



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Wednesday, March 22, 2017

9:45 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:45 a.m. or immediately following the 9:40 a.m. BAIFA 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 – Mackenzie

- 2a. [17-2362](#) Committee Assignments
The Chair requests approval by the Commission of assignments for chair, vice chair, and members of all committees.
- Action: Commission Approval

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

- 6a. [17-2363](#) Minutes - February 22, 2017.
- Action: Commission Approval
- Attachments: [6_Minutes Commission Meeting 2.22.17](#)

Programming and Allocations Committee

- 6b. [17-2331](#) MTC Resolution No. 4276. Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2016-17 and FY2017-18.
- Action: Commission Approval
- Attachments: [6b PAC 2b Reso-4276 SRTP](#)
[2b Reso-4276 SRTP.pdf](#)

8. Programming and Allocations Committee – Glover

- 8a. [17-2321](#) MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272. FY2016-17 Transit Capital Priorities Programming, AB 664 Bridge Toll Programming and Allocation, BATA Project Savings Programming Revisions, and OBAG 2 Programming Revisions.

Programming of nearly \$500 million in FTA Formula Revenues, AB 664 Bridge Tolls, BATA Project Savings, and OBAG 2 funds for FY2016-17 for transit operator state-of-good-repair consistent with the Transit Capital Priorities Process and Criteria, including discussion of a proposed plan for financing against future FTA revenues. This item was re-referred to the Committee after the Commission deferred action at its February meeting.

Action: Commission Approval

Attachments: [8a PAC 3a Resos-4169 4202 4262 4263 4272 TCP](#)
[3a Resos-4169 4202 4262 4263 4272 TCP.pdf](#)
[3a 3-TCP ED Memo Caltrain HANDOUT.pdf](#)

- 8b. [17-2323](#) MTC Resolution No. 3652, Revised. RM2 allocation to WETA.

Allocation of \$20 million in Regional Measure 2 (RM2) Capital funds to WETA for construction on the Downtown San Francisco Ferry Terminal Expansion project.

Action: Commission Approval

Attachments: [8b PAC 4a Reso-3652 RM2 WETA DT SF Ferry Expansion](#)
[4a Reso-3652 RM2 WETA DT SF Ferry Expansion.pdf](#)

9. Legislation Committee - Aguirre

- 9a. [17-2326](#) AB 71 (Chiu): Bringing California Home Act

Establishes an ongoing revenue stream to increase state funding for low-income housing tax credits.

Action: Support / Commission Approval

Attachments: [9a 3b AB 71-Chiu](#)
[3b AB 71-Chiu.pdf](#)

- 9b.** [17-2345](#) AB 342 (Chiu): Automated Speed Enforcement Pilot Program
(San Francisco and San Jose)
- Authorizes a five-year pilot program to demonstrate the effectiveness of Automated Speed Enforcement in San Francisco and San Jose.
- Action:** Support / Commission Approval
- Attachments:** [9b 3c AB 342-Chiu](#)
 [3c AB 342-Chiu.pdf](#)
-
- 9c.** [17-2342](#) H.R. 824 (Smith): No Transportation Funding for Sanctuary Cities Act
- Prohibits projects located in sanctuary jurisdictions from receiving federal highway funding and Transportation Investment Generating Economic Reform grant funding.
- Action:** Oppose / Commission Approval
- Attachments:** [9c 4a H.R. 824 Smith](#)
 [4a H.R. 824 Smith.pdf](#)
-
- 9d.** [17-2366](#) H.R. 1346 (Lipinski) & S. 496 (Duckworth) Repeal of Metropolitan Planning Organization (MPO) Planning Rule
- A bill to repeal the U.S. Department of Transportation rule on MPO and planning area reform.
- Action:** Support / Commission Approval
- Attachments:** [9d 4b H.R. 1346-Lipinski and S. 496-Duckworth](#)
 [4b H.R. 1346-Lipinski and S. 496-Duckworth.pdf](#)

10. Other Business / Public Comment

11. Adjournment / Next Meeting

The next meeting of the Commission will be held on April 26, 2017 at 9:35 a.m. in the Board Room, Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

Acceso y el 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 #: 17-2362 **Version:** 1 **Name:**
Type: Appointment **Status:** Commission Approval
File created: 2/24/2017 **In control:** Metropolitan Transportation Commission
On agenda: 3/22/2017 **Final action:**
Title: Committee Assignments
The Chair requests approval by the Commission of assignments for chair, vice chair, and members of all committees.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Committee Assignments

The Chair requests approval by the Commission of assignments for chair, vice chair, and members of all committees.

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2331 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 2/9/2017 **In control:** Programming and Allocations Committee
On agenda: 3/8/2017 **Final action:**
Title: MTC Resolution No. 4276. Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2016-17 and FY2017-18.

Sponsors:

Indexes:

Code sections:

Attachments: [6b PAC 2b Reso-4276 SRTP](#)
[2b Reso-4276 SRTP.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4276. Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2016-17 and FY2017-18.

Presenter:

Christina Hohorst

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

March 8, 2017

Item Number 2b

MTC Resolution No. 4276

Subject: Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2016-17 and FY2017-18.

Background: MTC provides Federal Transit Administration Section 5303 funding to transit operators to support the development of SRTPs. These plans assist agencies with operations and capital planning in the interest of meeting federal planning requirements related to the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

In FY2015-16, MTC funded SRTP development for the seven large operators. For FY2016-17, staff recommends making the development of an SRTP for small and medium sized operators optional, in recognition of the recently implemented Federal Transit Administration (FTA) requirement that all agencies engaged in the provision of public transit service develop a Transit Asset Management plan by September 1, 2018. The TAM plan requirement is intended to ensure transit operators are implementing processes to improve the state of repair of capital assets. MTC intends to use FTA 5303 planning funds set aside in FY 2016-17 to assist operators with SRTP development, to instead provide assistance to operators in the development of initial asset plans. Small to medium sized operators that wish to develop an SRTP, may also receive funding assistance on a case by case basis. Staff will return to the Commission in the coming months with additional information about asset plan development in the region.

Based on their requests, staff recommends funding for Marin Transit and Altamont Corridor Express to complete SRTPs. The amounts recommended for each agency are listed in the table below.

Transit Operator	Section 5303 (88.53%)	In Kind/ Local (11.47%)	Total Contract Amount
Altamont Corridor Express	\$20,000	\$2,591	\$22,591
Marin Transit	\$20,000	\$2,591	\$22,591
Totals:	\$40,000	\$5,182	\$45,182

These funds are included in the MTC budget for FY2016-17.

Additionally, MTC Resolution No. 4276 provides the guidelines for FY2016-17 and FY2017-18 SRTPs.

Issues: None.

Recommendation: Refer MTC Resolution No. 4276 to the Commission for approval and authorize staff to enter into funding agreements with operators based on funding levels listed above.

Date: March 22, 2017
W.I.: 1517
Referred by: PAC

ABSTRACT

Resolution No. 4276

This resolution adopts the Short Range Transit Plan Guidelines.

Further discussion of these actions is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

RE: Short Range Transit Plan Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4276

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 (MPO) for the San Francisco Bay Area, charged with carrying out the metropolitan transportation planning and fund programming processes required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, the federal Fixing America's Surface Transportation Act (FAST) requires MPOs to work cooperatively with the state and public transit operators to develop regional transportation plans and Transportation Improvement Programs (TIP) for urbanized areas of the state; and

WHEREAS, MTC has developed, in cooperation with the State, and with public transit operators in the region, 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 is annually prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP describes MTC's annual unified work program to achieve the goals and objectives of the Regional Transportation Plan (RTP); and

WHEREAS, in accordance with the goals and objectives of the RTP, MTC's Transportation Improvement Program (TIP) includes funds programmed for projects sponsored by public transit operators in the MTC region; and

WHEREAS, MTC, in cooperation with the FTA Region IX office requires that public transit operators in the MTC region which are FTA grantees prepare and regularly update a Short Range Transit Plan (SRTP) as input to regional transportation planning programming activities; and

WHEREAS, MTC enters into a funding agreement with each public transit operator required to prepare and update an SRTP; and

WHEREAS, MTC desires to promulgate detailed SRTP guidelines that more precisely explain the scope of work included in the SRTP funding agreement, and which are in accord with and supportive of the planning, fund programming and policy requirements of MTC's Transit Capital Priorities Process and Criteria, the TIP and the RTP; now, therefore, be it

RESOLVED, that MTC does hereby adopt the "Short Range Transit Plan Guidelines," attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California on March 22, 2017

Date: March 22, 2017
W.I.: 1517
Referred by: PAC

Attachment A
Resolution No. 4276
Page 1 of 15

METROPOLITAN TRANSPORTATION COMMISSION SHORT RANGE TRANSIT PLAN GUIDELINES

BASIS OF THE SRTP REQUIREMENT

Federal statutes require that the Metropolitan Transportation Commission (MTC), in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC.

Transit operators are required by MTC to prepare an SRTP every four years in order to remain eligible to receive federal funding. Under normal circumstances, MTC requires that operators prepare an SRTP on a two year cycle, alternating years between large operators and small-to-medium sized operators. In FY 2014-15, SRTP development was focused on small and medium-sized operators. For FY2016-17, MTC has made the development of an SRTP for small and medium sized operators optional, in recognition of the recently implemented Federal Transit Administration (FTA) requirement that all agencies engaged in the provision of public transit service develop a Transit Asset Management (TAM) plan by September 1, 2018. MTC intends to use FTA 5303 planning funds set aside in FY 2016-17 to assist operators with SRTP development, to instead provide assistance to operators in the development of initial TAM plans. Small to medium sized operators that wish to develop an SRTP, may also receive funding assistance on a case by case basis.

These guidelines are focused on small and medium-sized transit operators in the region that have opted to develop SRTPs in FY 2016-17, and the seven largest transit operators that are due to develop SRTPs in FY 2017-18.

These guidelines describe the purpose, planning horizon and frequency of updates for the SRTP, and provide detail relative to the tasks and subtasks outlined in the funding agreement.

SRTP PURPOSE

- A. To serve as a management and policy document for the transit operator, as well as a means of providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.
- B. To clearly and concisely describe and justify the transit operator's capital and operating budgets.

- C. To submit requests for federal, state, and regional funds for capital and operating purposes through MTC's Transit Capital Priorities, and in the MTC TIP.
- D. To assess an operator's financial capacity to carry out proposed levels of operations and the associated capital improvement plan.
- E. To regularly provide MTC with information on projects and programs of regional significance, which include: funding and scheduling of expansion projects included in MTC Resolution No. 3434 or in the Regional Transportation Plan, provision of paratransit service to persons with disabilities, older adults and others; compliance with federal Title VI reporting requirements; Environmental Justice outreach and public participation, and related service planning; results of the most recent FTA Triennial Review and related corrective actions.
- F. To assess an operator's progress implementing recommendations provided through the Transit Sustainability Project, MTC Resolution 4060.

THE SRTP AND THE OPERATOR'S GOALS, OBJECTIVES AND STANDARDS

Goals should reflect the major areas of concern for public transit operators, for example:

- scheduling and route planning
- service reliability
- system effectiveness
- system efficiency
- safety and security
- funding and reserve policies
- customer service
- statutory and regulatory compliance

Objectives should be comprehensive (there can be several objectives under each goal). Service standards should be specific, measurable and quantified where feasible. Goals, objectives and standards should reflect the basis under which new service would be deployed and existing service increased or reduced.

PLANNING HORIZON

The planning horizon is a minimum of ten years. However, a longer planning horizon may be required if necessary to reflect significant capital replacement and/or rehabilitation that would not fall within the ten year period (e.g., railcars, ferryboats, bus subfleet). A longer planning horizon may also be required if necessary to capture the capital or operating budget implications of significant changes in service (e.g., rail extension coming on line).

FREQUENCY OF UPDATES

MTC requires that large operators update their SRTPs every two years and that small- to medium-sized operators update their SRTPs at least once every four years. The scope of the SRTP is explained below.

REFERENCES TO MTC RESOLUTIONS

These guidelines make reference in certain sections to the following MTC Resolutions:

- MTC Resolution No. 3176: "Procedures for Evaluating Transit Efficiency Improvements."
- MTC Resolution No. 3434, Revised: "Regional Transit Expansion Policy."
- MTC Resolution No. 4242: Transit Capital Priorities Process and Criteria for FY 2016-17 through FY 2019-20.

- MTC Resolution No. 3866, Revised: “MTC Transit Connectivity Plan.”
- MTC Resolution No. 4060, Revised: “MTC Transit Sustainability Project.”

MTC staff will e-mail electronic copies of these resolutions to interested parties upon request.

ONBOARD SURVEY

In 2010, MTC began a regional transit passenger survey by collecting data from transit operators on a rolling basis, surveying a few operators every year, with the goal of completing all operators within five to seven years. The first data collection survey cycle will likely be completed in 2017, with a new cycle initiating, thereafter. You can find a chronology of completed and planned surveys here, by year and season:

<http://data.mtc.ca.gov/onboard-surveys/schedule/>

The purpose of the survey is twofold: (1) to collect demographic and trip origin/destination data used to support future local and regional transit planning efforts; (2) to fulfill data collection requirements stipulated by Circular 4702.1B of the Title VI Requirements and Guidelines for Federal Transit Administration Recipients. MTC and operators coordinate to develop survey instruments that meet these two goals and to provide survey takers access to their transit systems. To further these efforts, coordination requirements applicable to transit rider surveys were adopted in July 2015 in MTC Resolution 3866, Revised.

SCOPE OF THE SRTP

The SRTP must contain at least the information described in this section.

1. Title Page

The title page must include the words “Short Range Transit Plan,” the fiscal years covered by the plan, the official name of the transit operator, the date approved by the governing board, and the following statements:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

2. Overview of Transit System

- A. Brief History (e.g., year of formation, facilities and fleet development, changes in service focus areas, key milestones and events).
- B. Governance.
 - 1. Type of unit of government (e.g., city, joint powers authority, transit district).
 - 2. Composition and nature of representation of governing body:
 - a. Number of members;
 - b. Elected or appointed (if appointed, how, and what agencies and/or groups do members represent (e.g., cities, county, general public);
 - c. Current members and terms.
- C. Organizational Structure (use graphic format).
 - 1. Management and staff positions.
 - 2. Reporting relationships.
 - 3. Contracted transportation services (name of contractor(s), length of current contract(s)).
 - 4. Labor unions representing agency employees and length of current contract(s).
- D. Transit Services Provided and Areas Served —Describe fixed route, demand responsive, and connecting services and areas served, and the number of vehicles required for each type of service.
 - 1. Fixed Route (includes bus and rail):
 - a. Local;
 - b. Express;
 - c. Other commuter service (e.g., subscription service, shuttles);
 - d. Services provided in partnership with others (funding contributions or policy oversight);
 - e. Accommodation of bicycles.
 - 2. Demand responsive (includes operator-provided services and services provided under partnership agreements):
 - a. General public;
 - b. Americans With Disabilities Act (ADA);
 - c. Persons with disabilities (non-ADA);
 - d. Older adults.
 - 3. Connecting services provided by others.
- E. Fare Structure — Describe fare structure for fixed route and demand responsive services, and for interoperator transfers.
 - 1. Fixed Route Fares:
 - a. Single fare (adults, seniors, student/youth);
 - b. Discounted and/or multi-ride fares (adults, seniors, student/youth);
 - c. Recent changes in fares;

2. Demand Responsive Fares:
 - a. Single fare;
 - b. Discounted and/or multi-ride fares;
 - c. Recent changes in fares (include the year(s) in which the change(s) took place);
 3. Interoperator Transfer Arrangements and Fares
 - a. ClipperSM (if currently deployed);
 - b. Other proof of transfer;
- F. Revenue Fleet — Provide a general description of the revenue vehicle/vessel fleet. Identify MTC Regional Express Buses separately. The description can be in narrative or graphic format, or a combination of both. (This description differs from the detailed inventory required under Section 6 of these guidelines.) Include the following information:
1. Types of vehicles/vessels operated (e.g., standard bus (any length), trolley bus, articulated bus, over-the-road coach, cutaway van, standard van, minivan, cable car, passenger ferryboat, heavy rail, light rail);
 2. Number of each type of vehicle/vessel;
 3. Recognizing that each type of vehicle might be used in multiple types of service, type(s) of service in which each type of vehicle is used (e.g., local, express, commuter, demand responsive).
- G. Existing Facilities — Describe individual or grouped facilities, according to the categories listed below.
1. Administrative (locations, age, functions located within);
 2. Maintenance and Fueling (type, locations, age);
 3. Vehicle/Vessel Storage/Staging (locations, age, capacity);
 4. Park-and-Ride (locations, age, capacity);
 5. Stations and Stops (type, locations, age, basic amenities);
 6. Right-of-Way, Track or Guideway;
 7. Bicycle Facilities.

3. Goals, Objectives and Standards

- A. Describe the process for establishing, reviewing, and updating goals, objectives, and standards. Goals and objectives should be comprehensive and address all major areas of operator activities, including principles and guidelines under which new service would be implemented. Performance standards should address both the efficiency and effectiveness of the services provided by the operator.
- B. Portray and discuss new or revised goals and related objectives and standards; and identify changes from prior SRTP.
- C. For SRTPs composed during FY2016-17, portray and discuss plans to implement service, paratransit or institutional recommendations, or any similar coordination efforts, as discussed in the Transit Sustainability Project MTC Resolution 4060, Revised, and discuss the monitoring process established to assess the performance of these programs.

- D. For SRTPs composed during FY2017-18, portray and discuss the Transit Sustainability Project performance measures, targets, and the monitoring process established in MTC Resolution 4060. Building on the TSP Strategic Plan revisions submitted in 2017, discuss strategies to achieve TSP targets.

4. Service and System Evaluation

- A. Evaluate route-level and system-wide performance against current service standards (if illustrative, portray local, express or commuter service, or other intercity service separately). Describe the evaluation process. Evaluate the most recent year for which complete data is available. At a minimum, evaluate performance measures relating to effectiveness and efficiency. Key performance measures could include passengers per revenue vehicle hour, passengers per revenue vehicle mile, percent of capacity used, revenue-to-total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, and on-time performance. A retrospective portrayal of performance (e.g., prior five to ten years) may be warranted to exemplify trends. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted.
- B. Provide a three-year retrospective of revenue service hours, revenue service miles, and patronage. Evaluate and discuss significant changes.
- C. Describe and discuss equipment and facility deficiencies, and describe proposed remedies.
- D. Describe any involvement in MTC's "Community-based Transportation Planning Program" ("CBTP"). Describe any specific fixed-route solutions to transit gaps recommended through the CBTP process and the status of their implementation. Describe any services funded specifically to address low-income transportation needs and the source(s) of funding (e.g., the Lifeline Transportation Program).
- E. Identify paratransit services provided in compliance with the paratransit provisions of the Americans with Disabilities Act (ADA). Reference planned new activities, major service changes, or procurement of capital equipment to support ADA or other paratransit, dial-a-ride or demand responsive services. Identify other paratransit services with which services are coordinated, and any proposed revisions or improvements to fixed route services intended to enhance their usage by seniors and/or by persons with disabilities.
- F. Provide the date of the agency's most recent federal Title VI analysis and report, and discuss any service deficiencies identified in the report. Generally describe the process used for complying with FTA Circular C4702.1B (updated October 1, 2012). Please reference the most recent triennial Title VI report, plus any subsequent Title VI reports.
- G. Provide the date of the agency's most recent FTA Triennial Review, and describe related remedial actions undertaken or currently underway in response to the review.

