing Fit

Public agencies are also required to describe and discuss mitigation measures that could minimize *each* significant environmental effect identified in an EIR.²⁵ Mitigation measures are “the teeth of the EIR” because “[a] gloomy forecast of environmental degradation is of little or no value without pragmatic, concrete means to minimize the impacts and restore ecological equilibrium.”²⁶ Such measures must be at least “roughly proportional” to the impacts of the project, and must not be remote or speculative.²⁷ They must be “fully enforceable through permit conditions, agreements, or other legally binding instruments.”²⁸

Indeed, a project should not be approved “as proposed if there are feasible mitigation measures available which would substantially lessen the significant environmental effects of the project.”²⁹ Measures or alternatives that mitigate the risk of displacement and therefore reduce the identified environmental impacts of displacement are feasible and should be incorporated into the EIR.³⁰ Such measures include:

- leveraging the One Bay Area Grant (OBAG) program to encourage local anti-displacement protections and affordable housing production,³¹ as proposed by the 6 Wins,³²

²³ “Middle-wage” jobs are defined as those that pay \$18 to \$30 per hour. SPUR, CCSCE, SMCUCA, Working Partnerships USA, Economic Prosperity Strategy: Improving Economic Opportunity for the Bay Area’s low- and moderate-wage workers (Oct. 2014), p. 8, available at http://www.spur.org/sites/default/files/publications_pdfs/Economic_Prosperty_Strategy.pdf.

²⁴ Alex Karner and Chris Benner, Job Growth, Housing Affordability, and Commuting in the Bay Area (May 29, 2015), pp. 40-41, available at http://planbayarea.org/pdf/prosperity/research/Jobs-Housing_Report.pdf; see also Chris Benner with Alex Karner, Why is Housing So Expensive? Beyond Balance to Jobs Housing *Fit*, presentation available at <http://calbudgetcenter.org/wp-content/uploads/Policy-Insights-2016-Benner.pdf>.

²⁵ See Pub. Res. Code §§ 21002.1(a)-b and 21081.6(b); see also 14 CCR § 15126.4.

²⁶ *Environmental Council of Sacramento v. City of Sacramento* (2006) 142 Cal. App. 4th 1018, 1039.

²⁷ 14 CCR § 15126.4(a)(2)(B) (citing *Dolan v. City of Tigard*, 512 U.S. 374 (1994)); see also *Fed’n of Hillside & Canyon Ass’n v. City of Los Angeles* (2000) 83 Cal. App. 4th 1252, 1261.

²⁸ 14 CCR § 15126.4(a)(2).

²⁹ Cal. Pub. Res. Code § 21002; see also 14 CCR § 15002(a)(3) (an agency must prevent avoidable damage “when [it] finds [mitigation measures] to be feasible”).

³⁰ See 14 CCR § 15131(c) (“Economic, social and particularly housing factors shall be considered by public agencies ... in deciding whether changes in a project are feasible to reduce or avoid the significant effects on the environment identified in the EIR”).

³¹ Such local policies have been adopted throughout the Bay Area and have a proven track record of reducing displacement. See UC Berkeley, Urban Displacement Project, Policy Tools, available at <http://www.urbandisplacement.org/policy-tools-2>.

³² 6 Wins Network, Recommended Modifications to the One Bay Area Grant Program to Advance Investment Without Displacement, Affordable Housing, and Economic Opportunity (Sept. 30, 2015), available at <https://drive.google.com/file/d/0B9IjCmacmnhWYWRyQXBtNDFJR0U/view?pref=2&pli=1>.

- funding for the development and preservation of affordable housing,
- more equitable distribution of development throughout both affluent and low-income neighborhoods, and
- reducing transit costs to low-income households to reduce the pressure of rising housing costs.

Policies to improve jobs-housing fit should also be considered as mitigation measures, including:

- increasing affordable housing near entry-level jobs,
- supporting investment and development patterns that prioritize the growth and retention of living-wage and middle-wage jobs near housing, and
- raising wages for low-income workers so that they are better able to afford housing.

To ensure a robust environmental analysis, a transparent process, and a Plan Bay Area that results in the greatest number of benefits and the least number of harms to the region's residents, it is critical that the DEIR include an EEJ Alternative, analyze the environmental effects of displacement and lack of jobs-housing fit, and explore measures to mitigate displacement and its effects and to improve jobs-housing fit.

Sincerely,



David Zisser
Staff Attorney

Copy: Steve Heminger, Executive Director, MTC (sheminger@mtc.ca.gov)
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Attachment: Comments on the draft Environmental Impact Report for Plan Bay Area (May 16, 2013)

Carolyn Clevenger, MTC EIR Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
By email: eircomments@mtc.ca.gov

Re: Comments on the draft Environmental Impact Report for Plan Bay Area

Introduction

When the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) issued their draft Plan Bay Area (draft Plan), thousands of pages of documents and appendices went up on their website. Most of those pages are parts of the Environmental Impact Report (EIR) prepared to comply with the requirements of the California Environmental Quality Act (CEQA). These comments address concerns in each of the core components of the EIR:

- The basic function to fully inform the public.
- The project description.
- The analysis of alternatives.
- The analysis of project impacts.
- The mitigation measures.

A number of these concerns stem in part from the fact that there are key differences in how the land-use model, UrbanSim, was used to determine the housing distribution in the draft Plan, on the one hand, and in the Equity, Environment and Jobs (EEJ) alternative, and other alternatives on the other hand. Specifically, the EIR adjusted the modeling results for the draft Plan by using unspecified “calibration techniques,” but did not make the same adjustments in the modeling results for the other alternatives. The use of different methods obscures the comparison among Plan alternatives, and departs from the California Transportation Commission’s modeling guidelines for regional transportation plans.

The EIR is Inadequate as an Informational Document

The basic function of an EIR is to fully inform the public and decision makers about the environmental impacts of a project so that the public can provide informed input and the decision makers can make an informed decision. However, this EIR is so complex and confusing – so dependent upon unexplained assumptions embedded in computer models – that it is impossible for the public to fully understand its methodology and clearly evaluate its conclusions. To even attempt to decipher the methodology of the key land use models, the public has to plow through a technical appendix to the draft Plan document, which itself is an appendix to the EIR. Even academic modeling experts who have reviewed the technical appendices and asked for clarification from modeling staff at MTC and ABAG have been unable to determine the exact steps used to create the housing distribution for the draft Plan.

The EIR also falls short of its information function in even more basic ways. It does not inform decision-makers or the public of the health effects on disproportionately-impacted populations of the

increased emissions the EIR identifies as potentially significant. It also does not inform them of the disproportionate impacts on low-income populations that will result from economic displacement.

The Project Description in the EIR is Inadequate

It is impossible for an EIR to adequately inform the public and decision makers about the impacts of a project unless the EIR clearly and consistently describes the project in the first place. This EIR does not pass that test. Unlike every other EIR that has been prepared for SB 375 plans, and for that matter almost every other EIR that is prepared for any purpose, this EIR does not have a separate chapter, or section, entitled “Project Description.” Instead, Chapter 1.2 of the EIR is called “Overview of the Proposed Plan Bay Area.” As its title suggests, it provides an overview of certain features of the plan, but not a complete project description. The description of the core land use component required by SB 375, the Sustainable Community Strategy (SCS), is woefully incomplete. The description of the SCS basically amounts to the statement that it “calls for focused housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas” (DEIR, p. 1.2-24), without providing any specifics about how this focused growth will be achieved, and without even providing a list of the PDAs where the growth will be focused.

For “details” about the SCS, EIR readers are directed to the draft Plan document, which in turn directs readers to the “Jobs-Housing Connection Strategy” (JHCS) published a year before the EIR. The JHCS states that there are 198 PDAs, and the EIR and the draft Plan document both state that there are “nearly 200” PDAs. However, the PDA Readiness Assessment, one of the many support documents published at the same time as the EIR and draft Plan document, states that “a number of changes or modifications have been made since” the JHCS was published, so “the current number of PDAs is 169.” Even though the core feature of the draft Plan is to encourage growth around PDAs, neither the EIR nor any of the documents it references provide a list of PDAs (only maps that are not at a scale to allow one to distinguish individual PDAs in proximity to each other, or to count them individually). There is also an inconsistency in the description of how much housing and jobs will go into the PDAs under the Plan. Among the EIR, SCS and JHCS, the housing number is variously described as “77 percent,” “79 percent,” “over 80 percent,” “80 percent” and “about 80 percent.” The jobs numbers are expressed as 63 percent sometimes and 66 percent other times – a discrepancy of more than 40,000 jobs. The unspecified “calibration techniques” discussed above, which were used to generate the description of how many housing units will be in PDAs as a result of the draft Plan, suggest that the EIR uses an elastic project description that changes shape as necessary to produce various outcomes. That is not a recipe for a useful EIR.

The EIR’s Identification and Analysis of Alternatives Falls Short

The EIR deserves praise for its inclusion of an Equity, Environment and Jobs (EEJ) Alternative, and for acknowledging that the EEJ alternative is the environmentally superior alternative. However, there are important differences between the robust EEJ alternative proposed to ABAG and MTC and the alternative analyzed in the EIR. These differences include: forcing housing into the desired infill zones in the preferred alternative, but not the EEJ alternative; failing to capture in the model the benefits the EEJ alternative would achieve through deed-restricted affordable housing and of OBAG anti-displacement protections; and assuming there would be no CEQA streamlining under the EEJ alternative. As result, the EIR has not in fact analyzed a fully-developed EEJ alternative.

The analysis of the impacts of the EEJ alternative inappropriately masks how much better the EEJ alternative performs compared to the preferred alternative by representing those differences as seemingly-small percentage point differences and then repeating the misleading statement that its benefits are only “marginal.” In fact, when one focuses on absolute numbers rather than misleading percentages, the analysis in the EIR shows substantially better performance by the EEJ alternative. Compared to the proposed plan, the EEJ scenario would result in:

- 1,900 fewer tons of CO2 emissions per day and 568,000 fewer tons of GHG emissions per year
- 6.4 fewer tons of Toxic Air Contaminants (TACs) per year
- 1,290 fewer tons of carbon monoxide emissions per year
- Daily energy savings of 68 billion BTUs, the equivalent of burning 600,000 fewer gallons of gasoline each day.

Furthermore, Sustainable Systems Research LLC concluded that if the modeling had been applied consistently, the EEJ alternative would show improved performance even beyond the performance that caused the EIR to select it as the environmentally superior alternative.