5. Operations Plan and Budget

A. Operations Plan

The operations plan sets forth the intentions to provide fixed route and paratransit services over the SRTP period. Document the ongoing evaluation of services and systems with respect to

adopted goals, objectives and standards, and legal and regulatory requirements, subject to financial constraints.

1. Describe the modes and types of transit services to be operated over the plan period. Separately identify service provided in partnership with others:
 - a. For the continuation of existing service, refer to or summarize the descriptions provided under Section 2, Subsection “D”, Transit Services Provided and Areas Served;
 - b. For the deployment of new service, identify the mode, and describe the service characteristics using the format used in Section 2, Subsection “D,” above. Separately identify new service(s) contained in MTC Resolution No. 3434.
2. Separately describe planned new activities or service changes relative to paratransit services provided in accordance with the Americans with Disabilities Act (ADA service).
3. Separately describe any proposed revisions or improvements to fixed route services intended to enhance their usage by persons with disabilities and older adults.
4. Where reductions in service levels are required in order to achieve a balanced operating budget, describe the reductions and assess their impact on the affected service areas and communities.
5. Portray the levels of service planned — Use a table (or other graphic format) to portray planned levels of service hours and service miles. Separately identify the following:
 - a. Fixed route modes by type (e.g. local, express/commuter);
 - b. Demand responsive modes by type (e.g., ADA, non-ADA older adult);
 - c. Expansion service included in MTC Resolution No. 3434 and other major planned service expansions.

The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction). There shall be a rational relationship between the information portrayed and the “Service and System Evaluation” section of the SRTP.
6. Describe and discuss planned (not yet implemented or underway) service changes in response to the most recent federal Title VI report and/or FTA Triennial Review.

B. Operations Budget

Demonstrate that planned level of transit service over the planning period, including rehabilitation and replacement of capital assets, is sustainable. Take into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service agreements, competitive demands on funding, regional priorities and policies. The budget should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of publication of the SRTP. Committed service changes must also be defined, with their expenses and revenue separately identified in the operating and capital financial plan tables. Provide sufficient detail to allow a reviewer of the SRTP to evaluate costs of implementing the operating and capital plans, and compare the total with anticipated revenues available during the study period.

The narrative must specifically explain, and the spreadsheet clearly isolate in the appropriate year, by mode, any major change in service hours and miles due to deployment of new service or major service reductions.

The narrative must specifically explain, and the spreadsheet clearly isolate by year (e.g., through individual line items) the following:

- Change in fare revenue due to a fare increase or decrease.
- Change in fare revenue due to a change in the level of service.
- Change in expenses due to a change in the level of service.
- Change in expenses due to a labor or service contract change.

All operations expenses and revenues are to be stated in year of expenditure dollars, with the assumed escalation factors stated. All sources of revenue shown in the operations and in the capital financial plan should be identified individually. All assumptions that relate to expenditure and revenue estimates must also be documented, including specification of ridership or sales growth (if appropriate) separately from inflation forecasts.

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe and discuss the steps and timelines needed to achieve the revenue increases, and the contingent policies and actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Describe planned fare increases and/or decreases, and/or changes in fare policies, including the year(s) these changes are planned to take effect. Describe planned changes in interoperator transfer arrangements and/or fares (this pertains to interoperator fares themselves, not to the means of fare collection; i.e., ClipperSM) Note: as set forth in MTC Resolution No. 3176, fare and local discretionary revenue contributions are expected to keep pace with inflation, and fare structure shall comply with regional policy on fare coordination (Resolution No. 3866).
5. Separately identify funding sources and amounts to support operating budgets for ADA service, and any other paratransit or demand responsive services available to older adults and/or persons with disabilities.
6. Separately identify and describe funding contributions (expended or received) for services provided in partnership with others.
7. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond their expiration dates, unless specific renewals have been approved. In order to portray the operating budget:

- a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service;
 - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours);
 - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed;
 - d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including anticipated unallocated TDA reserves;
 - e. Budget levels must correlate with the changes in service identified in the “Operations Plan.” The operations budget should not show a deficit.
 - f. Identify sources of operating revenue:
 - i. Fares;
 - ii. Property taxes (directly levied, levied by others);
 - iii. Bridge tolls (directly levied (e.g., GGT), MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2);
 - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
 - v. Contributions from JPA partner funding agencies;
 - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, other);
 - vii. Regional (MTC Lifeline, Air District);
 - viii. Advertising;
 - ix. Earned interest;
 - x. BART coordination funds (TDA, STA, BART district funds);
 - xi. TDA (directly apportioned, contributed by others);
 - xii. State Transit Assistance [(directly apportioned, contributed by others) – Revenue-Based, Population-Based (Small Operators, Northern Counties, Regional Paratransit)].
 - xiii. California Cap and Trade Program
- C. In addition to future year forecasts, the SRTP should include a three-year retrospective of audited (if available) operating expenses and revenue.

6. Capital Improvement Program

Describe and discuss the capital programs (vehicles, facilities and equipment) required to carry out the operations and services set forth in the operating plan and budget. The Capital Improvement Plan (CIP) should provide the basis for requests for federal, state and regional funding for capital replacements, rehabilitation, and expansion projects. While the CIP does not have to be financially constrained to the extent that the operations budget does, it should reflect the operator's reasonable expectation of funding, particularly as outlined in MTC's Regional Transportation Plan.

A. Basis for Revenue Vehicle/Vessel Projects and/or Proposals, for Replacement, Rehabilitation, and Expansion.

1. Describe and discuss policies (or basis), and justification for vehicle replacement:
 - a. Life cycle considerations (current vehicles/vessels);
 - b. Passenger amenity considerations (vehicles to be acquired);
 - c. Mode of power and/or emissions considerations (vehicles/vessels to be acquired);
 - d. Other considerations (e.g., safety, lack of availability of service parts for current vehicles/vessels)
2. Describe and discuss policies (or basis), and justification for rehabilitation/retrofit:
 - a. Life cycle considerations;
 - b. Passenger amenity considerations;
 - c. Emissions considerations;
 - d. Other considerations.
3. Describe and discuss policies (or basis), and justification for proposed fleet expansion (or contraction):
 - a. Relationship to fixed route or demand responsive operations plan;
 - b. Basis for type(s) of vehicles/vessels desired (expansion).
 - c. Number and type(s) of vehicles to be removed from service (contraction), including intended disposition (e.g., sale, placed for lease, salvaged).
4. Current Revenue Vehicle/Vessel Fleet Inventory: Identify items "a" through "k" below individually or by subfleet. Identify MTC Regional Express Buses separately.
 - a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, standard van, cutaway van, standard motorbus, articulated motorbus, trolley bus, articulated trolleybus, over-the-road coach, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. In fixed route service or demand responsive service;

- i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Has major rehabilitation of the vehicle(s)/vessel(s) been performed; if yes, how many years of service life were added;
 - k. Year the vehicle(s)/vessel(s) will be retired from service (even if this is beyond the time horizon of the SRTP);
5. Vehicle/Vessel Replacement: Identify items “a” through “k” below individually or by subfleet, showing the number of replacement vehicles/vessels to be placed in service per year over the planning horizon.
- a. Number of vehicles/vessels to be replaced;
 - b. Anticipated year of manufacture of replacement vehicle(s)/vessel(s);
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of replacement vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for replacement vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
6. Vehicle/Vessel Rehabilitation (if applicable): Identify items “a” through “m” below individually or by subfleet, showing the number of vehicles/vessels to be rehabilitated per year over the planning horizon.
- a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number, (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).

- i. Year of planned rehabilitation (even if this falls outside the time horizon of the SRTP);
 - j. Years of service life to be added;
 - k. Rehabilitation to be performed in-house or contracted, if known;
 - l. Estimated cost of rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - m. Sources and amounts of funding for rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “l” above), with annual escalation rates clearly portrayed.
7. Vehicle/Vessel Expansion (if applicable): Identify items “a” through “k” below individually or by subfleet.
- a. The number of expansion vehicle(s)/vessel(s) to be placed in service per year over the planning horizon of the SRTP;
 - b. Anticipated year of manufacture;
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of expansion vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for expansion vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
8. Summary of Revenue Vehicle/Vessel Fleet Inventory:
- a. Total number of fixed route vehicles in active fleet (identified by type; e.g., see item 7.g. above);
 - b. Total number of fixed route vehicles in reserve fleet;
 - c. Spare ratio of fixed route vehicles (at maximum pullout);
 - d. Total number of vessels in active fleet;
 - e. Total number of vessels in reserve fleet;
 - f. Spare ratio of vessels (at maximum pullout);
 - g. Total number of demand responsive vehicles in active fleet (identified by type; e.g., see item 7. g. above);
 - h. Total number of demand responsive vehicles in reserve fleet;

- i. Spare ratio of demand responsive vehicles (at maximum pullout)
- j. Useful life of revenue vehicles;
- k. Next rehabilitation or replacement of vehicles and vessels, even if beyond the SRTP horizon.

B. Non-Revenue Vehicle Projects and/or Proposals: Replacement, Rehabilitation, and Expansion or Contraction.

1. Discuss replacement, and/or expansion or contraction of non-revenue vehicle fleet:
 - a. Briefly, describe uses of non-revenue vehicles;
 - b. Briefly, discuss policies or basis, and justification for replacement (e.g., life cycle, obsolescence, safety considerations);
 - c. Briefly discuss policies or basis, and justification for expansion and/or contraction.
2. Non-Revenue Vehicle Fleet Inventory: Identify items “a” through “n” below, showing the number of vehicles per year over the planning horizon.
 - a. Manufacturer (current vehicles);
 - b. The year of manufacture (or anticipated year of manufacture for replacement and expansion vehicles);
 - c. The years the vehicle(s) will remain in service;
 - d. Year vehicle(s) will be retired from service;
 - e. The year replacement vehicle(s) will be placed in service;
 - f. Estimated cost of replacement vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - g. Replacement vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - h. The year expansion vehicle(s) will be placed in service;
 - i. Estimated cost of expansion vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - j. Expansion vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - k. Vehicle type;
 - l. Mode of power;
 - m. Has rehabilitation of the vehicle(s) been performed or is it planned;
 - n. Total number of vehicles in non-revenue fleet.

Operators with non-revenue vehicles which are not proposed for replacement with regionally programmed funds may choose to provide less detailed information.

C. Major Facilities Replacement, Rehabilitation, Upgrade, and Expansion projects of the types listed below. Identify the locations of new or expanded facilities. Provide project budget, including costs, sources of funds and amounts from each source, identifying funds that have

been programmed, allocated or received, and funds that have not been secured. Separately describe security projects. Specify if replacement and rehabilitation of facilities and equipment results in an asset that differs from the existing asset, and how it differs.

1. Administrative;
 2. Maintenance and Fueling;
 3. Vehicle/Vessel Storage/Staging;
 4. Park-and-Ride;
 5. Stations and Stops;
 6. Right-of-Way, Track, or Guideway;
 7. Bicycle Facilities (e.g., lockers).
- D. Tools and Equipment: Replacement and/or Upgrade. Discuss current and/or proposed projects. Combine projects into a lump sum and indicate costs, sources of funds and amounts.
- E. Asset Management: Describe efforts to employ a systemic asset management program. Include current/past achievements and plans to upgrade or improve management (e.g. software tools, applications, business processes, integration into decision making processes).

7. Other Requirements

- A. Provide the following information on expansion projects included in MTC Resolution No. 3434, or on major expansion projects included in MTC's Regional Transportation Plan (RTP), if applicable:
1. Portray the project's current capital cost, providing explanation where costs differ from the portrayal in MTC Resolution No. 3434, or the RTP.
 2. Capital Funding:
 - a. Discuss and describe secured funding, including fund programming and/or allocation actions, conditions imposed on the use of funds, fund sources and amounts;
 - b. Explain any changes in secured or anticipated funding, providing explanation where funding differs from the portrayal in MTC Resolution No. 3434, or the RTP;
 - c. Portray and discuss the project's cash flow needs, including any anticipated difficulties, and approved or anticipated decisions on bond financing.
 3. Project Schedule. Provide the most current schedule for the project, showing key milestones completed, and anticipated milestone completion dates.
 4. Operating Costs. Provide operating expense and revenue projections (including sources of funds).
 5. Discuss any activities related to changes in land use planned or anticipated in association with the project, including:
 - a. Participation in the development of local land use policies;

- b. Policies and/or planning pertaining to, and/or development adjacent to transit stations;
 - c. Descriptions of land that the transit agency currently owns or controls adjacent to transit stop/stations (use a map if desired to show locations).
6. Discuss any current or anticipated policy, planning, funding or operating issues associated with the project, not reflected in responses to items 1 through 5, above.
- B. Describe the agency's public outreach and involvement process relative to environmental justice goals. Describe the most recent outcomes from this process.
- C. In the event the operator intends to use FTA section 5303 funds to contract out for the authoring of the SRTP, the MTC SRTP Program Manager must have the option to review the description or scope of work before publication of the RFP. In addition, the SRTP Program Manager is to be invited to participate in or at least observe the consultant selection for work to be performed under contract. MTC may or may not be able to actually participate in the consultant selection process, depending upon scheduling and other commitments, but transit operators are to extend the invitation in a timely manner.

SCHEDULE AND TRANSMITTAL

1. Submit one (1) hard copy and an electronic copy of the draft SRTP to MTC staff for review according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.
2. Submit one (1) hard copy and an electronic copy of final SRTP to MTC according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.

Deliverable

FY2016-17:

Draft FY2018-27 SRTP

Final FY2018-27 SRTP

FY2017-18:

Draft FY2019-28 SRTP

Final FY2019-28 SRTP

Delivery Dates

October 1, 2017

February 1, 2017

June 1, 2018

September 1, 2018

REQUIRED APPROVALS

The operator's governing body must adopt the SRTP.

MINOR REVISIONS TO THESE GUIDELINES

Modifications to these guidelines may be approved by the Programming and Allocations Committee.

Metropolitan Transportation Commission Programming and Allocations Committee

March 8, 2017

Item Number 2b

MTC Resolution No. 4276

Subject: Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2016-17 and FY2017-18.

Background: MTC provides Federal Transit Administration Section 5303 funding to transit operators to support the development of SRTPs. These plans assist agencies with operations and capital planning in the interest of meeting federal planning requirements related to the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

In FY2015-16, MTC funded SRTP development for the seven large operators. For FY2016-17, staff recommends making the development of an SRTP for small and medium sized operators optional, in recognition of the recently implemented Federal Transit Administration (FTA) requirement that all agencies engaged in the provision of public transit service develop a Transit Asset Management plan by September 1, 2018. The TAM plan requirement is intended to ensure transit operators are implementing processes to improve the state of repair of capital assets. MTC intends to use FTA 5303 planning funds set aside in FY 2016-17 to assist operators with SRTP development, to instead provide assistance to operators in the development of initial asset plans. Small to medium sized operators that wish to develop an SRTP, may also receive funding assistance on a case by case basis. Staff will return to the Commission in the coming months with additional information about asset plan development in the region.

Based on their requests, staff recommends funding for Marin Transit and Altamont Corridor Express to complete SRTPs. The amounts recommended for each agency are listed in the table below.

Transit Operator	Section 5303 (88.53%)	In Kind/ Local (11.47%)	Total Contract Amount
Altamont Corridor Express	\$20,000	\$2,591	\$22,591
Marin Transit	\$20,000	\$2,591	\$22,591
Totals:	\$40,000	\$5,182	\$45,182

These funds are included in the MTC budget for FY2016-17.

Additionally, MTC Resolution No. 4276 provides the guidelines for FY2016-17 and FY2017-18 SRTPs.

Issues: None.

Recommendation: Refer MTC Resolution No. 4276 to the Commission for approval and authorize staff to enter into funding agreements with operators based on funding levels listed above.

Date: March 22, 2017
W.I.: 1517
Referred by: PAC

ABSTRACT

Resolution No. 4276

This resolution adopts the Short Range Transit Plan Guidelines.

Further discussion of these actions is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

RE: Short Range Transit Plan Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4276

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 (MPO) for the San Francisco Bay Area, charged with carrying out the metropolitan transportation planning and fund programming processes required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, the federal Fixing America's Surface Transportation Act (FAST) requires MPOs to work cooperatively with the state and public transit operators to develop regional transportation plans and Transportation Improvement Programs (TIP) for urbanized areas of the state; and

WHEREAS, MTC has developed, in cooperation with the State, and with public transit operators in the region, 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 is annually prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP describes MTC's annual unified work program to achieve the goals and objectives of the Regional Transportation Plan (RTP); and

WHEREAS, in accordance with the goals and objectives of the RTP, MTC's Transportation Improvement Program (TIP) includes funds programmed for projects sponsored by public transit operators in the MTC region; and

WHEREAS, MTC, in cooperation with the FTA Region IX office requires that public transit operators in the MTC region which are FTA grantees prepare and regularly update a Short Range Transit Plan (SRTP) as input to regional transportation planning programming activities; and

WHEREAS, MTC enters into a funding agreement with each public transit operator required to prepare and update an SRTP; and

WHEREAS, MTC desires to promulgate detailed SRTP guidelines that more precisely explain the scope of work included in the SRTP funding agreement, and which are in accord with and supportive of the planning, fund programming and policy requirements of MTC's Transit Capital Priorities Process and Criteria, the TIP and the RTP; now, therefore, be it

RESOLVED, that MTC does hereby adopt the "Short Range Transit Plan Guidelines," attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California on March 22, 2017

Date: March 22, 2017
W.I.: 1517
Referred by: PAC

Attachment A
Resolution No. 4276
Page 1 of 15

METROPOLITAN TRANSPORTATION COMMISSION SHORT RANGE TRANSIT PLAN GUIDELINES

BASIS OF THE SRTP REQUIREMENT

Federal statutes require that the Metropolitan Transportation Commission (MTC), in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC.