In addition, while the discussion of the EEJ alternative as the environmentally superior alternative drops hints that the alternative may be infeasible, it does not evaluate its feasibility at a level of detail that would be necessary for ABAG and MTC to make a finding of infeasibility. Any such analysis would need to individually evaluate the feasibility of the different major components, and not simply assume that one component can make an entire alternative infeasible. In fact, the VMT fee is not an essential part of the EEJ alternative. While it provides a useful tool for analyzing the benefits that a big boost in transit service would bring to the region, the bulk of those benefits can be achieved without a VMT fee through making \$3 billion in additional transit operating funds available in the final Plan, as recommended below. Because the issue here is only financial feasibility, a feasibility analysis would need to fairly apply the same feasibility standards to the preferred alternative, by, for example, acknowledging that it may not be feasible to assume that the same revenues that existed before redevelopment agencies were eliminated will be available now that they have been eliminated.

The EIR’s Analysis of Project Impacts is Inadequate.

The failure to base the impact analysis on a fixed, consistent project description permeates all of the individual sections of the impact analysis. The “calibration techniques” used in the land use analysis of the draft Plan are one extreme example of the fact that the impact analysis conducted through complex computer modeling appears to be result-oriented rather than a fair effort to characterize the actual impacts of the actual policy decisions that are supposed drive the analysis. As noted above, Sustainable Systems Research, LLC evaluated the inconsistencies in the modeling approaches and determined that EEJ would show even greater performance benefits relative to the draft Plan had the two been analyzed using comparable methods.

As discussed above, the impact analysis does not analyze the localized health effects on disproportionately-impacted populations of the increased emissions the EIR identifies as potentially significant. It also does not analyze the disproportionate health effects on low-income populations that will experience economic displacement, despite the fact that ABAG acknowledged in its 2007 to

2014 Housing Needs Plan that displacement caused by urban housing demand results in “negative impacts on health, equity, air quality, the environment and overall quality of life in the Bay Area.”

One important shortcoming in the impact analysis relates to the impact of economic displacement. The draft EIR notes correctly that CEQA does not require analysis of pure social or economic impacts. CEQA does, however, require analysis of the physical changes to the environment that are caused by the economic or social effects of a project. And yet the draft EIR does not analyze the social and economic effects of displacement, even though it acknowledges that “Changing development types and higher prices resulting from increased demand could disrupt business patterns and displace existing residents to other parts of the region or outside the region altogether.” Instead, these issues are given inadequate consideration in the Equity Analysis, which is not part of the CEQA analysis. There is no attempt in the draft EIR or in the Equity Analysis to model displacement and identify likely trends in displacement, including areas likely to face pressure, number of households affected, and the impacts on the communities expected to absorb these households, and no attempt to mitigate the impacts of the significant displacement risks that the Equity Analysis found.

The EIR’s Mitigation Measures Fall Short.

To the extent the draft EIR does identify certain localized displacement impacts as significant, it does not propose sufficient mitigation measures even in the context of the artificially-constrained impacts it does address. The displacement mitigation measures focus on enhancing pedestrian and bike access, and general planning. No mitigation is proposed that adds any actual protection against displacement pressures.

Many of the mitigation measures (particularly for air impacts) set forth in the draft EIR are already required by applicable state or local regulations, and thus already required by law to be in the project. For example, (a) use of Tier 2 off-road equipment, (b) anti-idling requirements, and (c) controlling fugitive dust. As the Attorney General pointed out in her lawsuit challenging SANDAG’s SB 375 plan, measures that are already legally required should have been assumed to be part of the baseline of the project. By inappropriately calling them out as mitigation measures, the draft EIR side-steps the consideration of other mitigation measures that could reduce pollution, improve public health, and save lives.

The draft EIR correctly points out in many places that mitigation of a number of the identified impacts is outside the jurisdiction of ABAG and MTC. Nevertheless, ABAG and MTC have not adequately leveraged the mitigation potential of programs that are within their jurisdiction, namely the One Bay Area Grant program (OBAG) and the Regional Housing Needs Allocation (RHNA). The EEJ alternative does a much better job of targeting those programs to achieve the objectives of SB 375 and state and federal transportation and housing laws than the preferred alternative.

We recommend adding the following specific mitigation measures:

- **Transit operations:** Provide \$3 billion in additional operating revenue for local transit service in the final Plan, and commit to adopt a long-range, high-priority “Regional Transit Operating Program” to boost transit operating subsidies by another \$9 billion over the coming years, as new operating-eligible sources of funds become available.

- **SCS and RHNA housing distribution:** Shift 25,000 RHNA units from PDAs to “PDA-like places,” with a corresponding shift in the SCS.
- **Displacement protections:** Develop and incorporate into the draft EIR strong anti-displacement policies that future OBAG grant recipients will be required to adopt and implement, and provide substantial regional funding for community stabilization measures, such as land banking and preservation of affordable housing in at-risk neighborhoods.

Sincerely,

ACCE Riders for Transit Justice

Roger Kim, Executive Director
Asian Pacific Environmental Network

Kirsten Schwind, Program Director
Bay Localize

Carl Anthony and Paloma Pavel, Co-founders
Breakthrough Communities

Michael Rawson, Director
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Ilene Jacobs, Director of Litigation, Advocacy & Training
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Dawn Phillips, Co-Director of Program
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Myesha Williams, Co-Director
New Voices Are Rising

Karyl Eldridge, Housing Committee Chairperson
Peninsula Interfaith Action (PIA)

Richard Marcantonio, Managing Attorney
Sam Tepperman-Gelfant, Senior Staff Attorney
Public Advocates Inc.