Transit operators are required by MTC to prepare an SRTP every four years in order to remain eligible to receive federal funding. Under normal circumstances, MTC requires that operators prepare an SRTP on a two year cycle, alternating years between large operators and small-to-medium sized operators. In FY 2014-15, SRTP development was focused on small and medium-sized operators. For FY2016-17, MTC has made the development of an SRTP for small and medium sized operators optional, in recognition of the recently implemented Federal Transit Administration (FTA) requirement that all agencies engaged in the provision of public transit service develop a Transit Asset Management (TAM) plan by September 1, 2018. MTC intends to use FTA 5303 planning funds set aside in FY 2016-17 to assist operators with SRTP development, to instead provide assistance to operators in the development of initial TAM plans. Small to medium sized operators that wish to develop an SRTP, may also receive funding assistance on a case by case basis.

These guidelines are focused on small and medium-sized transit operators in the region that have opted to develop SRTPs in FY 2016-17, and the seven largest transit operators that are due to develop SRTPs in FY 2017-18.

These guidelines describe the purpose, planning horizon and frequency of updates for the SRTP, and provide detail relative to the tasks and subtasks outlined in the funding agreement.

SRTP PURPOSE

- A. To serve as a management and policy document for the transit operator, as well as a means of providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.
- B. To clearly and concisely describe and justify the transit operator's capital and operating budgets.

- C. To submit requests for federal, state, and regional funds for capital and operating purposes through MTC's Transit Capital Priorities, and in the MTC TIP.
- D. To assess an operator's financial capacity to carry out proposed levels of operations and the associated capital improvement plan.
- E. To regularly provide MTC with information on projects and programs of regional significance, which include: funding and scheduling of expansion projects included in MTC Resolution No. 3434 or in the Regional Transportation Plan, provision of paratransit service to persons with disabilities, older adults and others; compliance with federal Title VI reporting requirements; Environmental Justice outreach and public participation, and related service planning; results of the most recent FTA Triennial Review and related corrective actions.
- F. To assess an operator's progress implementing recommendations provided through the Transit Sustainability Project, MTC Resolution 4060.

THE SRTP AND THE OPERATOR'S GOALS, OBJECTIVES AND STANDARDS

Goals should reflect the major areas of concern for public transit operators, for example:

- scheduling and route planning
- service reliability
- system effectiveness
- system efficiency
- safety and security
- funding and reserve policies
- customer service
- statutory and regulatory compliance

Objectives should be comprehensive (there can be several objectives under each goal). Service standards should be specific, measurable and quantified where feasible. Goals, objectives and standards should reflect the basis under which new service would be deployed and existing service increased or reduced.

PLANNING HORIZON

The planning horizon is a minimum of ten years. However, a longer planning horizon may be required if necessary to reflect significant capital replacement and/or rehabilitation that would not fall within the ten year period (e.g., railcars, ferryboats, bus subfleet). A longer planning horizon may also be required if necessary to capture the capital or operating budget implications of significant changes in service (e.g., rail extension coming on line).

FREQUENCY OF UPDATES

MTC requires that large operators update their SRTPs every two years and that small- to medium-sized operators update their SRTPs at least once every four years. The scope of the SRTP is explained below.

REFERENCES TO MTC RESOLUTIONS

These guidelines make reference in certain sections to the following MTC Resolutions:

- MTC Resolution No. 3176: "Procedures for Evaluating Transit Efficiency Improvements."
- MTC Resolution No. 3434, Revised: "Regional Transit Expansion Policy."
- MTC Resolution No. 4242: Transit Capital Priorities Process and Criteria for FY 2016-17 through FY 2019-20.

- MTC Resolution No. 3866, Revised: “MTC Transit Connectivity Plan.”
- MTC Resolution No. 4060, Revised: “MTC Transit Sustainability Project.”

MTC staff will e-mail electronic copies of these resolutions to interested parties upon request.

ONBOARD SURVEY

In 2010, MTC began a regional transit passenger survey by collecting data from transit operators on a rolling basis, surveying a few operators every year, with the goal of completing all operators within five to seven years. The first data collection survey cycle will likely be completed in 2017, with a new cycle initiating, thereafter. You can find a chronology of completed and planned surveys here, by year and season:

<http://data.mtc.ca.gov/onboard-surveys/schedule/>

The purpose of the survey is twofold: (1) to collect demographic and trip origin/destination data used to support future local and regional transit planning efforts; (2) to fulfill data collection requirements stipulated by Circular 4702.1B of the Title VI Requirements and Guidelines for Federal Transit Administration Recipients. MTC and operators coordinate to develop survey instruments that meet these two goals and to provide survey takers access to their transit systems. To further these efforts, coordination requirements applicable to transit rider surveys were adopted in July 2015 in MTC Resolution 3866, Revised.

SCOPE OF THE SRTP

The SRTP must contain at least the information described in this section.

1. Title Page

The title page must include the words “Short Range Transit Plan,” the fiscal years covered by the plan, the official name of the transit operator, the date approved by the governing board, and the following statements:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

2. Overview of Transit System

- A. Brief History (e.g., year of formation, facilities and fleet development, changes in service focus areas, key milestones and events).
- B. Governance.
 - 1. Type of unit of government (e.g., city, joint powers authority, transit district).
 - 2. Composition and nature of representation of governing body:
 - a. Number of members;
 - b. Elected or appointed (if appointed, how, and what agencies and/or groups do members represent (e.g., cities, county, general public);
 - c. Current members and terms.
- C. Organizational Structure (use graphic format).
 - 1. Management and staff positions.
 - 2. Reporting relationships.
 - 3. Contracted transportation services (name of contractor(s), length of current contract(s)).
 - 4. Labor unions representing agency employees and length of current contract(s).
- D. Transit Services Provided and Areas Served —Describe fixed route, demand responsive, and connecting services and areas served, and the number of vehicles required for each type of service.
 - 1. Fixed Route (includes bus and rail):
 - a. Local;
 - b. Express;
 - c. Other commuter service (e.g., subscription service, shuttles);
 - d. Services provided in partnership with others (funding contributions or policy oversight);
 - e. Accommodation of bicycles.
 - 2. Demand responsive (includes operator-provided services and services provided under partnership agreements):
 - a. General public;
 - b. Americans With Disabilities Act (ADA);
 - c. Persons with disabilities (non-ADA);
 - d. Older adults.
 - 3. Connecting services provided by others.
- E. Fare Structure — Describe fare structure for fixed route and demand responsive services, and for interoperator transfers.
 - 1. Fixed Route Fares:
 - a. Single fare (adults, seniors, student/youth);
 - b. Discounted and/or multi-ride fares (adults, seniors, student/youth);
 - c. Recent changes in fares;

2. Demand Responsive Fares:
 - a. Single fare;
 - b. Discounted and/or multi-ride fares;
 - c. Recent changes in fares (include the year(s) in which the change(s) took place);
 3. Interoperator Transfer Arrangements and Fares
 - a. ClipperSM (if currently deployed);
 - b. Other proof of transfer;
- F. Revenue Fleet — Provide a general description of the revenue vehicle/vessel fleet. Identify MTC Regional Express Buses separately. The description can be in narrative or graphic format, or a combination of both. (This description differs from the detailed inventory required under Section 6 of these guidelines.) Include the following information:
1. Types of vehicles/vessels operated (e.g., standard bus (any length), trolley bus, articulated bus, over-the-road coach, cutaway van, standard van, minivan, cable car, passenger ferryboat, heavy rail, light rail);
 2. Number of each type of vehicle/vessel;
 3. Recognizing that each type of vehicle might be used in multiple types of service, type(s) of service in which each type of vehicle is used (e.g., local, express, commuter, demand responsive).
- G. Existing Facilities — Describe individual or grouped facilities, according to the categories listed below.
1. Administrative (locations, age, functions located within);
 2. Maintenance and Fueling (type, locations, age);
 3. Vehicle/Vessel Storage/Staging (locations, age, capacity);
 4. Park-and-Ride (locations, age, capacity);
 5. Stations and Stops (type, locations, age, basic amenities);
 6. Right-of-Way, Track or Guideway;
 7. Bicycle Facilities.

3. Goals, Objectives and Standards

- A. Describe the process for establishing, reviewing, and updating goals, objectives, and standards. Goals and objectives should be comprehensive and address all major areas of operator activities, including principles and guidelines under which new service would be implemented. Performance standards should address both the efficiency and effectiveness of the services provided by the operator.
- B. Portray and discuss new or revised goals and related objectives and standards; and identify changes from prior SRTP.
- C. For SRTPs composed during FY2016-17, portray and discuss plans to implement service, paratransit or institutional recommendations, or any similar coordination efforts, as discussed in the Transit Sustainability Project MTC Resolution 4060, Revised, and discuss the monitoring process established to assess the performance of these programs.

- D. For SRTPs composed during FY2017-18, portray and discuss the Transit Sustainability Project performance measures, targets, and the monitoring process established in MTC Resolution 4060. Building on the TSP Strategic Plan revisions submitted in 2017, discuss strategies to achieve TSP targets.

4. Service and System Evaluation

- A. Evaluate route-level and system-wide performance against current service standards (if illustrative, portray local, express or commuter service, or other intercity service separately). Describe the evaluation process. Evaluate the most recent year for which complete data is available. At a minimum, evaluate performance measures relating to effectiveness and efficiency. Key performance measures could include passengers per revenue vehicle hour, passengers per revenue vehicle mile, percent of capacity used, revenue-to-total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, and on-time performance. A retrospective portrayal of performance (e.g., prior five to ten years) may be warranted to exemplify trends. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted.
- B. Provide a three-year retrospective of revenue service hours, revenue service miles, and patronage. Evaluate and discuss significant changes.
- C. Describe and discuss equipment and facility deficiencies, and describe proposed remedies.
- D. Describe any involvement in MTC's "Community-based Transportation Planning Program" ("CBTP"). Describe any specific fixed-route solutions to transit gaps recommended through the CBTP process and the status of their implementation. Describe any services funded specifically to address low-income transportation needs and the source(s) of funding (e.g., the Lifeline Transportation Program).
- E. Identify paratransit services provided in compliance with the paratransit provisions of the Americans with Disabilities Act (ADA). Reference planned new activities, major service changes, or procurement of capital equipment to support ADA or other paratransit, dial-a-ride or demand responsive services. Identify other paratransit services with which services are coordinated, and any proposed revisions or improvements to fixed route services intended to enhance their usage by seniors and/or by persons with disabilities.
- F. Provide the date of the agency's most recent federal Title VI analysis and report, and discuss any service deficiencies identified in the report. Generally describe the process used for complying with FTA Circular C4702.1B (updated October 1, 2012). Please reference the most recent triennial Title VI report, plus any subsequent Title VI reports.
- G. Provide the date of the agency's most recent FTA Triennial Review, and describe related remedial actions undertaken or currently underway in response to the review.

5. Operations Plan and Budget

A. Operations Plan

The operations plan sets forth the intentions to provide fixed route and paratransit services over the SRTP period. Document the ongoing evaluation of services and systems with respect to

adopted goals, objectives and standards, and legal and regulatory requirements, subject to financial constraints.

1. Describe the modes and types of transit services to be operated over the plan period. Separately identify service provided in partnership with others:
 - a. For the continuation of existing service, refer to or summarize the descriptions provided under Section 2, Subsection “D”, Transit Services Provided and Areas Served;
 - b. For the deployment of new service, identify the mode, and describe the service characteristics using the format used in Section 2, Subsection “D,” above. Separately identify new service(s) contained in MTC Resolution No. 3434.
2. Separately describe planned new activities or service changes relative to paratransit services provided in accordance with the Americans with Disabilities Act (ADA service).
3. Separately describe any proposed revisions or improvements to fixed route services intended to enhance their usage by persons with disabilities and older adults.
4. Where reductions in service levels are required in order to achieve a balanced operating budget, describe the reductions and assess their impact on the affected service areas and communities.
5. Portray the levels of service planned — Use a table (or other graphic format) to portray planned levels of service hours and service miles. Separately identify the following:
 - a. Fixed route modes by type (e.g. local, express/commuter);
 - b. Demand responsive modes by type (e.g., ADA, non-ADA older adult);
 - c. Expansion service included in MTC Resolution No. 3434 and other major planned service expansions.

The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction). There shall be a rational relationship between the information portrayed and the “Service and System Evaluation” section of the SRTP.
6. Describe and discuss planned (not yet implemented or underway) service changes in response to the most recent federal Title VI report and/or FTA Triennial Review.

B. Operations Budget

Demonstrate that planned level of transit service over the planning period, including rehabilitation and replacement of capital assets, is sustainable. Take into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service agreements, competitive demands on funding, regional priorities and policies. The budget should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of publication of the SRTP. Committed service changes must also be defined, with their expenses and revenue separately identified in the operating and capital financial plan tables. Provide sufficient detail to allow a reviewer of the SRTP to evaluate costs of implementing the operating and capital plans, and compare the total with anticipated revenues available during the study period.

The narrative must specifically explain, and the spreadsheet clearly isolate in the appropriate year, by mode, any major change in service hours and miles due to deployment of new service or major service reductions.

The narrative must specifically explain, and the spreadsheet clearly isolate by year (e.g., through individual line items) the following:

- Change in fare revenue due to a fare increase or decrease.
- Change in fare revenue due to a change in the level of service.
- Change in expenses due to a change in the level of service.
- Change in expenses due to a labor or service contract change.

All operations expenses and revenues are to be stated in year of expenditure dollars, with the assumed escalation factors stated. All sources of revenue shown in the operations and in the capital financial plan should be identified individually. All assumptions that relate to expenditure and revenue estimates must also be documented, including specification of ridership or sales growth (if appropriate) separately from inflation forecasts.

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe and discuss the steps and timelines needed to achieve the revenue increases, and the contingent policies and actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Describe planned fare increases and/or decreases, and/or changes in fare policies, including the year(s) these changes are planned to take effect. Describe planned changes in interoperator transfer arrangements and/or fares (this pertains to interoperator fares themselves, not to the means of fare collection; i.e., ClipperSM) Note: as set forth in MTC Resolution No. 3176, fare and local discretionary revenue contributions are expected to keep pace with inflation, and fare structure shall comply with regional policy on fare coordination (Resolution No. 3866).
5. Separately identify funding sources and amounts to support operating budgets for ADA service, and any other paratransit or demand responsive services available to older adults and/or persons with disabilities.
6. Separately identify and describe funding contributions (expended or received) for services provided in partnership with others.
7. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond their expiration dates, unless specific renewals have been approved. In order to portray the operating budget:

- a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service;
 - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours);
 - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed;
 - d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including anticipated unallocated TDA reserves;
 - e. Budget levels must correlate with the changes in service identified in the “Operations Plan.” The operations budget should not show a deficit.
 - f. Identify sources of operating revenue:
 - i. Fares;
 - ii. Property taxes (directly levied, levied by others);
 - iii. Bridge tolls (directly levied (e.g., GGT), MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2);
 - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
 - v. Contributions from JPA partner funding agencies;
 - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, other);
 - vii. Regional (MTC Lifeline, Air District);
 - viii. Advertising;
 - ix. Earned interest;
 - x. BART coordination funds (TDA, STA, BART district funds);
 - xi. TDA (directly apportioned, contributed by others);
 - xii. State Transit Assistance [(directly apportioned, contributed by others) – Revenue-Based, Population-Based (Small Operators, Northern Counties, Regional Paratransit)].
 - xiii. California Cap and Trade Program
- C. In addition to future year forecasts, the SRTP should include a three-year retrospective of audited (if available) operating expenses and revenue.

6. Capital Improvement Program

Describe and discuss the capital programs (vehicles, facilities and equipment) required to carry out the operations and services set forth in the operating plan and budget. The Capital Improvement Plan (CIP) should provide the basis for requests for federal, state and regional funding for capital replacements, rehabilitation, and expansion projects. While the CIP does not have to be financially constrained to the extent that the operations budget does, it should reflect the operator's reasonable expectation of funding, particularly as outlined in MTC's Regional Transportation Plan.

A. Basis for Revenue Vehicle/Vessel Projects and/or Proposals, for Replacement, Rehabilitation, and Expansion.

1. Describe and discuss policies (or basis), and justification for vehicle replacement:
 - a. Life cycle considerations (current vehicles/vessels);
 - b. Passenger amenity considerations (vehicles to be acquired);
 - c. Mode of power and/or emissions considerations (vehicles/vessels to be acquired);
 - d. Other considerations (e.g., safety, lack of availability of service parts for current vehicles/vessels)
2. Describe and discuss policies (or basis), and justification for rehabilitation/retrofit:
 - a. Life cycle considerations;
 - b. Passenger amenity considerations;
 - c. Emissions considerations;
 - d. Other considerations.
3. Describe and discuss policies (or basis), and justification for proposed fleet expansion (or contraction):
 - a. Relationship to fixed route or demand responsive operations plan;
 - b. Basis for type(s) of vehicles/vessels desired (expansion).
 - c. Number and type(s) of vehicles to be removed from service (contraction), including intended disposition (e.g., sale, placed for lease, salvaged).
4. Current Revenue Vehicle/Vessel Fleet Inventory: Identify items "a" through "k" below individually or by subfleet. Identify MTC Regional Express Buses separately.
 - a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, standard van, cutaway van, standard motorbus, articulated motorbus, trolley bus, articulated trolleybus, over-the-road coach, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. In fixed route service or demand responsive service;

- i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Has major rehabilitation of the vehicle(s)/vessel(s) been performed; if yes, how many years of service life were added;
 - k. Year the vehicle(s)/vessel(s) will be retired from service (even if this is beyond the time horizon of the SRTP);
5. Vehicle/Vessel Replacement: Identify items “a” through “k” below individually or by subfleet, showing the number of replacement vehicles/vessels to be placed in service per year over the planning horizon.
- a. Number of vehicles/vessels to be replaced;
 - b. Anticipated year of manufacture of replacement vehicle(s)/vessel(s);
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of replacement vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for replacement vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
6. Vehicle/Vessel Rehabilitation (if applicable): Identify items “a” through “m” below individually or by subfleet, showing the number of vehicles/vessels to be rehabilitated per year over the planning horizon.
- a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number, (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).

- i. Year of planned rehabilitation (even if this falls outside the time horizon of the SRTP);
 - j. Years of service life to be added;
 - k. Rehabilitation to be performed in-house or contracted, if known;
 - l. Estimated cost of rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - m. Sources and amounts of funding for rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “l” above), with annual escalation rates clearly portrayed.
7. Vehicle/Vessel Expansion (if applicable): Identify items “a” through “k” below individually or by subfleet.
- a. The number of expansion vehicle(s)/vessel(s) to be placed in service per year over the planning horizon of the SRTP;
 - b. Anticipated year of manufacture;
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of expansion vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for expansion vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
8. Summary of Revenue Vehicle/Vessel Fleet Inventory:
- a. Total number of fixed route vehicles in active fleet (identified by type; e.g., see item 7.g. above);
 - b. Total number of fixed route vehicles in reserve fleet;
 - c. Spare ratio of fixed route vehicles (at maximum pullout);
 - d. Total number of vessels in active fleet;
 - e. Total number of vessels in reserve fleet;
 - f. Spare ratio of vessels (at maximum pullout);
 - g. Total number of demand responsive vehicles in active fleet (identified by type; e.g., see item 7. g. above);
 - h. Total number of demand responsive vehicles in reserve fleet;

- i. Spare ratio of demand responsive vehicles (at maximum pullout)
- j. Useful life of revenue vehicles;
- k. Next rehabilitation or replacement of vehicles and vessels, even if beyond the SRTP horizon.

B. Non-Revenue Vehicle Projects and/or Proposals: Replacement, Rehabilitation, and Expansion or Contraction.

1. Discuss replacement, and/or expansion or contraction of non-revenue vehicle fleet:
 - a. Briefly, describe uses of non-revenue vehicles;
 - b. Briefly, discuss policies or basis, and justification for replacement (e.g., life cycle, obsolescence, safety considerations);
 - c. Briefly discuss policies or basis, and justification for expansion and/or contraction.
2. Non-Revenue Vehicle Fleet Inventory: Identify items “a” through “n” below, showing the number of vehicles per year over the planning horizon.
 - a. Manufacturer (current vehicles);
 - b. The year of manufacture (or anticipated year of manufacture for replacement and expansion vehicles);
 - c. The years the vehicle(s) will remain in service;
 - d. Year vehicle(s) will be retired from service;
 - e. The year replacement vehicle(s) will be placed in service;
 - f. Estimated cost of replacement vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - g. Replacement vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - h. The year expansion vehicle(s) will be placed in service;
 - i. Estimated cost of expansion vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - j. Expansion vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - k. Vehicle type;
 - l. Mode of power;
 - m. Has rehabilitation of the vehicle(s) been performed or is it planned;
 - n. Total number of vehicles in non-revenue fleet.

Operators with non-revenue vehicles which are not proposed for replacement with regionally programmed funds may choose to provide less detailed information.

C. Major Facilities Replacement, Rehabilitation, Upgrade, and Expansion projects of the types listed below. Identify the locations of new or expanded facilities. Provide project budget, including costs, sources of funds and amounts from each source, identifying funds that have

been programmed, allocated or received, and funds that have not been secured. Separately describe security projects. Specify if replacement and rehabilitation of facilities and equipment results in an asset that differs from the existing asset, and how it differs.

1. Administrative;
 2. Maintenance and Fueling;
 3. Vehicle/Vessel Storage/Staging;
 4. Park-and-Ride;
 5. Stations and Stops;
 6. Right-of-Way, Track, or Guideway;
 7. Bicycle Facilities (e.g., lockers).
- D. Tools and Equipment: Replacement and/or Upgrade. Discuss current and/or proposed projects. Combine projects into a lump sum and indicate costs, sources of funds and amounts.
- E. Asset Management: Describe efforts to employ a systemic asset management program. Include current/past achievements and plans to upgrade or improve management (e.g. software tools, applications, business processes, integration into decision making processes).

7. Other Requirements

- A. Provide the following information on expansion projects included in MTC Resolution No. 3434, or on major expansion projects included in MTC's Regional Transportation Plan (RTP), if applicable:
1. Portray the project's current capital cost, providing explanation where costs differ from the portrayal in MTC Resolution No. 3434, or the RTP.
 2. Capital Funding:
 - a. Discuss and describe secured funding, including fund programming and/or allocation actions, conditions imposed on the use of funds, fund sources and amounts;
 - b. Explain any changes in secured or anticipated funding, providing explanation where funding differs from the portrayal in MTC Resolution No. 3434, or the RTP;
 - c. Portray and discuss the project's cash flow needs, including any anticipated difficulties, and approved or anticipated decisions on bond financing.
 3. Project Schedule. Provide the most current schedule for the project, showing key milestones completed, and anticipated milestone completion dates.
 4. Operating Costs. Provide operating expense and revenue projections (including sources of funds).
 5. Discuss any activities related to changes in land use planned or anticipated in association with the project, including:
 - a. Participation in the development of local land use policies;

- b. Policies and/or planning pertaining to, and/or development adjacent to transit stations;
 - c. Descriptions of land that the transit agency currently owns or controls adjacent to transit stop/stations (use a map if desired to show locations).
6. Discuss any current or anticipated policy, planning, funding or operating issues associated with the project, not reflected in responses to items 1 through 5, above.
- B. Describe the agency's public outreach and involvement process relative to environmental justice goals. Describe the most recent outcomes from this process.
- C. In the event the operator intends to use FTA section 5303 funds to contract out for the authoring of the SRTP, the MTC SRTP Program Manager must have the option to review the description or scope of work before publication of the RFP. In addition, the SRTP Program Manager is to be invited to participate in or at least observe the consultant selection for work to be performed under contract. MTC may or may not be able to actually participate in the consultant selection process, depending upon scheduling and other commitments, but transit operators are to extend the invitation in a timely manner.

SCHEDULE AND TRANSMITTAL

1. Submit one (1) hard copy and an electronic copy of the draft SRTP to MTC staff for review according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.
2. Submit one (1) hard copy and an electronic copy of final SRTP to MTC according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.

Deliverable

FY2016-17:

Draft FY2018-27 SRTP

Final FY2018-27 SRTP

FY2017-18:

Draft FY2019-28 SRTP

Final FY2019-28 SRTP

Delivery Dates

October 1, 2017

February 1, 2017

June 1, 2018

September 1, 2018

REQUIRED APPROVALS

The operator's governing body must adopt the SRTP.

MINOR REVISIONS TO THESE GUIDELINES

Modifications to these guidelines may be approved by the Programming and Allocations Committee.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2322 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 2/3/2017 **In control:** Programming and Allocations Committee
On agenda: 3/8/2017 **Final action:**
Title: MTC Resolution No. 4273. Program of projects for FY2016-17 Cap and Trade Low Carbon Transit Operating Program.

Sponsors:

Indexes:

Code sections:

Attachments: [6c PAC 2c Reso-4273 FY2016-17 Cap&Trade and LowCarbonTransit 2c Reso-4273 FY2016-17 Cap&Trade and LowCarbonTransit.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4273. Program of projects for FY2016-17 Cap and Trade Low Carbon Transit Operating Program.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

March 8, 2017

Agenda Item 2c

MTC Resolution No. 4273

Subject: Program of projects for FY2016-17 Cap and Trade Low Carbon Transit Operating Program.

Background: The Low Carbon Transit Operating Program (LCTOP) receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population. In April 2016, the Commission adopted Resolution No. 4130, Revised, the updated regional Cap and Trade Funding Framework, which established the distribution framework for MTC's population-based funds: one-third each to North Counties/ Small Operators, Clipper and Fare Policy, and investment in key transit corridors (i.e., Transit Performance Initiative).

The State Controller's Office (SCO) released FY2016-17 LCTOP amounts on February 1, 2017, totaling \$34.6 million in funding statewide. Approximately \$3.4 million in population-based funds was made available to MTC and \$9.6 million in revenue-based funds were made available directly to operators in the region.

For MTC's share (\$3.4 million), projects are programmed based on the Cap and Trade Funding Framework; approximately \$1.1 million is being distributed to each of the following three project categories. See Attachment A of Resolution No. 4273 for further detail.

- 1) North Counties/Small Operators
North county and small operators will implement a variety of projects, including service expansion and new bus procurement.
- 2) Clipper
Clipper funds will be used as a local match to replace obsolete equipment at the end of its lifecycle, system enhancements, and operations and maintenance of the Clipper system.
- 3) Transit Performance Initiative
In January 2017, the Commission approved the Transit Performance Initiative Investment Program Round 3, which directed FY2016-17 LCTOP funds to the SFMTA Geary BRT Phase 1 project.

Issues: *Schedule:* Project sponsors are responsible for submitting applications to Caltrans by March 30, 2017. Staff recommends that MTC approval of Resolution No. 4273 is conditioned on local support documentation being submitted to Caltrans.

Pending Commission approval, staff will submit Resolution No. 4273 to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects. Caltrans and the Air Resources Board are scheduled to

approve the list of projects and submit to SCO by June 1, 2017. SCO is scheduled to release approved project amounts to recipients by June 30, 2017.

Disadvantaged Communities: LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met, which will be done at minimum through the SFMTA and Clipper projects, both of which benefit Disadvantaged Communities. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction.

Recommendation: Refer Resolution No. 4273 to the Commission for approval

Attachments: MTC Resolution No. 4273

Date: March 22, 2017
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4273

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, 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 March 22, 2017.

FY 2016-17 Low Carbon Transit Operations Program Requests**Based on State Controller's Office Letter dated 2/1/2017**

Agency	Project(s)	FY 2016-17 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 228,378	3/22/17
ECCTA	Pittsburg eBART Connector Service Demonstration Project	\$ 137,935	3/22/17
LAVTA	Las Positas College Easy Pass Fare Voucher Program	\$ 94,419	3/22/17
NVTA	Vine ZEB Procurement Program	\$ 65,105	3/22/17
City of Union City	Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid	\$ 33,064	3/22/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD ¹	Purchase Three (3) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit ¹	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield ²	Local Bus Fleet Replacement - Diesel-Electric Hybrid Buses	\$ 67,091	3/22/17
Solano County Transit ²	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma ³	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa ³	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit ³	Electric Bus Purchase	\$ 122,069	3/22/17
North Counties / Small Operators Subtotal		\$ 1,136,320	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
SFMTA	Geary Bus Rapid Transit Phase 1	\$ 1,118,681	3/22/17
TOTAL		\$ 3,373,683	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Metropolitan Transportation Commission Programming and Allocations Committee

March 8, 2017

Agenda Item 2c

MTC Resolution No. 4273

Subject: Program of projects for FY2016-17 Cap and Trade Low Carbon Transit Operating Program.

Background: The Low Carbon Transit Operating Program (LCTOP) receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population. In April 2016, the Commission adopted Resolution No. 4130, Revised, the updated regional Cap and Trade Funding Framework, which established the distribution framework for MTC's population-based funds: one-third each to North Counties/ Small Operators, Clipper and Fare Policy, and investment in key transit corridors (i.e., Transit Performance Initiative).

The State Controller's Office (SCO) released FY2016-17 LCTOP amounts on February 1, 2017, totaling \$34.6 million in funding statewide. Approximately \$3.4 million in population-based funds was made available to MTC and \$9.6 million in revenue-based funds were made available directly to operators in the region.

For MTC's share (\$3.4 million), projects are programmed based on the Cap and Trade Funding Framework; approximately \$1.1 million is being distributed to each of the following three project categories. See Attachment A of Resolution No. 4273 for further detail.

- 1) North Counties/Small Operators
North county and small operators will implement a variety of projects, including service expansion and new bus procurement.
- 2) Clipper
Clipper funds will be used as a local match to replace obsolete equipment at the end of its lifecycle, system enhancements, and operations and maintenance of the Clipper system.
- 3) Transit Performance Initiative
In January 2017, the Commission approved the Transit Performance Initiative Investment Program Round 3, which directed FY2016-17 LCTOP funds to the SFMTA Geary BRT Phase 1 project.

Issues: *Schedule:* Project sponsors are responsible for submitting applications to Caltrans by March 30, 2017. Staff recommends that MTC approval of Resolution No. 4273 is conditioned on local support documentation being submitted to Caltrans.

Pending Commission approval, staff will submit Resolution No. 4273 to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects. Caltrans and the Air Resources Board are scheduled to

approve the list of projects and submit to SCO by June 1, 2017. SCO is scheduled to release approved project amounts to recipients by June 30, 2017.

Disadvantaged Communities: LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met, which will be done at minimum through the SFMTA and Clipper projects, both of which benefit Disadvantaged Communities. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction.

Recommendation: Refer Resolution No. 4273 to the Commission for approval

Attachments: MTC Resolution No. 4273

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Date: March 22, 2017
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4273

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

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Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on March 22, 2017.

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2330 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 2/9/2017 **In control:** Programming and Allocations Committee
On agenda: 3/8/2017 **Final action:**
Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-08.

Sponsors:

Indexes:

Code sections:

Attachments: [6d PAC 2d Reso-4275 2017-08 TIP Revision](#)
[2d Reso-4275 2017-08 TIP Revision.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-08.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

March 8, 2017

Agenda Item 2d

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-08.

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 two years under state statute. 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) was received on December 16, 2016. The 2017 TIP is valid for four years under federal regulations. 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 2017-08 makes revisions to 73 projects with a net increase in funding of approximately \$840 million. Among other changes, the revision:

- Amends 37 new exempt projects into the TIP and updates the funding plans of 35 existing projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program; and
- Archives one project as it has been completed.

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 at 375 Beale Street, 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 approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

Issues: Amendment 2017-08 contains changes that are contingent upon Commission approval of programming changes included in Programing and Allocations Committee Item 3a MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272: FY2016-17 Transit Capital Priorities Programming, AB 664 Bridge Toll Programming and Allocation, BATA Project Savings Programming Revisions, and OBAG 2 Programming Revisions.

Recommendation: Refer Resolution No. 4275, Revised to the Commission for approval.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-08
MTC Resolution No. 4275, Revised

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**TIP Revision Summary
2017-08**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Transit					
ALA090065	Bay Area Rapid Transit District (BART)	BART: Fare Collection Equipment	Update the funding plan to add \$6.2M in 5337 and \$1.6M in local funds for CON in FY 17	\$7,763,750	25.0%
ALA170014	Union City Transit	Union City Paratransit Van Procurement	Amend a new exempt project into the TIP with \$846K in 5307, and \$186K in TDA funds in CON FY 17	\$1,032,000	~%
ALA170015	Union City Transit	Union City Transit: Replace Paratransit Sedan	Amend a new exempt project into the TIP with \$141K in 5307, and \$35K in TDA funds in CON FY 17	\$176,300	~%
ALA170027	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 10 Double-Decker Buses	Amend a new exempt project into the TIP with \$7.9M in 5307 funds and \$2.4M in local funds	\$10,248,896	~%
ALA170028	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 18 40ft Hybrid-Electric Buses	Amend a new exempt project into the TIP with \$10.8M in 5307 funds and \$3.2M local funds	\$14,040,000	~%
ALA170029	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Preventive Maintenance (Swap)	Amend a new exempt project into the TIP with \$5.4M in 5307 funds and \$1.6M in local funds	\$7,020,000	~%
ALA170030	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Preventive Maintenance (Deferred Comp)	Amend a new exempt project into the TIP with \$2.1M in 5307 funds and \$520K local funds	\$2,600,000	~%
ALA170032	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 19 60-ft Artic Urban Buses	Amend a new exempt project into the TIP with \$14M in 5307 funds, \$1.3M in 5339 funds, and \$6.8M in bridge toll funds	\$22,157,520	~%
ALA170039	Union City Transit	Union City: ADA Paratransit Operating Subsidy	Amend a new exempt project into the TIP with \$134K in 5307 and \$34K Local funds.	\$167,825	~%
ALA990052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Paratransit Van Replacement	Update the funding plan to add \$1.2M in 5307 and \$292K in local funds for CON FY17	\$1,461,243	7.3%
ALA990076	Alameda Contra Costa Transit District (AC Transit)	AC Transit: ADA Paratransit Assistance	Update the funding plan to add \$3.9M in 5307 and \$964K in Local for CON FY 17	\$4,820,414	4.3%
BRT030004	Bay Area Rapid Transit District (BART)	BART Train Control Renovation	Update the funding plan to add \$10M in 5307 and \$2.5M in local funds for CON FY 17	\$12,500,000	5.8%
BRT030005	Bay Area Rapid Transit District (BART)	BART: Traction Power System Renovation	Update the funding plan to add \$12.8M in 5307, \$4.2M in 5337 & \$4.3M in local for CON FY17	\$21,250,000	13.3%
BRT97100B	Bay Area Rapid Transit District (BART)	BART: Rail, Way and Structures Program	Update the funding plan to add \$17M in 5337 and \$4.25M in local funds for CON in FY17	\$21,250,000	10.0%
BRT99T01B	Bay Area Rapid Transit District (BART)	BART:ADA Paratransit Capital Accessibility Improve	Update the funding plan to add \$2.4M in 5307 and \$604K in local funds to CON FY 17	\$3,019,999	7.4%

TIP Revision Summary 2017-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-030035	Eastern Contra Costa Transit Agency (Tri Delta)	Tri-Delta: ADA Operating Assistance	Update the funding plan to add \$541k in 5307 and local funds to CON FY 17	\$1,082,048	14.1%
CC-070092	Eastern Contra Costa Transit Agency (Tri Delta)	ECCTA: Transit Bus Replacements	Update the funding plan to add \$2M in 5307 and \$511k in local funds to FY17 and update the project description	\$2,554,300	5.4%
CC-170006	Western Contra Costa Transit Authority (WestCAT)	WestCAT: Replace (2) 2002 40ft Revenue Vehicles	Amend a new exempt project into the TIP with \$882K in 5307 and \$194K Local funds	\$1,076,000	~%
CC-170007	Western Contra Costa Transit Authority (WestCAT)	WestCAT: Purchase 2 Fast Fare Electronic Fareboxes	Amend a new exempt project into the TIP with \$29K in 5307 and \$7K local funds for CON FY17	\$35,623	~%
CC-990045	Western Contra Costa Transit Authority (WestCAT)	WestCat: ADA Paratransit Operating Subsidy	Update the funding plan to add \$258K in both 5307 and Local funds to CON FY 17	\$516,730	21.2%
MRN030010	Golden Gate Bridge, Highway and Transit District	GGBHTD: Fixed Guideway Connectors	Update the funding plan to add \$3M in 5337 and \$750K in local funds for CON FY 17	\$3,750,000	9.8%
MRN050025	Golden Gate Bridge, Highway and Transit District	GGBHTD: Facilities Rehabilitation	Update the funding plan to add \$4.6M in 5307 and \$1.2M in local funds for CON FY 17	\$5,750,000	28.9%
MRN110047	Marin County Transit District	MCTD: ADA Paratransit Assistance	Update the funding plan to add \$701K in 5307 and \$175K in sales tax to CON FY17	\$876,545	22.6%
MRN170003	Marin County Transit District	MCTD: Replace Paratransit Vehicles	Amend a new exempt project into the TIP with \$219K in 5307 and \$48K in sales tax funds	\$267,000	~%
MRN170004	Marin County Transit District	MCTD: Replace Paratransit Vehicles with Vans	Amend a new exempt project into the TIP with \$85K in 5307, \$27K in sales tax, and \$32K in local funds	\$143,530	~%
MRN170009	Golden Gate Bridge, Highway and Transit District	GGBHTD: Replace Paratransit Vehicles	Amend a new exempt project into the TIP with \$584K in 5339 funds and \$128K in Local funds	\$712,000	~%
REG090051	Caltrain	Caltrain: Revenue Vehicle Rehab Program	Update funding to add \$175K in 5307 and \$44K in local for CON FY 17	\$219,263	2.6%
SCL050001	Santa Clara Valley Transportation Authority (VTA)	VTA: Standard & Small Bus Replacement	Update the funding plan to add \$17.1M in 5307, \$2.9M in 5339 funds and \$5M local funds for CON FY 17	\$25,000,000	11.9%
SCL050002	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Replacement Program	Update the funding plan to add \$4.3M in 5337 and \$1.1M in local funds to CON FY 17	\$5,418,007	18.0%