Anne Kelsey Lamb, Director
Regional Asthma Management and Prevention

Jill Ratner, President
Rose Foundation for Communities & the Environment

Allen Fernandez Smith, President & CEO
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Brian Darrow, Director of Land Use and Urban Policy
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Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

June 15, 2016
By E-Mail to:
eircomments
@mtc.ca.gov

Steve Heminger
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: 2017 RTP/SCS Scoping Comments

Dear Mr. Heminger:

The Transportation Solutions Defense and Education Fund, TRANSDEF, is an environmental non-profit advocating the regional planning of transportation, land use and air quality. Our focus in recent years has been on reducing the impacts of transportation on climate change. This marks the seventh Regional Transportation Plan process in which we have participated.

These comments are intended to test a coherent set of the latest policies from Caltrans:

California's goal for all sectors and economic activities is to reduce GHG emissions while we go about our daily business. For transportation, this means making significant changes in how we travel. We must provide access and mobility for people and businesses, yet reduce our single occupant miles travelled and advance cleaner vehicles and fuels. (California Transportation Plan 2040, Final Draft version ("CTP"), p. 87.)

TRANSDEF recognizes that the environmental review process was set into law for the purpose of improving projects. It was not intended to merely generate stacks of unread paper documenting foregone conclusions. As a result, we believe that the appropriate testing of different conceptual approaches to the solution of regional problems is both warranted and desirable.

An ongoing controversy exists as to the long-held MTC conclusion that "transportation investments do not move the needle," referring to the ability of an RTP to produce significant shifts in travel patterns, mode split and GHG emissions. TRANSDEF, on the

other hand, strongly believes that well-designed cost-effective projects, selected to advance specific strategic objectives, will produce better outcomes.

This was demonstrated in the 2005 RTP FEIR, in which the TRANSDEF Smart Growth Alternative outperformed¹ the adopted staff alternative. We believe that MTC's practice of selecting politically popular costly transportation projects for the RTP over better-performing ones is the core reason that total transit ridership in the Bay Area is now lower² than it was in 1982³--and far lower per capita, due to population growth.

To resolve this important policy question, we propose that MTC/ABAG study the following transportation sub-alternatives, based on the land use assumptions of the Big Cities Scenario, as defined by MTC/ABAG staff. We believe that comparing the outcomes of these sub-alternatives with the outcomes of the Big Cities Scenario will provide MTC/ABAG with invaluable data for policy making. In addition, utilizing inputs from CTP 2040 Scenario 2 will perform a comparison between MTC's model and the State's.

Cost-Effectiveness Sub-Alternative

This Alternative is guided by the chief conclusion of our strategic analysis: The Bay Area has far too many personal vehicles for the Single Occupant Vehicle (SOV) mode to be viable for commuting. We recognize that when a large percentage of the population insists on commuting at the same time, a mass transportation solution, rather than reliance on individual transportation, is required. The Alternative does not waste funds attempting the hopeless task of maintaining SOV mobility. It builds no additional SOV capacity.

Consistent with CTP 2040 Scenario 2, this Alternative tests building convenient transit options, hopefully resulting in a significant drop in the SOV mode share and GHG emissions.

This Alternative uses the transportation project definitions⁴ of the 2005 TRANSDEF Smart Growth Alternative.⁵ The input files of transit headways that were developed for the 2005 EIR should still be stored at MTC. If not, we can provide them to avoid unnecessary duplication of work.

Obviously some things have changed since we created the Alternative back in 2004. SMART and eBART will soon be operational, so their trips need to be input to the model. BART built the central section of our Delta DMU proposal, so that project should

¹ http://transdef.org/RTP/RTP_Analysis_assets/Technical_Report.pdf

² See graph at http://transdef.org/Bay_Area/Bay_Area.html

³ TRANSDEF had sought to enforce TCM 2, MTC's commitment in the State Implementation air quality Plan to increase regional transit ridership in 1987 by 15% over the baseline year of 1982.

⁴ http://mtcwatch.com/2004_RAFT_RTP/2004_RTP_Main.html

⁵ <http://transdef.org/RTP/RTP.html>

be omitted. Please contact us to resolve questions about handling other changes to the regional network.

Altamont Corridor Rail Project: Since we designed the Bay Area High-Speed Rail Service in 2004, the Altamont Corridor Rail Project was developed as a collaboration of ACE and CHSRA, among others. For our Alternative, we have replaced the Bay Area High-Speed Rail Service with the Altamont Corridor Rail Project, as the latter is better defined. An EIR for the project was scoped in 2009 but never completed. The 2011 Preliminary Alternatives Analysis⁶ has a list of preferred alternatives on p. 5-1. (Some of these alternatives bear a striking similarity to the Altamont HSR alternative⁷ TRANSDEF proposed to CHSRA in 2010.) For this project, we propose the following specifications/enhancements:

- 20 minute headways for the peak period and 30 minute off-peak.
- Service to Downtown San Francisco via the Dumbarton Rail Bridge and DTX.
- A new ROW from Stockton to Sacramento, allowing one-seat rides from Sacramento to San Jose and San Francisco.
- San Joaquin trains westbound from Stockton are rerouted to San Jose via this new line, greatly increasing the ridership.
- Travel time from Stockton to San Jose is 1:00.
- California HSR is assumed to not be functional during the Plan period.

Altamont Funding: This Alternative does not provide any regional contribution to BART extensions, making funding available for this project. As the transit solution for one of the top ten congested highway corridors in the region, this project should compete very well for cap and trade funding. For RTP purposes, assume a project cost of \$4 billion.

Highway Funding: Please note that, in striving for policy coherence, this Alternative provides no funding for so-called Express lanes or other highway capacity-increasing projects. Instead, like CTP 2040 Scenario 2, HOV networks are made continuous by converting mixed-flow lanes. (Appendix 7, p. 11.) Highway construction funding is used to meet the needs of SHOPP, and highly visible enforcement of HOV lane occupancy limits. HOV lanes will be presumed to operate at at least FHWA minimum speeds. Available funding not needed for basic maintenance is swapped with sales tax counties for money eligible to spend on transit operations.

Transit Speeds: Like CTP 2040 Scenario 2, significantly higher transit speeds are key to productivity and carrying large passenger loads at reasonable operating costs. In this Alternative, we propose these methods of achieving the 50% higher speeds assumed by Scenario 2:

- Widespread use of traffic signal priority for buses

⁶ [http://transdef.org/2017_SCS/Altamont Corridor Rail Project Preliminary AA Report.pdf](http://transdef.org/2017_SCS/Altamont%20Corridor%20Rail%20Project%20Preliminary%20AA%20Report.pdf)

⁷ http://transdef.org/HSR/Altamont_assets/Exhibit_C.pdf

- Arterial HOV lanes where needed to bypass congestion
- Automated enforcement of transit lanes, with all fines going directly to the transit operator.⁸
- Unlike CTP 2040 Scenario 2, HOV minimum occupancies are not changed, as TRANSDEF believes that would result in limiting the HOV mode share.

Land Use: We note with approval that the description of the Big Cities Scenario includes elements that have no basis in current law or policy, including changing parking minimums and the office development cap. MTC had raised serious feasibility concerns about our 2005 RTP Alternative because we proposed innovations like these. It is only by testing proposed policies that decision-makers can determine whether to support legislation to make the innovation possible.

In addition to incorporating all of the Scenario's land use assumptions, the Alternative includes:

- No public subsidies for the operation or construction of parking within PDAs.
- The conditioning of funding for PDAs on enactment of the parking and other policy reforms proposed by the Big Cities Scenario.
- Required unbundling of the parking from leases and residential purchase agreements.
- Encouragement for the permitting of micro-apartments and Junior Second Units.

This Alternative's focus on increasing the availability of convenient transit should meet a critical need of PDAs, and the Big City Alternative in particular. We would be pleased to discuss the proposed headways with staff, and adjust these specifications to find an optimal balance of ridership and cost, as well as adjust the dollar inputs to meet the financial realities of today.

Pricing Sub-Alternative

CTP 2040 Scenario 2 is described in Appendix 7 (pp. 11-12) as increasing the out-of-pocket cost of urban driving by 133% (from \$0.23 to \$0.55 per mile). We propose to achieve this by implementing some of the following pricing programs:

- Mixed-flow lane freeway tolling during congested periods.
- A parking charge on all commercial parking spaces, including privately owned ones. This could conceivably be achieved through public funding of the installation of parking management hardware: gates and access controls. This would enable excellent administration of employee commuter benefit programs.
- Impose a regional transportation mitigation fee on new development, based on additional auto trips and VMT added to the regional network. If the fee is high enough, it will increase the desirability of developing close to transit and decrease interest in greenfield sites. This could come in the form of an Indirect Source Mitigation Fee, which has been under consideration by BAAQMD.

⁸ <http://arch21.org/BusLanes/BusOnlyPaper.html>

While the Big Cities Scenario contains cordon pricing and incentive programs, the Notice of Preparation does not specify the degree of cost increase proposed. This Sub-Alternative therefore prescribes the increase in the cost of driving, and some of the potential ways to achieve it.

Back in 2004, the travel demand model was limited in its ability to study pricing. We were forced to use a daily parking charge as a surrogate for the road user charges we wanted studied. Please contact us to discuss what is possible with the current model.

A key part of this Sub-Alternative is drawn from the experience of LACMTA. After it entered into a consent decree with the Bus Riders Union, bus fares were very substantially reduced. Bus ridership went up dramatically. Conversely, after the consent decree expired, fares rose and ridership dropped. TRANSDEF proposes this Sub-Alternative model a fare reduction here in the Bay Area, to test whether price sensitivity is different up here. We propose cross-subsidizing fares from the revenues received through pricing, with a target of reducing fares by 80%.

For simplicity and directness of comparison, this Alternative uses the exact same transportation and land use assumptions as the Cost-Effectiveness Sub-Alternative.