TIP Revision Summary 2017-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL050046	Santa Clara Valley Transportation Authority (VTA)	VTA: ADA Operating Set Aside	Update the funding plan to add \$3.7M in 5307 and \$939K local funds to CON FY 17	\$4,693,285	9.7%
SCL050049	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Substation Rehab/Replacement	Update the funding plan to add \$1.9M in 5337 and \$467K in local funds to CON FY 17	\$2,334,177	9.1%
SCL110099	Santa Clara Valley Transportation Authority (VTA)	VTA: Light Rail Bridge and Structure - SG Repair	Update funding plan to add \$1.4M in 5337 and \$360K in local funds to CON FY 17	\$1,800,000	105.9%
SCL150005	Santa Clara Valley Transportation Authority (VTA)	VTA Train to Wayside Communication System Upgrade	Update the funding plan to add \$1.1M in 5337 and \$271K in local funds to CON FY 17	\$1,355,750	542.3%
SCL170004	Santa Clara Valley Transportation Authority (VTA)	VTA: LR Vehicle CCTV Door Monitoring System	Amend a new exempt project into the TIP with \$800K in 5337 and \$200K in local funds in CON FY 17	\$1,000,000	~%
SCL170005	Santa Clara Valley Transportation Authority (VTA)	VTA: Paratransit Vehicle Procurement	Amend a new exempt project into the TIP with \$2.9M in 5307 and \$723K in local funds	\$3,617,189	~%
SCL170006	Santa Clara Valley Transportation Authority (VTA)	VTA: Replace Fault Monitoring System on LRVs	Amend a new exempt project into the TIP with \$2.3M in 5337, and \$564K in local funds	\$2,819,000	~%
SCL170007	Santa Clara Valley Transportation Authority (VTA)	VTA: Pedestrian Swing Gates Replacement	Amend a new exempt project into the TIP with \$704K in 5337 and \$176K in local funds	\$880,000	~%
SCL170008	Santa Clara Valley Transportation Authority (VTA)	VTA: Vasona Pedestrian Back Gates	Amend a new exempt project into the TIP with \$1.2M in 5337 and \$296K in local funds	\$1,481,324	~%
SCL170009	Santa Clara Valley Transportation Authority (VTA)	VTA: Chaboya Yard Well Removal	Amend a new exempt project into the TIP with \$196K in 5337 and \$49K in local funds for CON FY 17	\$245,000	~%
SCL170010	Santa Clara Valley Transportation Authority (VTA)	VTA: Guadalupe Train Wash Replacement	Amend a new exempt project into the TIP with \$1.4M in 5337 and \$362K in local funds	\$1,810,000	~%
SCL170011	Santa Clara Valley Transportation Authority (VTA)	VTA: Upgrade Rail Grade Crossing Control Equipment	Amend a new exempt project into the TIP with \$4.4M in 5337 and \$1.1M in Local funds	\$5,460,000	~%
SF-010028	Caltrain	Caltrain Electrification	Update the funding plan to add \$17K in 5309-FG, \$19.4M in RM1, \$20M in RM2, \$166M in Local, \$142M in Other State (mix of CHSRA, LCTOP and TIRCP), \$16M in Sales Tax, and \$24M in RTP-LRP; remove \$12M in Prop-1B; and reprogram funds between years and phases	\$368,253,416	22.8%

TIP Revision Summary 2017-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-030013	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Wayside Fare Collection Equipment	Update the funding plan to add \$250K in AB-664 bridge toll funds	\$250,000	0.6%
SF-050024	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Train Control & Trolley Signal Rehab/Replace	Update the funding plan to add \$3.3M in AB-664 bridge toll funds to CON in FY17	\$3,276,885	5.0%
SF-090035	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Paratransit Vehicle Replacements	Update the funding plan to add \$256K in AB-664 bridge toll funds to CON in FY17	\$255,840	2.2%
SF-150005	San Francisco Municipal Transport Agency (SFMTA)	SFMTA - Replacement of 40' Motor Coaches	Update the funding plan to add \$39M in 5307 to CON in FY17 and reprogram \$9.8M in AB-664 bridge toll for CON from FY16 to FY17	\$39,297,566	45.0%
SF-150006	San Francisco Municipal Transport Agency (SFMTA)	SFMTA Replacement of 60' Motor Coaches	Update the funding plan to add \$5.3M in 5307, \$4.7M in 5339 and \$2.5M in Local funds for CON in FY 17	\$12,510,633	10.3%
SF-150007	San Francisco Municipal Transport Agency (SFMTA)	SFMTA Farebox Replacement	Update the funding plan to add \$2.7M in AB-664 bridge toll funds for CON in FY17	\$2,688,000	64.2%
SF-170004	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replacement of 40' Trolley Coaches	Amend a new exempt project into the TIP with \$96M in 5337 and \$23.9M in Local funds	\$119,575,765	~%
SF-170005	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replacement of 60' Trolley Coaches	Amend a new exempt project into the TIP with \$18M in 5337, \$23M in BATA Project Savings and \$5.5M in AB-664 bridge toll funds	\$46,550,320	~%
SF-170006	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Station-area Ped and Bike Access Improvemnt	Amend a new exempt project into the TIP with \$250K in AB-664 bridge toll funds	\$250,000	~%
SF-95037B	San Francisco Municipal Transport Agency (SFMTA)	SF Muni Rail Replacement Program	Update the funding plan to add \$4.4M in AB-664 bridge toll funds for CON in FY17	\$4,350,709	2.2%
SF-970073	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Cable Car Vehicle Renovation Program	Update the funding plan to add \$1M in AB-664 bridge toll funds for CON in FY17	\$1,018,464	4.1%
SF-970170	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Trolley Overhead Recon. Program	Update the funding plan to add \$3.7M in AB-664 bridge toll funds for CON in FY17	\$3,690,000	2.2%
SF-990022	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: ADA Paratransit operating support	Update the funding plan to add \$4.6M in 5307 and \$1.1M in Other Local for CON in FY17	\$5,739,532	2.6%

TIP Revision Summary 2017-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-99T002	San Francisco Municipal Transport Agency (SFMTA)	Cable Car Traction Power & Guideway Rehab	Update the funding plan to add \$738K in AB-664 bridge toll funds for CON in FY17	\$738,000	1.0%
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add \$10M in 5337 and \$2.5M in local funds for CON FY 17	\$12,410,218	9.4%
SM-150005	San Mateo County Transit District (SAMTRANS)	SAMTRANS: Replacement of 2003 Gillig Buses	Update the funding plan to add \$2M in 5307 and \$434k in saletax funds for CON FY 17	\$2,410,000	7.2%
SM-990026	San Mateo County Transit District (SAMTRANS)	SAMTRANS: ADA Paratransit Operating Subsidy	Update the funding plan to add \$1.8M in 5307 and \$443k in sales tax to CON FY17	\$2,216,692	20.9%
SOL010007	Vacaville	Vacaville Transit: Operating Assistance	Update the funding plan to add \$850K in 5307 and \$850K in TDA funds for CON in FY 17	\$1,700,000	8.7%
SOL070032	Solano County Transit (SolTrans)	SolTrans: Preventive Maintenance	Update the funding plan to add \$647K in 5307 and \$162K in local funds for CON FY 17	\$808,138	26.8%
SOL110041	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	Update the funding plan to add \$461K 5339 and \$115K TDA to FY17; and update the expanded description to clarify the scope of the project	\$575,782	41.3%
SOL170002	Solano County Transit (SolTrans)	SolTrans: Data Management Technology Enhancements	Amend a new exempt project into the TIP with \$320K in 5307 and \$80K in local funds for CON FY 17	\$400,000	~%
SOL170003	Solano County Transit (SolTrans)	Soltrans: Facilities and Amenities Improvements	Amend a new project into the TIP with \$240K in 5307 and \$60K in local funds for CON FY 17	\$300,000	~%
SON030005	Sonoma County Transit	Sonoma Co Transit: Preventive Maintenance Program	Update the funding plan to add \$1.28M in 5307 and \$320K in Local funds to CON in FY 17	\$1,600,000	9.8%
SON090023	Santa Rosa City Bus	Santa Rosa CityBus: Operating Assistance	Update the funding plan to add \$1.5M in both 5307 and local funds to CON FY 17	\$3,053,714	13.1%
SON090024	Santa Rosa City Bus	Santa Rosa CityBus: Preventative Maintenance	Update the funding plan to add \$456K in 5307 and \$114K in local funds to CON FY 17	\$569,861	5.5%
SON110051	Petaluma	Petaluma: Purchase 2 Paratransit Cutaways FY13	Archive project as completed	\$0	0.0%
SON150007	Petaluma	Petaluma Transit: ADA Set-Aside	Update the funding plan to add \$90K in 5307 and \$22K in local funds to CON FY 17	\$112,925	54.1%
SON150013	Sonoma County Transit	Sonoma County Transit: Replace 2006 CNG Buses	Update the funding plan to add \$430K in 5307, \$180K in 5339, and \$174K in Local to CON FY17; and update the project description to add 3 buses	\$784,305	76.6%
SON170003	Santa Rosa City Bus	Santa Rosa CityBus-paratransit operations	Amend a new exempt project into the TIP with \$236K in both 5307 and local funds to CON FY 17	\$472,308	~%
SON170004	Petaluma	Petaluma: Replace 1 Paratransit Cutaway FY17	Amend a new exempt project into the TIP with \$45K in 5307 funds and \$10K in local funds to CON FY 17	\$55,000	~%
SON170005	Petaluma	Petaluma: Transit Yard & Facilities Improvements	Amend a new exempt project into the TIP with \$45K in 5307 funds and \$11K in local funds to CON FY 17	\$56,375	~%



TIP Revision Summary 2017-08

Total Funding Change: \$840,375,166

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$1,830,115,422	\$691,639,903	\$59,511,771	\$1,530,697,565	\$4,111,964,661	\$525,318,704
Proposed:	\$2,177,938,465	\$821,639,903	\$150,814,989	\$1,801,946,470	\$4,952,339,827	\$1,555,777,610
Delta:	\$347,823,043	\$130,000,000	\$91,303,218	\$271,248,905	\$840,375,166	\$1,030,458,906

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-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, December 14, 2016, February 8, 2017, and March 8, 2017. 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	61	-\$3,823,767	12/21/2016	12/21/2016
17-02	Admin. Modification	6	\$544,852	1/31/2017	1/31/2017
17-03	Amendment	69	\$819,826,956	12/21/2016	2/8/2017
17-04	Admin. Modification	Pending	Pending	Pending	Pending
17-05	Admin. Modification	Pending	Pending	Pending	Pending
17-06	Amendment	11	\$68,189,237	2/22/2017	Pending
17-07	Admin. Modification	Pending	Pending	Pending	Pending
17-08	Amendment	73	\$840,375,166	3/22/2017	Pending
Net Funding Change		220	\$1,725,112,444		
Absolute Funding Change			\$1,732,759,978		

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
Revised: 12/21/16-C 02/22/17-C 03/22/17-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 4

Revisions to the 2017 TIP

Revisions to the 2017 Transportation Improvement Program (TIP) are included as they are approved.

Revision 17-01 is an administrative modification that revises 61 projects with a net funding decrease of approximately \$3.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on December 21, 2016. Among other changes, this revision:

- Updates the funding plans of 32 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations and other programming decisions, including the programming of \$110 million in CMAQ funds and \$40 million in Regional Measure 2 funds to BART's Rail Car Procurement Program to reflect the programming in the OBAG 2 funding framework;
- Updates the funding plans of five projects to reflect the repurposing of unused earmark funds;
- Updates the funding plans of eight individually-listed Highway Bridge Program funded projects to reflect the latest information from Caltrans;
- Splits the Incident Management Program project into two projects to separate the current and future phases of the program;
- Updates the funding plan of the Caltrain Electrification project to reflect recent programming decisions and funding agreements;
- Updates the funding plan of SFMTA's Van Ness Bus Rapid Transit project to reflect the latest schedule including reprogramming approximately \$60 million in Federal Transit Administration (FTA) Small Starts funding from prior years to fiscal year 2017; and
- Updates the funding plan and back-up listing of the Mandates Program within the State Highway Operations and Protection Program (SHOPP) to reflect the latest information from Caltrans including the addition of \$7.3 million in SHOPP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately \$60 million in FTA Small Starts funds, \$7.3M in SHOPP funds, \$17,489 in repurposed earmark funds, and \$1.9 million in Transportation Fund for Clean Air funds. MTC's 2017 TIP, as revised with Revision No. 2017-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-02 is an administrative modification that revises six projects with a net funding increase of \$544,852. The revision was approved into the Federal-Statewide TIP by the deputy executive director on January 31, 2017. Among other changes, this revision:

- Updates the funding plans of five federally funded projects to reflect actual and planned obligations and Federal Transit Administration grants; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) funded grouped listing to reflect the latest programming information from Caltrans related to projects that had unobligated funding from federal fiscal year 2015-16, including the addition of \$399,340 in HSIP funds and \$145,512 in local funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$399,340 in HSIP funds. MTC's 2017 TIP, as revised with Revision No. 2017-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-03 is an amendment that revises 69 projects with a net funding increase of approximately \$820 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 was received on January 19, 2017, and final federal approval was received on February 8, 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, including the addition of \$40 million in Highway Bridge Program (HBP) funds, \$40 million in Surface Transportation Block Grant Program funds and \$40 million in Golden Gate Bridge toll funds;
- Updates the funding plans of six additional individually-listed 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 \$109 million in HBP funds;
- 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;
- 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.

Revision 17-04 is a pending administrative modification.

Revision 17-05 is a pending administrative modification.

Revision 17-06 is an amendment that revises 11 projects with a net funding increase of approximately \$68 million. The revision was approved by the MTC Commission on February 22, 2017. Caltrans approval was received on February 24, 2017, and final federal approval is expected in March, 2017. Among other changes, this revision:

- Updates the scope and funding plan of the Central Contra Costa Transit Authority's Replace 18 30-foot Buses project to reflect the award of approximately \$2.7 million in FTA Low or No Emission Vehicle Deployment Program funds;
- Amends the City of Palo Alto's exempt Bay Area Fair Value Commuting Program into the TIP to reflect the award of approximately \$1 million in FTA Mobility on Demand Sandbox Program funds;
- Amends two additional exempt projects into the TIP; and
- Updates the funding plan of one individually listed Highway Safety Improvement Program (HSIP) funded project and updates the funding plan and back-up listing of the HSIP grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$25.5 million in HSIP funds.

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

Revision 17-07 is a pending administrative modification.

Revision 17-08 is an amendment that revises 73 projects with a net funding increase of approximately \$840 million. The revision was referred by the Programming and Allocations Committee on March 8, 2017, and approved by the MTC Commission on March 22, 2017. Caltrans approval is expected in mid-April, 2017, and final federal approval is expected in mid-May, 2017. Among other changes, this revision:

- Amends 37 new exempt projects into the TIP and updates the funding plans of 35 existing projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program; and
- Archives one project as it has been completed.

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

Metropolitan Transportation Commission

Programming and Allocations Committee

March 8, 2017

Agenda Item 2d

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-08.

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 two years under state statute. 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) was received on December 16, 2016. The 2017 TIP is valid for four years under federal regulations. 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 2017-08 makes revisions to 73 projects with a net increase in funding of approximately \$840 million. Among other changes, the revision:

- Amends 37 new exempt projects into the TIP and updates the funding plans of 35 existing projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program; and
- Archives one project as it has been completed.

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 at 375 Beale Street, 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 approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

Issues: Amendment 2017-08 contains changes that are contingent upon Commission approval of programming changes included in Programming and Allocations Committee Item 3a MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272: FY2016-17 Transit Capital Priorities Programming, AB 664 Bridge Toll Programming and Allocation, BATA Project Savings Programming Revisions, and OBAG 2 Programming Revisions.