Conclusion

TRANSDEF is committed to achieving GHG emissions reductions and VMT reductions at the regional level. These Alternatives represent our best thinking as to what can be done, and what needs to be done. Studying the Alternatives proposed here will place concrete choices before the agencies. We think it is far healthier for the agencies to either accept or reject the choices in public than avoid altogether the discomfort of "pushing the envelope." We stand ready to provide whatever further inputs might be needed or useful. We look forward to collaborating on the best RTP yet.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

CC:

Steve Kinsey, MTC

Ezra Rapport, ABAG

Jack Broadbent, BAAQMD

Larry Goldzband, BCDC

Stacey Mortensen, ACE & SJJPB



June 13, 2016

Ken Kirkey, MTC Planning Director
Miriam Chion, ABAG
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Dear Mr. Kirkey and Ms. Chion,

The City of Livermore has reviewed the Alternative Scenarios for the Plan Bay Area update, sent to the Planning Division on May 18, 2016. The City offers the following comments on the Alternative Scenarios, the growth projections for Livermore, and the scope of the Environmental Impact Report (EIR). We intend this input to help guide selection of a Preferred Alternative. The City's comments are based upon the following principles that were included in the letter from Tri-Valley officials sent to ABAG and MTC on September 28, 2015:

- Recognize and plan for interregional travel.
- Invest in transportation improvements that increase connectivity to existing activity nodes and job centers.
- Support Bay Area communities at the policy level that are experiencing growth and are working to be more sustainable.
- Provide policies for "geographic equity" within counties.

Alternative Scenarios

1. Scenario #2 (Connected Neighborhoods) builds upon the established Priority Development Area (PDA) framework. Scenarios #1 (Main Streets) and #3 (Big Cities) are major deviations from the adopted Plan Bay Area. PDAs are useful tools as they provide predictability to local governments, property owners, residents, and the regional agencies regarding the direction of transportation and infrastructure investments. PDAs are voluntarily designated and are more aligned with local plans, increasing the chances of achieving the regional vision.

In addition to retaining a focus on PDAs, Scenario #2 takes a balanced approach between investing in state-of-good repair on roads and transit, while supporting strategic expansions to the transit system to serve growing areas. Scenario #2 also performs best against the new targets and would have the largest regional benefits. Furthermore, the growth projections for Livermore under Scenario #2 generally align with the existing Plan Bay Area and forecasts based on the City's General Plan (although we identified some key issues with the projections, as discussed further below). A drastic move away from PDAs and the original growth assumptions would undermine planning efforts completed over the last five years. The City understands the rationale of providing three different

scenarios. However, the next update should provide a more focused range of policy adjustments – continuing to build consensus around the adopted vision rather than introducing uncertainty.

2. The affordable housing policies under Scenarios #1 and #3 would be very problematic. Labeling areas as “high VMT” or “low VMT” over simplifies the complex relationship between jobs, housing, and services that exist from the neighborhood level up to the regional scale. A direct and complete transfer of funds from some jurisdictions to others would have many unintended consequences. For example, many places considered as high VMT are also high opportunity areas, and imposing fees on development while providing no subsidies for affordable housing in these locations would conflict with equity goals.

Providing sufficient affordable housing is a challenge in every community in the Bay Area. Accordingly, all scenarios (including Scenario #2) should include a fair and effective policy for generating additional funds for affordable housing in PDAs throughout the region. Policies that discourage housing construction in certain communities in the face of a regional housing crisis would be counterproductive to the regional vision.

3. In addition to strengthening the affordable housing policies, Scenario #2 should emphasize transit extensions. The region should invest in regional rail improvements that increase connectivity between growing job centers and residential communities (the Tri-Valley is experiencing both). The regional rail network plays a key role in connecting people to jobs, and the urgency to provide viable transit options where they are lacking will only increase. Regional rail also catalyzes transit-oriented, infill, and higher density development – increasing opportunities for people to live and work with less dependence on vehicles. Plan Bay Area should support communities wanting and needing regional rail service to improve sustainability, quality of life, and community health. The plan should also consider how land use changes can take advantage of under-utilized infrastructure in the reverse commute direction.

For these reasons, City staff strongly supports moving forward with Scenario #2, but with adjustments to the affordable housing policies and emphasis on transit. These two changes to Scenario #2 would improve performance on equity targets and further support congestion- and emissions-related goals.

Forecasted Household and Job Growth for Livermore

4. *Projections 2013* shows the city of Livermore as having 29,134 households in 2010. Why does Attachment 2 (Growth Forecasts by Alternative Scenario) show Livermore as having 28,600 households in 2010?
5. The household forecasts for Livermore vary widely across the scenarios and do not align with our expectations based on approved development and adopted land use plans. For

example, there are projects completed since 2010 or currently under construction that are not reflected in the table, including Shea Sage and Shea Montage in the Isabel PDA and the Brisa project in the Eastside PDA. In addition, the approved Downtown Specific Plan allows up to 1,400 units in the first phase of implementation, and up to 3,600 units in subsequent phases. The “No Project” scenario should reflect projects approved since 2010 and minimum anticipated growth under approved land use plans (as described further in comments #11 and #12 below). This table shows a more accurate distribution of Livermore households under the No Project Scenario:

Geography	2010 Baseline	2040 No Project	#2 Connected Neighborhoods
Livermore total	28,600	32,800	37,600
Downtown	600	1,500	2,100
East Side	0	500	2,500
Isabel Neighborhood	300	1,250	4,000
Outside PDAs	27,700	29,550	29,000