Recommendation: Refer Resolution No. 4275, Revised to the Commission for approval.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-08
MTC Resolution No. 4275, Revised

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TIP Revision Summary 2017-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Transit					
ALA090065	Bay Area Rapid Transit District (BART)	BART: Fare Collection Equipment	Update the funding plan to add \$6.2M in 5337 and \$1.6M in local funds for CON in FY 17	\$7,763,750	25.0%
ALA170014	Union City Transit	Union City Paratransit Van Procurement	Amend a new exempt project into the TIP with \$846K in 5307, and \$186K in TDA funds in CON FY 17	\$1,032,000	~%
ALA170015	Union City Transit	Union City Transit: Replace Paratransit Sedan	Amend a new exempt project into the TIP with \$141K in 5307, and \$35K in TDA funds in CON FY 17	\$176,300	~%
ALA170027	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 10 Double-Decker Buses	Amend a new exempt project into the TIP with \$7.9M in 5307 funds and \$2.4M in local funds	\$10,248,896	~%
ALA170028	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 18 40ft Hybrid-Electric Buses	Amend a new exempt project into the TIP with \$10.8M in 5307 funds and \$3.2M local funds	\$14,040,000	~%
ALA170029	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Preventive Maintenance (Swap)	Amend a new exempt project into the TIP with \$5.4M in 5307 funds and \$1.6M in local funds	\$7,020,000	~%
ALA170030	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Preventive Maintenance (Deferred Comp)	Amend a new exempt project into the TIP with \$2.1M in 5307 funds and \$520K local funds	\$2,600,000	~%
ALA170032	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 19 60-ft Artic Urban Buses	Amend a new exempt project into the TIP with \$14M in 5307 funds, \$1.3M in 5339 funds, and \$6.8M in bridge toll funds	\$22,157,520	~%
ALA170039	Union City Transit	Union City: ADA Paratransit Operating Subsidy	Amend a new exempt project into the TIP with \$134K in 5307 and \$34K Local funds.	\$167,825	~%
ALA990052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Paratransit Van Replacement	Update the funding plan to add \$1.2M in 5307 and \$292K in local funds for CON FY17	\$1,461,243	7.3%
ALA990076	Alameda Contra Costa Transit District (AC Transit)	AC Transit: ADA Paratransit Assistance	Update the funding plan to add \$3.9M in 5307 and \$964K in Local for CON FY 17	\$4,820,414	4.3%
BRT030004	Bay Area Rapid Transit District (BART)	BART Train Control Renovation	Update the funding plan to add \$10M in 5307 and \$2.5M in local funds for CON FY 17	\$12,500,000	5.8%
BRT030005	Bay Area Rapid Transit District (BART)	BART: Traction Power System Renovation	Update the funding plan to add \$12.8M in 5307, \$4.2M in 5337 & \$4.3M in local for CON FY17	\$21,250,000	13.3%
BRT97100B	Bay Area Rapid Transit District (BART)	BART: Rail, Way and Structures Program	Update the funding plan to add \$17M in 5337 and \$4.25M in local funds for CON in FY17	\$21,250,000	10.0%
BRT99T01B	Bay Area Rapid Transit District (BART)	BART:ADA Paratransit Capital Accessibility Improve	Update the funding plan to add \$2.4M in 5307 and \$604K in local funds to CON FY 17	\$3,019,999	7.4%

TIP Revision Summary 2017-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-030035	Eastern Contra Costa Transit Agency (Tri Delta)	Tri-Delta: ADA Operating Assistance	Update the funding plan to add \$541k in 5307 and local funds to CON FY 17	\$1,082,048	14.1%
CC-070092	Eastern Contra Costa Transit Agency (Tri Delta)	ECCTA: Transit Bus Replacements	Update the funding plan to add \$2M in 5307 and \$511k in local funds to FY17 and update the project description	\$2,554,300	5.4%
CC-170006	Western Contra Costa Transit Authority (WestCAT)	WestCAT: Replace (2) 2002 40ft Revenue Vehicles	Amend a new exempt project into the TIP with \$882K in 5307 and \$194K Local funds	\$1,076,000	~%
CC-170007	Western Contra Costa Transit Authority (WestCAT)	WestCAT: Purchase 2 Fast Fare Electronic Fareboxes	Amend a new exempt project into the TIP with \$29K in 5307 and \$7K local funds for CON FY17	\$35,623	~%
CC-990045	Western Contra Costa Transit Authority (WestCAT)	WestCat: ADA Paratransit Operating Subsidy	Update the funding plan to add \$258K in both 5307 and Local funds to CON FY 17	\$516,730	21.2%
MRN030010	Golden Gate Bridge, Highway and Transit District	GGBHTD: Fixed Guideway Connectors	Update the funding plan to add \$3M in 5337 and \$750K in local funds for CON FY 17	\$3,750,000	9.8%
MRN050025	Golden Gate Bridge, Highway and Transit District	GGBHTD: Facilities Rehabilitation	Update the funding plan to add \$4.6M in 5307 and \$1.2M in local funds for CON FY 17	\$5,750,000	28.9%
MRN110047	Marin County Transit District	MCTD: ADA Paratransit Assistance	Update the funding plan to add \$701K in 5307 and \$175K in sales tax to CON FY17	\$876,545	22.6%
MRN170003	Marin County Transit District	MCTD: Replace Paratransit Vehicles	Amend a new exempt project into the TIP with \$219K in 5307 and \$48K in sales tax funds	\$267,000	~%
MRN170004	Marin County Transit District	MCTD: Replace Paratransit Vehicles with Vans	Amend a new exempt project into the TIP with \$85K in 5307, \$27K in sales tax, and \$32K in local funds	\$143,530	~%
MRN170009	Golden Gate Bridge, Highway and Transit District	GGBHTD: Replace Paratransit Vehicles	Amend a new exempt project into the TIP with \$584K in 5339 funds and \$128K in Local funds	\$712,000	~%
REG090051	Caltrain	Caltrain: Revenue Vehicle Rehab Program	Update funding to add \$175K in 5307 and \$44K in local for CON FY 17	\$219,263	2.6%
SCL050001	Santa Clara Valley Transportation Authority (VTA)	VTA: Standard & Small Bus Replacement	Update the funding plan to add \$17.1M in 5307, \$2.9M in 5339 funds and \$5M local funds for CON FY 17	\$25,000,000	11.9%
SCL050002	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Replacement Program	Update the funding plan to add \$4.3M in 5337 and \$1.1M in local funds to CON FY 17	\$5,418,007	18.0%



TIP Revision Summary 2017-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL050046	Santa Clara Valley Transportation Authority (VTA)	VTA: ADA Operating Set Aside	Update the funding plan to add \$3.7M in 5307 and \$939K local funds to CON FY 17	\$4,693,285	9.7%
SCL050049	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Substation Rehab/Replacement	Update the funding plan to add \$1.9M in 5337 and \$467K in local funds to CON FY 17	\$2,334,177	9.1%
SCL110099	Santa Clara Valley Transportation Authority (VTA)	VTA: Light Rail Bridge and Structure - SG Repair	Update funding plan to add \$1.4M in 5337 and \$360K in local funds to CON FY 17	\$1,800,000	105.9%
SCL150005	Santa Clara Valley Transportation Authority (VTA)	VTA Train to Wayside Communication System Upgrade	Update the funding plan to add \$1.1M in 5337 and \$271K in local funds to CON FY 17	\$1,355,750	542.3%
SCL170004	Santa Clara Valley Transportation Authority (VTA)	VTA: LR Vehicle CCTV Door Monitoring System	Amend a new exempt project into the TIP with \$800K in 5337 and \$200K in local funds in CON FY 17	\$1,000,000	~%
SCL170005	Santa Clara Valley Transportation Authority (VTA)	VTA: Paratransit Vehicle Procurement	Amend a new exempt project into the TIP with \$2.9M in 5307 and \$723K in local funds	\$3,617,189	~%
SCL170006	Santa Clara Valley Transportation Authority (VTA)	VTA: Replace Fault Monitoring System on LRVs	Amend a new exempt project into the TIP with \$2.3M in 5337, and \$564K in local funds	\$2,819,000	~%
SCL170007	Santa Clara Valley Transportation Authority (VTA)	VTA: Pedestrian Swing Gates Replacement	Amend a new exempt project into the TIP with \$704K in 5337 and \$176K in local funds	\$880,000	~%
SCL170008	Santa Clara Valley Transportation Authority (VTA)	VTA: Vasona Pedestrian Back Gates	Amend a new exempt project into the TIP with \$1.2M in 5337 and \$296K in local funds	\$1,481,324	~%
SCL170009	Santa Clara Valley Transportation Authority (VTA)	VTA: Chaboya Yard Well Removal	Amend a new exempt project into the TIP with \$196K in 5337 and \$49K in local funds for CON FY 17	\$245,000	~%
SCL170010	Santa Clara Valley Transportation Authority (VTA)	VTA: Guadalupe Train Wash Replacement	Amend a new exempt project into the TIP with \$1.4M in 5337 and \$362K in local funds	\$1,810,000	~%
SCL170011	Santa Clara Valley Transportation Authority (VTA)	VTA: Upgrade Rail Grade Crossing Control Equipment	Amend a new exempt project into the TIP with \$4.4M in 5337 and \$1.1M in Local funds	\$5,460,000	~%
SF-010028	Caltrain	Caltrain Electrification	Update the funding plan to add \$17K in 5309-FG, \$19.4M in RM1, \$20M in RM2, \$166M in Local, \$142M in Other State (mix of CHSRA, LCTOP and TIRCP), \$16M in Sales Tax, and \$24M in RTP-LRP; remove \$12M in Prop-1B; and reprogram funds between years and phases	\$368,253,416	22.8%

TIP Revision Summary 2017-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-030013	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Wayside Fare Collection Equipment	Update the funding plan to add \$250K in AB-664 bridge toll funds	\$250,000	0.6%
SF-050024	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Train Control & Trolley Signal Rehab/Replace	Update the funding plan to add \$3.3M in AB-664 bridge toll funds to CON in FY17	\$3,276,885	5.0%
SF-090035	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Paratransit Vehicle Replacements	Update the funding plan to add \$256K in AB-664 bridge toll funds to CON in FY17	\$255,840	2.2%
SF-150005	San Francisco Municipal Transport Agency (SFMTA)	SFMTA - Replacement of 40' Motor Coaches	Update the funding plan to add \$39M in 5307 to CON in FY17 and reprogram \$9.8M in AB-664 bridge toll for CON from FY16 to FY17	\$39,297,566	45.0%
SF-150006	San Francisco Municipal Transport Agency (SFMTA)	SFMTA Replacement of 60' Motor Coaches	Update the funding plan to add \$5.3M in 5307, \$4.7M in 5339 and \$2.5M in Local funds for CON in FY 17	\$12,510,633	10.3%
SF-150007	San Francisco Municipal Transport Agency (SFMTA)	SFMTA Farebox Replacement	Update the funding plan to add \$2.7M in AB-664 bridge toll funds for CON in FY17	\$2,688,000	64.2%
SF-170004	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replacement of 40' Trolley Coaches	Amend a new exempt project into the TIP with \$96M in 5337 and \$23.9M in Local funds	\$119,575,765	~%
SF-170005	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replacement of 60' Trolley Coaches	Amend a new exempt project into the TIP with \$18M in 5337, \$23M in BATA Project Savings and \$5.5M in AB-664 bridge toll funds	\$46,550,320	~%
SF-170006	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Station-area Ped and Bike Access Improvemnt	Amend a new exempt project into the TIP with \$250K in AB-664 bridge toll funds	\$250,000	~%
SF-95037B	San Francisco Municipal Transport Agency (SFMTA)	SF Muni Rail Replacement Program	Update the funding plan to add \$4.4M in AB-664 bridge toll funds for CON in FY17	\$4,350,709	2.2%
SF-970073	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Cable Car Vehicle Renovation Program	Update the funding plan to add \$1M in AB-664 bridge toll funds for CON in FY17	\$1,018,464	4.1%
SF-970170	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Trolley Overhead Recon. Program	Update the funding plan to add \$3.7M in AB-664 bridge toll funds for CON in FY17	\$3,690,000	2.2%
SF-990022	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: ADA Paratransit operating support	Update the funding plan to add \$4.6M in 5307 and \$1.1M in Other Local for CON in FY17	\$5,739,532	2.6%



TIP Revision Summary 2017-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-99T002	San Francisco Municipal Transport Agency (SFMTA)	Cable Car Traction Power & Guideway Rehab	Update the funding plan to add \$738K in AB-664 bridge toll funds for CON in FY17	\$738,000	1.0%
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add \$10M in 5337 and \$2.5M in local funds for CON FY 17	\$12,410,218	9.4%
SM-150005	San Mateo County Transit District (SAMTRANS)	SAMTRANS: Replacement of 2003 Gillig Buses	Update the funding plan to add \$2M in 5307 and \$434k in saletax funds for CON FY 17	\$2,410,000	7.2%
SM-990026	San Mateo County Transit District (SAMTRANS)	SAMTRANS: ADA Paratransit Operating Subsidy	Update the funding plan to add \$1.8M in 5307 and \$443k in sales tax to CON FY17	\$2,216,692	20.9%
SOL010007	Vacaville	Vacaville Transit: Operating Assistance	Update the funding plan to add \$850K in 5307 and \$850K in TDA funds for CON in FY 17	\$1,700,000	8.7%
SOL070032	Solano County Transit (SolTrans)	SolTrans: Preventive Maintenance	Update the funding plan to add \$647K in 5307 and \$162K in local funds for CON FY 17	\$808,138	26.8%
SOL110041	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	Update the funding plan to add \$461K 5339 and \$115K TDA to FY17; and update the expanded description to clarify the scope of the project	\$575,782	41.3%
SOL170002	Solano County Transit (SolTrans)	SolTrans: Data Management Technology Enhancements	Amend a new exempt project into the TIP with \$320K in 5307 and \$80K in local funds for CON FY 17	\$400,000	~%
SOL170003	Solano County Transit (SolTrans)	Soltrans: Facilities and Amenities Improvements	Amend a new project into the TIP with \$240K in 5307 and \$60K in local funds for CON FY 17	\$300,000	~%
SON030005	Sonoma County Transit	Sonoma Co Transit: Preventive Maintenance Program	Update the funding plan to add \$1.28M in 5307 and \$320K in Local funds to CON in FY 17	\$1,600,000	9.8%
SON090023	Santa Rosa City Bus	Santa Rosa CityBus: Operating Assistance	Update the funding plan to add \$1.5M in both 5307 and local funds to CON FY 17	\$3,053,714	13.1%
SON090024	Santa Rosa City Bus	Santa Rosa CityBus: Preventative Maintenance	Update the funding plan to add \$456K in 5307 and \$114K in local funds to CON FY 17	\$569,861	5.5%
SON110051	Petaluma	Petaluma: Purchase 2 Paratransit Cutaways FY13	Archive project as completed	\$0	0.0%
SON150007	Petaluma	Petaluma Transit: ADA Set-Aside	Update the funding plan to add \$90K in 5307 and \$22K in local funds to CON FY 17	\$112,925	54.1%
SON150013	Sonoma County Transit	Sonoma County Transit: Replace 2006 CNG Buses	Update the funding plan to add \$430K in 5307, \$180K in 5339, and \$174K in Local to CON FY17; and update the project description to add 3 buses	\$784,305	76.6%
SON170003	Santa Rosa City Bus	Santa Rosa CityBus-paratransit operations	Amend a new exempt project into the TIP with \$236K in both 5307 and local funds to CON FY 17	\$472,308	~%
SON170004	Petaluma	Petaluma: Replace 1 Paratransit Cutaway FY17	Amend a new exempt project into the TIP with \$45K in 5307 funds and \$10K in local funds to CON FY 17	\$55,000	~%
SON170005	Petaluma	Petaluma: Transit Yard & Facilities Improvements	Amend a new exempt project into the TIP with \$45K in 5307 funds and \$11K in local funds to CON FY 17	\$56,375	~%

TIP Revision Summary 2017-08

Total Funding Change: \$840,375,166

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$1,830,115,422	\$691,639,903	\$59,511,771	\$1,530,697,565	\$4,111,964,661	\$525,318,704
Proposed:	\$2,177,938,465	\$821,639,903	\$150,814,989	\$1,801,946,470	\$4,952,339,827	\$1,555,777,610
Delta:	\$347,823,043	\$130,000,000	\$91,303,218	\$271,248,905	\$840,375,166	\$1,030,458,906

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-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, December 14, 2016, February 8, 2017, and March 8, 2017. 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	61	-\$3,823,767	12/21/2016	12/21/2016
17-02	Admin. Modification	6	\$544,852	1/31/2017	1/31/2017
17-03	Amendment	69	\$819,826,956	12/21/2016	2/8/2017
17-04	Admin. Modification	Pending	Pending	Pending	Pending
17-05	Admin. Modification	Pending	Pending	Pending	Pending
17-06	Amendment	11	\$68,189,237	2/22/2017	Pending
17-07	Admin. Modification	Pending	Pending	Pending	Pending
17-08	Amendment	73	\$840,375,166	3/22/2017	Pending
Net Funding Change		220	\$1,725,112,444		
Absolute Funding Change			\$1,732,759,978		

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
Revised: 12/21/16-C 02/22/17-C 03/22/17-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 4

Revisions to the 2017 TIP

Revisions to the 2017 Transportation Improvement Program (TIP) are included as they are approved.

Revision 17-01 is an administrative modification that revises 61 projects with a net funding decrease of approximately \$3.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on December 21, 2016. Among other changes, this revision:

- Updates the funding plans of 32 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations and other programming decisions, including the programming of \$110 million in CMAQ funds and \$40 million in Regional Measure 2 funds to BART's Rail Car Procurement Program to reflect the programming in the OBAG 2 funding framework;
- Updates the funding plans of five projects to reflect the repurposing of unused earmark funds;
- Updates the funding plans of eight individually-listed Highway Bridge Program funded projects to reflect the latest information from Caltrans;
- Splits the Incident Management Program project into two projects to separate the current and future phases of the program;
- Updates the funding plan of the Caltrain Electrification project to reflect recent programming decisions and funding agreements;
- Updates the funding plan of SFMTA's Van Ness Bus Rapid Transit project to reflect the latest schedule including reprogramming approximately \$60 million in Federal Transit Administration (FTA) Small Starts funding from prior years to fiscal year 2017; and
- Updates the funding plan and back-up listing of the Mandates Program within the State Highway Operations and Protection Program (SHOPP) to reflect the latest information from Caltrans including the addition of \$7.3 million in SHOPP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately \$60 million in FTA Small Starts funds, \$7.3M in SHOPP funds, \$17,489 in repurposed earmark funds, and \$1.9 million in Transportation Fund for Clean Air funds. MTC's 2017 TIP, as revised with Revision No. 2017-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-02 is an administrative modification that revises six projects with a net funding increase of \$544,852. The revision was approved into the Federal-Statewide TIP by the deputy executive director on January 31, 2017. Among other changes, this revision:

- Updates the funding plans of five federally funded projects to reflect actual and planned obligations and Federal Transit Administration grants; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) funded grouped listing to reflect the latest programming information from Caltrans related to projects that had unobligated funding from federal fiscal year 2015-16, including the addition of \$399,340 in HSIP funds and \$145,512 in local funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$399,340 in HSIP funds. MTC's 2017 TIP, as revised with Revision No. 2017-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-03 is an amendment that revises 69 projects with a net funding increase of approximately \$820 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 was received on January 19, 2017, and final federal approval was received on February 8, 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, including the addition of \$40 million in Highway Bridge Program (HBP) funds, \$40 million in Surface Transportation Block Grant Program funds and \$40 million in Golden Gate Bridge toll funds;
- Updates the funding plans of six additional individually-listed 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 \$109 million in HBP funds;
- 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;
- 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.

Revision 17-04 is a pending administrative modification.

Revision 17-05 is a pending administrative modification.

Revision 17-06 is an amendment that revises 11 projects with a net funding increase of approximately \$68 million. The revision was approved by the MTC Commission on February 22, 2017. Caltrans approval was received on February 24, 2017, and final federal approval is expected in March, 2017. Among other changes, this revision:

- Updates the scope and funding plan of the Central Contra Costa Transit Authority's Replace 18 30-foot Buses project to reflect the award of approximately \$2.7 million in FTA Low or No Emission Vehicle Deployment Program funds;
- Amends the City of Palo Alto's exempt Bay Area Fair Value Commuting Program into the TIP to reflect the award of approximately \$1 million in FTA Mobility on Demand Sandbox Program funds;
- Amends two additional exempt projects into the TIP; and
- Updates the funding plan of one individually listed Highway Safety Improvement Program (HSIP) funded project and updates the funding plan and back-up listing of the HSIP grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$25.5 million in HSIP funds.

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

Revision 17-07 is a pending administrative modification.

Revision 17-08 is an amendment that revises 73 projects with a net funding increase of approximately \$840 million. The revision was referred by the Programming and Allocations Committee on March 8, 2017, and approved by the MTC Commission on March 22, 2017. Caltrans approval is expected in mid-April, 2017, and final federal approval is expected in mid-May, 2017. Among other changes, this revision:

- Amends 37 new exempt projects into the TIP and updates the funding plans of 35 existing projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program; and
- Archives one project as it has been completed.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2364 **Version:** 1 **Name:**
Type: Contract **Status:** Commission Approval
File created: 2/27/2017 **In control:** Administration Committee
On agenda: 3/8/2017 **Final action:**
Title: Amendment #2 to the FY2016-17 Association of Bay Area Governments (ABAG) Funding Agreement to Extend through June 30, 2017 (\$950,000)

A request to extend the current agreement through June 2017 given the timeline for implementing the MTC/ABAG staff consolidation.

Sponsors:

Indexes:

Code sections:

Attachments: [7a Admin 3a ABAG Funding Agreement Extension](#)
[3a ABAG Funding Agreement Extension.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2017	1	Administration Committee		

Subject:

Amendment #2 to the FY2016-17 Association of Bay Area Governments (ABAG) Funding Agreement to Extend through June 30, 2017 (\$950,000)

A request to extend the current agreement through June 2017 given the timeline for implementing the MTC/ABAG staff consolidation.

Presenter:

Alix Bockelman

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: March 1, 2017

FR: Executive Director

RE: Amendment #2 to the FY2016-17 Association of Bay Area Governments (ABAG) Funding Agreement to Extend through June 30, 2017 (\$950,000)

Following the May 2016 action by the Commission and the Association of Bay Area Governments (ABAG) Executive Board to support full functional consolidation of ABAG and MTC staff and the consideration of new governance options, staff began conducting due diligence in accordance with the approved Implementation Action Plan. The due diligence – financial, legal and human resource analyses – will inform the development of the contract for services, which will provide for adequate staffing and support for all of ABAG’s statutory duties and responsibilities as the Bay Area’s Council of Governments. The current schedule calls for consideration of the contract by MTC and the ABAG Executive Board in April 2017 with the staff consolidation to occur by the end of the fiscal year.

Since the current MTC-ABAG funding agreement expires on March 31, 2017, staff is proposing a short-term extension of that agreement through June 30, 2017 so that we have sufficient time to complete the contract for services and transition the ABAG employees to MTC service. The current agreement amount of \$2.8 million and the proposed \$950,000 for the three-month extension is detailed below:

Funding Sources	Current Agreement	Amount of Amendment	Total Agreement Amount
General Fund/TDA Planning	\$975,000	\$325,000	\$1,300,000
FTA 5303 (Toll Credit)	\$192,847	\$64,282	\$257,129
FHWA PL (Toll Credit)	\$836,690	\$278,897	\$1,115,587
STP	\$845,463	\$281,821	\$1,127,284
Total	\$2,850,000	\$950,000	\$3,800,000

Staff is not proposing any revision to the general scope of work for FY 2016-17 as approved in June 2016 and as amended in November 2016 to include a “standstill” provision.

Staff requests that the Administration Committee refer the funding agreement amendment with ABAG to the full Commission as described herein.



Steve Heminger

SH:AB:mb

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Committee\3a_ABAG_Funding_Agreement_Extension_Memo.docx

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Memorandum of Understanding

Work Item No.: 1611

Agency: Association of Bay Area Governments
San Francisco, CA

Work Project Title: FY 2016-17 ABAG/MTC Funding Agreement

Purpose of Project: To provide planning, research and administrative/facility services.

Brief Scope of Work: To coordinate with MTC to conduct certain comprehensive planning and technical activities and products that support the planning functions of both agencies, with special emphasis on the completion of Plan Bay Area 2040 and the implementation of Plan Bay Area, and to prepare and implement an integrated work plan for the agencies' joint research, planning and administrative functions. Standstill language included to assist with completion of due diligence and completion of the contract for services.

Project Cost Not to Exceed: \$3,800,000 (\$2.850 million before this amendment)

Funding Source:

Funding Sources	Current Agreement	Amount of Amendment
General Fund/TDA Planning	\$975,000	\$325,000
FTA 5303 (Toll Credit)	\$192,847	\$64,282
FHWA PL (Toll Credit)	\$836,690	\$278,897
STP	\$845,463	\$281,821
Total	\$2,850,000	\$950,000

Fiscal Impact: Funds are included in the proposed MTC Agency Budget for FY2016-17.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into an amendment to the funding agreement with the Association of Bay Area Governments to perform comprehensive planning, research and administrative / facility services activities in FY 2016-17 from April 1 through June 30, 2017, and the Chief Financial Officer is authorized to set aside funds from the FY 2016-17 Agency Budget for this amendment in the amount of \$950,000 as described above and in the Executive Director's memorandum dated March 1, 2017.

Administration Committee:

Approved:

Federal D. Glover, Chair

Date: March 8, 2017



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: March 1, 2017

FR: Executive Director

RE: Amendment #2 to the FY2016-17 Association of Bay Area Governments (ABAG) Funding Agreement to Extend through June 30, 2017 (\$950,000)

Following the May 2016 action by the Commission and the Association of Bay Area Governments (ABAG) Executive Board to support full functional consolidation of ABAG and MTC staff and the consideration of new governance options, staff began conducting due diligence in accordance with the approved Implementation Action Plan. The due diligence – financial, legal and human resource analyses – will inform the development of the contract for services, which will provide for adequate staffing and support for all of ABAG’s statutory duties and responsibilities as the Bay Area’s Council of Governments. The current schedule calls for consideration of the contract by MTC and the ABAG Executive Board in April 2017 with the staff consolidation to occur by the end of the fiscal year.

Since the current MTC-ABAG funding agreement expires on March 31, 2017, staff is proposing a short-term extension of that agreement through June 30, 2017 so that we have sufficient time to complete the contract for services and transition the ABAG employees to MTC service. The current agreement amount of \$2.8 million and the proposed \$950,000 for the three-month extension is detailed below:

Funding Sources	Current Agreement	Amount of Amendment	Total Agreement Amount
General Fund/TDA Planning	\$975,000	\$325,000	\$1,300,000
FTA 5303 (Toll Credit)	\$192,847	\$64,282	\$257,129
FHWA PL (Toll Credit)	\$836,690	\$278,897	\$1,115,587
STP	\$845,463	\$281,821	\$1,127,284
Total	\$2,850,000	\$950,000	\$3,800,000

Staff is not proposing any revision to the general scope of work for FY 2016-17 as approved in June 2016 and as amended in November 2016 to include a “standstill” provision.

Staff requests that the Administration Committee refer the funding agreement amendment with ABAG to the full Commission as described herein.



Steve Heminger

SH:AB:mb

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Committee\3a_ABAG_Funding_Agreement_Extension_Memo.docx

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Memorandum of Understanding

Work Item No.: 1611

Agency: Association of Bay Area Governments
San Francisco, CA

Work Project Title: FY 2016-17 ABAG/MTC Funding Agreement

Purpose of Project: To provide planning, research and administrative/facility services.

Brief Scope of Work: To coordinate with MTC to conduct certain comprehensive planning and technical activities and products that support the planning functions of both agencies, with special emphasis on the completion of Plan Bay Area 2040 and the implementation of Plan Bay Area, and to prepare and implement an integrated work plan for the agencies' joint research, planning and administrative functions. Standstill language included to assist with completion of due diligence and completion of the contract for services.

Project Cost Not to Exceed: \$3,800,000 (\$2.850 million before this amendment)

Funding Source:

Funding Sources	Current Agreement	Amount of Amendment
General Fund/TDA Planning	\$975,000	\$325,000
FTA 5303 (Toll Credit)	\$192,847	\$64,282
FHWA PL (Toll Credit)	\$836,690	\$278,897
STP	\$845,463	\$281,821
Total	\$2,850,000	\$950,000

Fiscal Impact: Funds are included in the proposed MTC Agency Budget for FY2016-17.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into an amendment to the funding agreement with the Association of Bay Area Governments to perform comprehensive planning, research and administrative / facility services activities in FY 2016-17 from April 1 through June 30, 2017, and the Chief Financial Officer is authorized to set aside funds from the FY 2016-17 Agency Budget for this amendment in the amount of \$950,000 as described above and in the Executive Director's memorandum dated March 1, 2017.

Administration Committee:

Approved:

Federal D. Glover, Chair

Date: March 8, 2017



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2365 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 2/27/2017 **In control:** Administration Committee

On agenda: 3/8/2017 **Final action:**

Title: MTC/Association of Bay Area Governments (ABAG) Staff Consolidation and Related MTC Employee MOU Recommended Actions:

1. Approval of Completion Date for MTC Organization Study
2. MTC Resolution Nos. 4153, Revised and 4154, Revised
3. Recommend Evaluation of MTC Associates Against the New Senior VIIIb Classification

Sponsors:

Indexes:

Code sections:

Attachments: [7b Admin 3b Staff Consolidation and MOU Actions X](#)
[3b Staff Consolidation and MOU Actions X .pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2017	1	Administration Committee		

Subject:

MTC/Association of Bay Area Governments (ABAG) Staff Consolidation and Related MTC Employee MOU Recommended Actions:

1. Approval of Completion Date for MTC Organization Study
2. MTC Resolution Nos. 4153, Revised and 4154, Revised
3. Recommend Evaluation of MTC Associates Against the New Senior VIIIb Classification

Presenter:

Alix Bockelman

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: March 1, 2017

FR: Executive Director

RE: MTC/Association of Bay Area Governments (ABAG) Staff Consolidation and Related MTC Employee MOU Recommended Actions:

- 1) Approval of Completion Date for MTC Organization Study
- 2) MTC Resolution Nos. 4153, Revised and 4154, Revised
- 3) Recommend Evaluation of MTC Associates Against the New Senior VIIIb Classification

As MTC completes the final implementation actions for the staff consolidation with ABAG, several actions need to occur related to MTC's 2014 – 2018 Memoranda of Understanding (MOU) with the Committee for Staff Representation (CSR) and management employees, respectively. This memorandum recommends three actions as discussed more fully below.

1. Recommend Completion Date for the Organization Review

The MOUs agreed to initiate and complete a comprehensive review, through use of an outside consultant, of MTC's organization structure, position classification, 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. Further, the MOUs required establishment of milestone deadlines related to the review. Unfortunately, at the time this work should have been initiated in spring of 2016 and since that time, MTC management has focused much of its efforts on the MTC/ABAG staff consolidation and the work was delayed. Given the importance of this work, we recommend that the Commission direct staff to complete this organization review in collaboration with CSR, and Management staff representatives, by November 30, 2017.

2. Add New Classification and Revise Titles (MTC Resolution Nos. 4153, Revised and 4154, Revised)

The classification review work that has been ongoing to consolidate the MTC and ABAG staff has highlighted differences in the organization and classification structures of the two agencies. While not surprising, some of these differences have made it challenging to find a suitable "crosswalk" between the ABAG and MTC classifications without making sweeping changes to the MTC classification structure. Mostly, this issue has arisen related to the positions that have traditionally included supervision responsibilities at MTC, called Senior (Grade IX), and positions at ABAG that are also titled Senior (Grade P4) but that have not entailed supervision of staff, but instead are based on years of experience and technical specialty in a subject area. To address this issue, staff is recommending to add a new classification, Senior (VIIIb), that would be career ladder with the current Assistant (Grade VII) and Associate (Grade VIII) series, and distinguish it from a position expected to supervise other staff, now proposed to be called Principal (Grade IX). The new Senior

VIIIb is not proposed as a required classification to apply for Principal; an Associate and Senior are both eligible to apply for promotional opportunities to a Principal. Further, to address the cascading effect, the current Principal (Grade X) classification at MTC is recommended to be retitled Assistant Director (Grade X), which is addressed in the attached revision to MTC Resolution No. 4154, Revised.

The table below summarizes the current and proposed recommended titles, as well as the salary range for the new Senior VIIIb position. There are no proposed revisions to the salaries for the other positions.

Current Classifications	Salary Range	Proposed Classifications	Salary Range
Assistant (VII)	\$80,396 - \$102,913	Assistant (VII)	\$80,396 - \$102,913
Associate (VIII)	\$92,689 - \$118,650	Associate (VIII)	\$92,689 - \$118,650
N/A		Senior (VIIIb)	\$97,382 - \$124,657
Senior (IX)	\$113,487 - \$145,272	Principal (IX)	\$113,487 - \$145,272
Principal (X)	\$132,198 - \$176,135	Assistant Director (X)	\$132,198 - \$176,135

These changes are proposed through the revisions to MTC Resolution Nos. 4153 and 4154, Revised, as attached hereto.

3. Recommend Evaluation of MTC Associates Against the New Senior VIIIb Classification

Because the MTC Senior (VIIIb) classification is new and meant to recognize technical expertise, lead program responsibility, and tenure, we propose to evaluate all MTC Associate staff (Grade VIII) against criteria that will be established by MTC management in consultation with CSR through a process between now and July 1, 2017. This timing is meant to align with the MTC/ABAG staff consolidation and ensure fairness and equity in the classification structure, as we initiate the larger MOU organization study that will review all staff and classifications for consolidated MTC/ABAG employees as described in item 1 on the prior page.

We have met with CSR and the management employees and they have indicated support for these three recommendations.

Recommendation

Staff recommends that the Committee refer the following actions to the Commission for approval:

1. Direct staff to complete the MTC organization review by November 30, 2017.
2. Approve MTC Resolution Nos. 4153, Revised and 4154, Revised to add the new classifications and revise several classification titles.
3. Direct staff to evaluate current MTC associates for consideration to the new Senior VIIIb position by July 1, 2017, to make any reclassifications concurrent with the MTC/ABAG staff consolidation.



Steve Heminger

SH:AB

Attachments

Date: June 25, 2014
W.I.: 1153
Referred by: Administration
Revised: 12/21/16-C
03/22/17-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.

This resolution was revised on March 22, 2017 to add a second table after page 14 to show estimated salary ranges effective July 1, 2017 including a new senior VIIIb classification and revisions to several classification titles.

Further discussion is contained in the Executive Director's memoranda dated December 7, 2016 and March 1, 2017.

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

A handwritten signature in black ink, appearing to read "Amy Rein Worth", is written over a horizontal line. The signature is fluid and cursive.

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
03/22/17-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 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 was \$130, and for eligible parking was \$250. As of January 2016, the allowable tax free level for fare purchase and parking is \$255 monthly. Any subsidy above the IRS limits is taxable income.

Six months after relocation to MTC's new San Francisco office, MTC reviewed the transit subsidy level to determine if it 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-Milius-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.

 6/25/14

Andrew B. Premier Date
Deputy Executive Director, Operations

 6/25/14

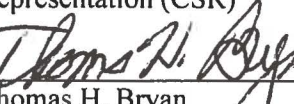
Mamie Lai Date
Director of Administrative Services

 6/25/14

Robin H. James Date
Human Resources Manager

 6/25/14

Marcella Aranda Date
Lead Negotiator, Committee for Staff
Representation (CSR)

 6/30/14

Thomas H. Bryan Date
Lead Negotiator, Confidential Staff

MTC Medical Premium Cost-Share Table
All Employees - Cost-Share at 5% Employee, 95% Employer
Effective July 1, 2014

<u>Health Plans</u>	Employee Total Monthly Cost 2014 per MOU	MTC Total Monthly Cost 2014	Full Monthly Premium 2014
<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	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	4808.02	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	27.5664	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	1956.46	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	20.5293	21.0415	21.5676	22.1068	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