6. Forecasted growth under Scenario #3 should be at least as much as under the “No Project” scenario, as Livermore will continue to grow regardless if regional investments are directed towards the Big Cities. The number of households assumed for each PDA under Scenario #3 should reflect the distribution under the No Project scenario.
7. New housing in the Isabel PDA is dependent upon a BART extension to Isabel Avenue (see [PDA application](#), attached). Under existing regulations, no new housing is allowed in this area. The City is preparing the Isabel Neighborhood Plan (INP), which will include amendments to allow residential uses. The INP will ultimately serve as a PDA plan (for Plan Bay Area purposes), Station Area Plan (MTC’s TOD policy), and Ridership Development Plan (BART policy). The Draft INP plans for about 4,225 new housing units, which should be reflected in at least Scenario #2.
8. Under Scenario #2, Livermore is forecasted to grow by 9,000 households; however, household growth in the three PDAs adds up to 10,800. This distribution should be corrected so that household growth in the PDAs does not exceed citywide household growth. The scenario should also assume some development outside of the PDAs. A suggested distribution of households for Scenario #2 is provided in the table above.

9. *Projections 2013* shows the city of Livermore as having 38,450 jobs in 2010 (and 46,650 in the SSA). Livermore annexed the Lawrence Livermore and Sandia National Labs sites in 2011. Together, these Labs are the City's largest employer and provide approximately 9,400 jobs. Please ensure that the Labs are included in the job forecasts for Livermore.
10. All of the scenarios show Livermore adding 7,100-7,900 jobs over 2010 baseline conditions. This is drastically lower than job estimates under the current Plan Bay Area, which estimates over 14,000 new jobs in Livermore. Please explain this difference. For reference, we estimated that General Plan build-out would result in about 87,000 jobs within the city. According to US Census Bureau data (On the Map), the number of jobs in Livermore increased by 2,800 between 2010 and 2014, which would represent 36-40% of the total projected job growth under the No Project and alternative scenarios. Based on ABAG data, Livermore has grown by an average of 400 jobs per year since 1990. We expect to experience a similar growth rate moving forward, especially considering the recently approved industrial and commercial projects (e.g., Gillig, Phase II of the Outlets, The Shoppes, Trammel Crow distribution facility, etc.).

Scope of the Environmental Impact Report (EIR)

The EIR for the Preferred Alternative will analyze the cumulative impacts of implementing major transportation projects in the region (over which MTC has some control). As part of the analysis, assumptions will be made about the land use pattern in 2040 (over which regional agencies have very little control, as local agencies have land use authority). Plan Bay Area will continue to include incentives to influence the land use pattern, with the largest catalysts being the transportation investments themselves.

Implementing this visionary plan requires voluntary actions and coordination among numerous stakeholders. While this is a worthy effort, we recognize that it will be very difficult to fully achieve the vision. This makes it difficult to rely on the land use inputs, transportation model, and EIR to represent "reasonably foreseeable conditions" for tiering purposes under CEQA. It also creates challenges with evaluating the true costs and benefits of specific transportation projects. Given these concerns, we make the following suggestions and requests:

11. The land use inputs for the EIR analysis should generally align with local land use regulations and planning efforts. If the gap between the region's forecasts and the city's forecasts is too wide, it will be difficult for cities to rely on Plan Bay Area for planning and on the EIR for tiering. Therefore, please validate the land use inputs with local jurisdictions prior to running the transportation model for the Preferred Alternative.
12. The No Project scenario should reflect business-as-usual conditions. We recognize the need to assume 100% of housing needs will be met within the region's boundaries for the *project* scenarios, in response to the lawsuit and to meet the intent of SB 375. This is an

important goal for cities and the region to strive towards. However, this is not a reasonable assumption for the No Project scenario as housing construction has never kept up with job growth within the Bay Area, and people continue to move to adjacent regions in search of affordable housing options. Therefore, the No Project scenario should assume continuation of housing patterns in the Bay Area and Central Valley.

13. Relying on one set of long-term land use projections gives a false sense of precision. The projections completed in 2007 for Central Valley and Bay Area growth are very different than those completed in 2013. Furthermore, assuming there will be less inter-regional commuting and less congestion on highways, based on a visionary land use pattern, distorts the estimated performance of projects. Transportation investments based on these assumptions will be inadequate and less effective if congestion continues to grow, which it will likely do.

Given the sensitivity of projections to fluctuating market conditions and the sensitivity of the model to land use inputs, the planning process should consider the range of land use patterns that may play out in the long-term. Specifically, the EIR and future updates should evaluate transportation projects against the more realistic No Project land use scenario described above *and* the Preferred Alternative. This approach would provide a more realistic range of potential outcomes, as the actual land use pattern will likely end up somewhere in between. This comparison should be an important part of the decision making process and disclosed to the public.

Thank you for the opportunity to provide feedback on the Plan Bay Area update. Please let us know if you have any questions.

Sincerely,



Marc Roberts, City Manager
City of Livermore

Goals and Performance Targets for Plan Bay Area 2040

Goal	#	Performance Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year*
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
	7	Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	9	Increase by 35%** the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	11	Increase non-auto mode share by 10%
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
	13	Reduce per-rider transit delay due to aged infrastructure by 100%

* = The Adequate Housing target relates to the Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth.

** = The numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth.

Recommended and Considered Alternatives for Plan Bay Area 2040 EIR

Table 1. Alternatives Recommended for Analysis

Alternative Name	Description	CEQA Adequacy
1. No Project	The purpose of the No Project alternative is to allow a comparison of the environmental impacts of approving the proposed plan with the effects of not approving it. The No Project alternative discusses the existing conditions, “as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” (CEQA Guidelines, § 15126.6(e).)	An EIR must analyze the “no project alternative.” (CEQA Guidelines, § 15126.6(e).)
2. Main Streets	<p>This alternative includes a different land use growth pattern and a different mix of transportation project and program investments, relative to the proposed plan and other alternatives.</p> <p>Compared to the proposed plan, this alternative has a more dispersed land use pattern (suburban-focus), less investments in transit, and more investments in highways and roads, including a buildout of the express lane system.</p>	<p>This alternative was developed and analyzed as part of the planning scenarios leading to the identification and adoption of the proposed plan, and was identified as a possible CEQA alternative in the NOP.</p> <p>No scoping comments were received suggesting this alternative would not be a viable alternative in the EIR. Therefore, this alternative will be further analyzed in the EIR.</p>
3. Big Cities	<p>This alternative includes a different land use growth pattern and a different mix of transportation project and program investments, relative to the proposed plan and other alternatives.</p> <p>Compared to the proposed plan, this alternative has a more compact land use pattern (Big 3 Cities and Transit Priority Areas (TPA)-focus), less investments in roads, and more investments in transit.</p>	<p>This alternative was developed and analyzed as part of the planning scenarios leading to the identification and adoption of the proposed plan, and was identified as a possible CEQA alternative in the NOP.</p> <p>No scoping comments were received suggesting this alternative would not be a viable alternative in the EIR. Therefore, this alternative will be further analyzed in the EIR.</p>
4. Environment, Equity and Jobs Alternative (EEJ)	This alternative includes a different land use growth pattern and a different mix of transportation project and program investments, relative to the proposed plan and other alternatives.	This alternative was submitted through scoping feedback. A version of the EEJ alternative was analyzed in the 2013 EIR and was identified as environmentally superior to the proposed plan, meaning it had the lowest level of significant unavoidable impacts. In its Findings

	Compared to the proposed plan, this alternative has a less compact land use pattern (some PDAs, TPAs and EEJ-designated city-focus) and less investments in highways and more investments in transit.	adopting the 2013 EIR, the EEJ alternative was deemed to be less capable of achieving the project objectives and infeasible for economic and policy reasons by the Metropolitan Transportation Commission and ABAG Executive Board.
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Table 2. Alternatives Considered but not Recommended for Analysis

Alternative Name	Description	CEQA Adequacy
5. Connected Neighborhoods	This alternative includes a similar land use distribution and a similar mix of transportation projects and programs, relative to the proposed plan.	This alternative was developed and analyzed as part of the planning scenarios leading to the identification and adoption of the proposed plan, and was identified as a possible CEQA alternative in the NOP. Because of its similarities to the proposed plan, this alternative is expected to perform very similarly to the proposed plan across the CEQA topic areas, and therefore does not contribute to a reasonable range of alternatives in the EIR.
6. Smart Growth (TRANSDEF)	<p>This alternative includes the same land use growth pattern as the Big Cities alternative, but includes two transportation sub alternatives resulting in a different mix of transportation project and program investments, relative to the proposed plan and other alternatives.</p> <p>Compared to the proposed plan, this alternative emphasizes implementing strategies to make driving more expensive and transit more attractive, including less investments in roads, and more investments in transit.</p>	<p>This alternative was submitted through scoping feedback. Due to its consistency with and reliance on the Big Cities land use pattern, this alternative is expected to perform very similarly to the Big Cities alternative across the CEQA topic areas. As a result, this proposed alternative does not contribute to a reasonable range of alternatives.</p> <p>A version of the Smart Growth alternative was analyzed in the 2005 EIR and was identified as environmentally superior to the proposed plan, meaning it had the lowest level of significant unavoidable impacts. In its Findings adopting the 2005 EIR, the Metropolitan Transportation Commission noted significant reservations about the feasibility of this alternative and therefore its ability to meet the project objectives.</p>
7. Modified No Project (City of Livermore)	Compared to the proposed plan, this alternative has a lower amount of anticipated growth in households.	This alternative was submitted through scoping feedback. This alternative is expected to perform better than the proposed plan across some of the CEQA topic areas due to the lower amount of housing development assumed. However, this alternative is inconsistent with Performance Target #2, “House 100

		<p>percent of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year." The requirement to house 100 percent of the region's projected growth is a regulatory requirement under SB 375 and therefore a legal mandate. As a result, this proposed alternative is not identified for further study in the EIR because it would not contribute to a reasonable range of alternatives and because it would be legally infeasible.</p>
<p>8. Plan Bay Area (2013 RTP/SCS)</p>	<p>This alternative includes a similar land use distribution and a similar mix of transportation projects and programs, relative to the proposed plan.</p> <p>However, compared to all the other alternatives, this alternative has a lower amount of anticipated growth of households and employment, as well as a lower amount of transportation revenues for investments in highways and transit.</p>	<p>This alternative is expected to perform similar to the proposed plan across the CEQA topic areas because it is the Plan on which the proposed plan is based.</p> <p>However, due to the lower amount of assumed development and infrastructure investment, this alternative is not consistent with the requirement of SB 375 that the plan be updated every four years, nor does it meet the requirement to house 100 percent of the region's projected growth. As a result, this alternative is not identified for further study in the EIR because it would not contribute to a reasonable range of alternatives and because it would be legally infeasible.</p>