MTC Salary Ranges for Consolidated Staffing Model - Effective July 1, 2017

Grade	A	A1	B	B1	C	C1	D	D1	E	E1	F	
IX	\$116,437.54	\$119,348.64	\$122,332.08	\$125,390.22	\$128,525.18	\$131,738.25	\$135,031.56	\$138,407.25	\$141,867.45	\$145,414.08	\$149,049.48	Yearly
Principal	\$9,703.13	\$9,945.72	\$10,194.34	\$10,449.18	\$10,710.43	\$10,978.19	\$11,252.63	\$11,533.94	\$11,822.29	\$12,117.84	\$12,420.79	Monthly
	\$4,478.37	\$4,590.33	\$4,705.08	\$4,822.70	\$4,943.28	\$5,066.86	\$5,193.52	\$5,323.36	\$5,456.44	\$5,592.85	\$5,732.67	Bi-Weekly
FY18	\$55.9796	\$57.3792	\$58.8135	\$60.2838	\$61.7910	\$63.3357	\$64.9190	\$66.5419	\$68.2055	\$69.9106	\$71.6584	
VIII (b)	\$99,913.57	\$102,411.30	\$104,971.77	\$107,596.26	\$110,286.05	\$113,043.07	\$115,869.45	\$118,766.03	\$121,735.18	\$124,778.56	\$127,898.02	Yearly
Senior	\$8,326.13	\$8,534.27	\$8,747.65	\$8,966.35	\$9,190.50	\$9,420.26	\$9,655.79	\$9,897.17	\$10,144.60	\$10,398.21	\$10,658.17	Monthly
	\$3,842.83	\$3,938.90	\$4,037.38	\$4,138.32	\$4,241.77	\$4,347.81	\$4,456.52	\$4,567.92	\$4,682.12	\$4,799.18	\$4,919.15	Bi-Weekly
FY18	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	\$59.9897	\$61.4894	
VIII (a)	\$95,099.30	\$97,476.66	\$99,913.57	\$102,411.30	\$104,971.77	\$107,596.26	\$110,286.05	\$113,043.07	\$115,869.45	\$118,766.03	\$121,735.18	Yearly
Assoc.	\$7,924.94	\$8,123.06	\$8,326.13	\$8,534.27	\$8,747.65	\$8,966.35	\$9,190.50	\$9,420.26	\$9,655.79	\$9,897.17	\$10,144.60	Monthly
	\$3,657.67	\$3,749.10	\$3,842.83	\$3,938.90	\$4,037.38	\$4,138.32	\$4,241.77	\$4,347.81	\$4,456.52	\$4,567.92	\$4,682.12	Bi-Weekly
FY18	\$45.7208	\$46.8638	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	
VII	\$82,485.82	\$84,547.77	\$86,661.57	\$88,828.09	\$91,048.82	\$93,325.03	\$95,658.00	\$98,049.67	\$100,500.87	\$103,013.11	\$105,588.52	Yearly
Asst.	\$6,873.82	\$7,045.65	\$7,221.80	\$7,402.34	\$7,587.40	\$7,777.09	\$7,971.50	\$8,170.81	\$8,375.07	\$8,584.43	\$8,799.04	Monthly
	\$3,172.53	\$3,251.84	\$3,333.14	\$3,416.47	\$3,501.88	\$3,589.42	\$3,679.15	\$3,771.14	\$3,865.42	\$3,962.04	\$4,061.10	Bi-Weekly
FY18	\$39.6566	\$40.6480	\$41.6642	\$42.7058	\$43.7735	\$44.8678	\$45.9894	\$47.1393	\$48.3177	\$49.5255	\$50.7637	
VI	\$71,539.48	\$73,327.84	\$75,161.23	\$77,040.29	\$78,966.51	\$80,940.32	\$82,964.07	\$85,037.97	\$87,163.72	\$89,342.83	\$91,576.36	Yearly
Jr.	\$5,961.62	\$6,110.65	\$6,263.44	\$6,420.02	\$6,580.54	\$6,745.03	\$6,913.67	\$7,086.50	\$7,263.64	\$7,445.24	\$7,631.36	Monthly
	\$2,751.52	\$2,820.30	\$2,890.82	\$2,963.09	\$3,037.17	\$3,113.09	\$3,190.93	\$3,270.69	\$3,352.45	\$3,436.26	\$3,522.17	Bi-Weekly
FY18	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	
V	\$64,854.90	\$66,476.38	\$68,138.19	\$69,841.61	\$71,587.71	\$73,377.35	\$75,211.81	\$77,091.93	\$79,019.43	\$80,994.95	\$83,019.77	Yearly
Tech.	\$5,404.58	\$5,539.70	\$5,678.18	\$5,820.13	\$5,965.64	\$6,114.78	\$6,267.65	\$6,424.33	\$6,584.95	\$6,749.58	\$6,918.31	Monthly
	\$2,494.42	\$2,556.78	\$2,620.70	\$2,686.22	\$2,753.37	\$2,822.21	\$2,892.76	\$2,965.07	\$3,039.21	\$3,115.19	\$3,193.07	Bi-Weekly
FY18	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	
IV	\$58,943.50	\$60,417.09	\$61,927.80	\$63,475.86	\$65,062.98	\$66,689.36	\$68,356.72	\$70,065.69	\$71,817.34	\$73,612.74	\$75,453.17	Yearly
Adm/Tech	\$4,911.96	\$5,034.76	\$5,160.65	\$5,289.66	\$5,421.91	\$5,557.45	\$5,696.39	\$5,838.81	\$5,984.78	\$6,134.40	\$6,287.76	Monthly
	\$2,267.06	\$2,323.73	\$2,381.84	\$2,441.38	\$2,502.42	\$2,564.98	\$2,629.10	\$2,694.83	\$2,762.21	\$2,831.26	\$2,902.05	Bi-Weekly
FY18	\$28.3382	\$29.0467	\$29.7730	\$30.5172	\$31.2803	\$32.0622	\$32.8638	\$33.6854	\$34.5276	\$35.3907	\$36.2756	
III	\$53,600.41	\$54,940.40	\$56,314.10	\$57,721.74	\$59,165.02	\$60,644.15	\$62,159.99	\$63,714.03	\$65,306.90	\$66,939.47	\$68,612.81	Yearly
Adm III	\$4,466.70	\$4,578.37	\$4,692.84	\$4,810.15	\$4,930.42	\$5,053.68	\$5,180.00	\$5,309.50	\$5,442.24	\$5,578.29	\$5,717.73	Monthly
	\$2,061.55	\$2,113.09	\$2,165.93	\$2,220.07	\$2,275.58	\$2,332.47	\$2,390.77	\$2,450.54	\$2,511.80	\$2,574.60	\$2,638.95	Bi-Weekly
FY18	\$25.7694	\$26.4137	\$27.0741	\$27.7508	\$28.4447	\$29.1558	\$29.8846	\$30.6317	\$31.3975	\$32.1824	\$32.9869	
II	\$48,642.51	\$49,858.30	\$51,104.81	\$52,382.70	\$53,692.17	\$55,034.51	\$56,410.56	\$57,820.76	\$59,266.39	\$60,748.29	\$62,266.69	Yearly
Adm II	\$4,053.54	\$4,154.86	\$4,258.73	\$4,365.23	\$4,474.35	\$4,586.21	\$4,700.88	\$4,818.40	\$4,938.87	\$5,062.36	\$5,188.89	Monthly
	\$1,870.87	\$1,917.63	\$1,965.57	\$2,014.72	\$2,065.08	\$2,116.71	\$2,169.64	\$2,223.88	\$2,279.48	\$2,336.47	\$2,394.87	Bi-Weekly
FY18	\$23.3858	\$23.9703	\$24.5696	\$25.1840	\$25.8135	\$26.4589	\$27.1205	\$27.7984	\$28.4935	\$29.2059	\$29.9359	
I	\$42,823.94	\$43,894.61	\$44,991.96	\$46,116.83	\$47,269.66	\$48,451.51	\$49,662.82	\$50,904.42	\$52,176.98	\$53,481.33	\$54,818.54	Yearly
Adm I	\$3,568.66	\$3,657.88	\$3,749.33	\$3,843.07	\$3,939.14	\$4,037.63	\$4,138.57	\$4,242.04	\$4,348.08	\$4,456.78	\$4,568.21	Monthly
	\$1,647.07	\$1,688.25	\$1,730.46	\$1,773.72	\$1,818.06	\$1,863.52	\$1,910.11	\$1,957.86	\$2,006.81	\$2,056.97	\$2,108.41	Bi-Weekly
FY18	\$20.5884	\$21.1032	\$21.6307	\$22.1716	\$22.7258	\$23.2940	\$23.8764	\$24.4733	\$25.0851	\$25.7122	\$26.3551	

By definition: Annual is Hrlr 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
03/22/17-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.

This resolution was revised on March 22, 2017 to add a second table after page 14 to show estimated salary ranges effective July 1, 2017 with a revision to classification titles.

Further discussion is contained in the Executive Director's memoranda dated December 7, 2016 and March 1, 2017.

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
03/22/17-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 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 was \$130, and for eligible parking was \$250. As of January 2016, the allowable tax free level for fare purchase and parking is \$255 monthly. 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 reviewed the transit subsidy level to determine if it 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. 4154.

Pay Schedule for Specific Executive Employees Fiscal Year 2017-18, Effective July 1, 2017				
CLASS/POSITION	GRADE	MIN	MAX	PAY TYPES
ASSOCIATE COUNSEL I/II	L/2	\$65.2090	\$86.8822	HOURLY BASE RATE
EXECUTIVE ADMINISTRATIVE	X/B	\$5,216.72	\$6,950.58	BI-WEEKLY
FINANCE ASSISTANT DIRECTOR	F/2	\$11,302.89	\$15,059.58	MONTHLY
		\$135,634.66	\$180,714.96	ANNUAL
Associate Counsel I Associate Counsel II Assistant Director BARC Director				
DEPUTY GENERAL COUNSEL	L/3	\$85.5596	\$106.3828	HOURLY BASE RATE
EXECUTIVE MANAGEMENT	X/A	\$6,844.77	\$8,510.62	BI-WEEKLY
DEPUTY FINANCIAL OFFICER	F/3	\$14,830.33	\$18,439.68	MONTHLY
		\$177,963.92	\$221,276.14	ANNUAL
Deputy General Counsel Senior Attorney Section Director Deputy Financial Officer				
SENIOR DEPUTY GENERAL COUNSEL	L/4	\$94.9050	\$110.9856	HOURLY BASE RATE
		\$7,592.40	\$8,878.85	BI-WEEKLY
		\$16,450.20	\$19,237.50	MONTHLY
		\$197,402.40	\$230,850.05	ANNUAL
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR/ CHIEF FINANCIAL OFFICER	X/3-X/4	\$106.5465	\$127.3374	HOURLY BASE RATE
		\$8,523.72	\$10,186.99	BI-WEEKLY
		\$18,468.06	\$22,071.81	MONTHLY
		\$221,616.71	\$264,861.74	ANNUAL
Deputy Executive Director Chief Financial Officer				



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: March 1, 2017

FR: Executive Director

RE: MTC/Association of Bay Area Governments (ABAG) Staff Consolidation and Related MTC Employee MOU Recommended Actions:

- 1) Approval of Completion Date for MTC Organization Study
- 2) MTC Resolution Nos. 4153, Revised and 4154, Revised
- 3) Recommend Evaluation of MTC Associates Against the New Senior VIIIb Classification

As MTC completes the final implementation actions for the staff consolidation with ABAG, several actions need to occur related to MTC's 2014 – 2018 Memoranda of Understanding (MOU) with the Committee for Staff Representation (CSR) and management employees, respectively. This memorandum recommends three actions as discussed more fully below.

1. Recommend Completion Date for the Organization Review

The MOUs agreed to initiate and complete a comprehensive review, through use of an outside consultant, of MTC's organization structure, position classification, 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. Further, the MOUs required establishment of milestone deadlines related to the review. Unfortunately, at the time this work should have been initiated in spring of 2016 and since that time, MTC management has focused much of its efforts on the MTC/ABAG staff consolidation and the work was delayed. Given the importance of this work, we recommend that the Commission direct staff to complete this organization review in collaboration with CSR, and Management staff representatives, by November 30, 2017.

2. Add New Classification and Revise Titles (MTC Resolution Nos. 4153, Revised and 4154, Revised)

The classification review work that has been ongoing to consolidate the MTC and ABAG staff has highlighted differences in the organization and classification structures of the two agencies. While not surprising, some of these differences have made it challenging to find a suitable "crosswalk" between the ABAG and MTC classifications without making sweeping changes to the MTC classification structure. Mostly, this issue has arisen related to the positions that have traditionally included supervision responsibilities at MTC, called Senior (Grade IX), and positions at ABAG that are also titled Senior (Grade P4) but that have not entailed supervision of staff, but instead are based on years of experience and technical specialty in a subject area. To address this issue, staff is recommending to add a new classification, Senior (VIIIb), that would be career ladder with the current Assistant (Grade VII) and Associate (Grade VIII) series, and distinguish it from a position expected to supervise other staff, now proposed to be called Principal (Grade IX). The new Senior

VIIIb is not proposed as a required classification to apply for Principal; an Associate and Senior are both eligible to apply for promotional opportunities to a Principal. Further, to address the cascading effect, the current Principal (Grade X) classification at MTC is recommended to be retitled Assistant Director (Grade X), which is addressed in the attached revision to MTC Resolution No. 4154, Revised.

The table below summarizes the current and proposed recommended titles, as well as the salary range for the new Senior VIIIb position. There are no proposed revisions to the salaries for the other positions.

Current Classifications	Salary Range	Proposed Classifications	Salary Range
Assistant (VII)	\$80,396 - \$102,913	Assistant (VII)	\$80,396 - \$102,913
Associate (VIII)	\$92,689 - \$118,650	Associate (VIII)	\$92,689 - \$118,650
N/A		Senior (VIIIb)	\$97,382 - \$124,657
Senior (IX)	\$113,487 - \$145,272	Principal (IX)	\$113,487 - \$145,272
Principal (X)	\$132,198 - \$176,135	Assistant Director (X)	\$132,198 - \$176,135

These changes are proposed through the revisions to MTC Resolution Nos. 4153 and 4154, Revised, as attached hereto.

3. Recommend Evaluation of MTC Associates Against the New Senior VIIIb Classification

Because the MTC Senior (VIIIb) classification is new and meant to recognize technical expertise, lead program responsibility, and tenure, we propose to evaluate all MTC Associate staff (Grade VIII) against criteria that will be established by MTC management in consultation with CSR through a process between now and July 1, 2017. This timing is meant to align with the MTC/ABAG staff consolidation and ensure fairness and equity in the classification structure, as we initiate the larger MOU organization study that will review all staff and classifications for consolidated MTC/ABAG employees as described in item 1 on the prior page.

We have met with CSR and the management employees and they have indicated support for these three recommendations.

Recommendation

Staff recommends that the Committee refer the following actions to the Commission for approval:

1. Direct staff to complete the MTC organization review by November 30, 2017.
2. Approve MTC Resolution Nos. 4153, Revised and 4154, Revised to add the new classifications and revise several classification titles.
3. Direct staff to evaluate current MTC associates for consideration to the new Senior VIIIb position by July 1, 2017, to make any reclassifications concurrent with the MTC/ABAG staff consolidation.



Steve Heminger

SH:AB

Attachments

Date: June 25, 2014
W.I.: 1153
Referred by: Administration
Revised: 12/21/16-C
03/22/17-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.

This resolution was revised on March 22, 2017 to add a second table after page 14 to show estimated salary ranges effective July 1, 2017 including a new senior VIIIb classification and revisions to several classification titles.

Further discussion is contained in the Executive Director's memoranda dated December 7, 2016 and March 1, 2017.

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

A handwritten signature in black ink, appearing to read "Amy Rein Worth", is written over a horizontal line. Below the line, the text "Amy Rein Worth, Chair" is printed.

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
03/22/17-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 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 was \$130, and for eligible parking was \$250. As of January 2016, the allowable tax free level for fare purchase and parking is \$255 monthly. Any subsidy above the IRS limits is taxable income.

Six months after relocation to MTC's new San Francisco office, MTC reviewed the transit subsidy level to determine if it 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-Milius-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.

 6/25/14

Andrew B. Premier Date
Deputy Executive Director, Operations

 6/25/14

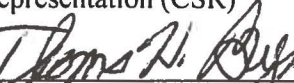
Mamie Lai Date
Director of Administrative Services

 6/25/14

Robin H. James Date
Human Resources Manager

 6/25/14

Marcella Aranda Date
Lead Negotiator, Committee for Staff
Representation (CSR)

 6/30/14

Thomas H. Bryan Date
Lead Negotiator, Confidential Staff

MTC Medical Premium Cost-Share Table
All Employees - Cost-Share at 5% Employee, 95% Employer
Effective July 1, 2014

<u>Health Plans</u>	Employee Total Monthly Cost 2014 per MOU	MTC Total Monthly Cost 2014	Full Monthly Premium 2014
<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	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	4808.02	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	27.5664	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	1956.46	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	20.5293	21.0415	21.5676	22.1068	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

MTC Salary Ranges for Consolidated Staffing Model - Effective July 1, 2017

Grade	A	A1	B	B1	C	C1	D	D1	E	E1	F	
IX	\$116,437.54	\$119,348.64	\$122,332.08	\$125,390.22	\$128,525.18	\$131,738.25	\$135,031.56	\$138,407.25	\$141,867.45	\$145,414.08	\$149,049.48	Yearly
Principal	\$9,703.13	\$9,945.72	\$10,194.34	\$10,449.18	\$10,710.43	\$10,978.19	\$11,252.63	\$11,533.94	\$11,822.29	\$12,117.84	\$12,420.79	Monthly
	\$4,478.37	\$4,590.33	\$4,705.08	\$4,822.70	\$4,943.28	\$5,066.86	\$5,193.52	\$5,323.36	\$5,456.44	\$5,592.85	\$5,732.67	Bi-Weekly
FY18	\$55.9796	\$57.3792	\$58.8135	\$60.2838	\$61.7910	\$63.3357	\$64.9190	\$66.5419	\$68.2055	\$69.9106	\$71.6584	
VIII (b)	\$99,913.57	\$102,411.30	\$104,971.77	\$107,596.26	\$110,286.05	\$113,043.07	\$115,869.45	\$118,766.03	\$121,735.18	\$124,778.56	\$127,898.02	Yearly
Senior	\$8,326.13	\$8,534.27	\$8,747.65	\$8,966.35	\$9,190.50	\$9,420.26	\$9,655.79	\$9,897.17	\$10,144.60	\$10,398.21	\$10,658.17	Monthly
	\$3,842.83	\$3,938.90	\$4,037.38	\$4,138.32	\$4,241.77	\$4,347.81	\$4,456.52	\$4,567.92	\$4,682.12	\$4,799.18	\$4,919.15	Bi-Weekly
FY18	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	\$59.9897	\$61.4894	
VIII (a)	\$95,099.30	\$97,476.66	\$99,913.57	\$102,411.30	\$104,971.77	\$107,596.26	\$110,286.05	\$113,043.07	\$115,869.45	\$118,766.03	\$121,735.18	Yearly
Assoc.	\$7,924.94	\$8,123.06	\$8,326.13	\$8,534.27	\$8,747.65	\$8,966.35	\$9,190.50	\$9,420.26	\$9,655.79	\$9,897.17	\$10,144.60	Monthly
	\$3,657.67	\$3,749.10	\$3,842.83	\$3,938.90	\$4,037.38	\$4,138.32	\$4,241.77	\$4,347.81	\$4,456.52	\$4,567.92	\$4,682.12	Bi-Weekly
FY18	\$45.7208	\$46.8638	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	
VII	\$82,485.82	\$84,547.77	\$86,661.57	\$88,828.09	\$91,048.82	\$93,325.03	\$95,658.00	\$98,049.67	\$100,500.87	\$103,013.11	\$105,588.52	Yearly
Asst.	\$6,873.82	\$7,045.65	\$7,221.80	\$7,402.34	\$7,587.40	\$7,777.09	\$7,971.50	\$8,170.81	\$8,375.07	\$8,584.43	\$8,799.04	Monthly
	\$3,172.53	\$3,251.84	\$3,333.14	\$3,416.47	\$3,501.88	\$3,589.42	\$3,679.15	\$3,771.14	\$3,865.42	\$3,962.04	\$4,061.10	Bi-Weekly
FY18	\$39.6566	\$40.6480	\$41.6642	\$42.7058	\$43.7735	\$44.8678	\$45.9894	\$47.1393	\$48.3177	\$49.5255	\$50.7637	
VI	\$71,539.48	\$73,327.84	\$75,161.23	\$77,040.29	\$78,966.51	\$80,940.32	\$82,964.07	\$85,037.97	\$87,163.72	\$89,342.83	\$91,576.36	Yearly
Jr.	\$5,961.62	\$6,110.65	\$6,263.44	\$6,420.02	\$6,580.54	\$6,745.03	\$6,913.67	\$7,086.50	\$7,263.64	\$7,445.24	\$7,631.36	Monthly
	\$2,751.52	\$2,820.30	\$2,890.82	\$2,963.09	\$3,037.17	\$3,113.09	\$3,190.93	\$3,270.69	\$3,352.45	\$3,436.26	\$3,522.17	Bi-Weekly
FY18	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	
V	\$64,854.90	\$66,476.38	\$68,138.19	\$69,841.61	\$71,587.71	\$73,377.35	\$75,211.81	\$77,091.93	\$79,019.43	\$80,994.95	\$83,019.77	Yearly
Tech.	\$5,404.58	\$5,539.70	\$5,678.18	\$5,820.13	\$5,965.64	\$6,114.78	\$6,267.65	\$6,424.33	\$6,584.95	\$6,749.58	\$6,918.31	Monthly
	\$2,494.42	\$2,556.78	\$2,620.70	\$2,686.22	\$2,753.37	\$2,822.21	\$2,892.76	\$2,965.07	\$3,039.21	\$3,115.19	\$3,193.07	Bi-Weekly
FY18	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	
IV	\$58,943.50	\$60,417.09	\$61,927.80	\$63,475.86	\$65,062.98	\$66,689.36	\$68,356.72	\$70,065.69	\$71,817.34	\$73,612.74	\$75,453.17	Yearly
Adm/Tech	\$4,911.96	\$5,034.76	\$5,160.65	\$5,289.66	\$5,421.91	\$5,557.45	\$5,696.39	\$5,838.81	\$5,984.78	\$6,134.40	\$6,287.76	Monthly
	\$2,267.06	\$2,323.73	\$2,381.84	\$2,441.38	\$2,502.42	\$2,564.98	\$2,629.10	\$2,694.83	\$2,762.21	\$2,831.26	\$2,902.05	Bi-Weekly
FY18	\$28.3382	\$29.0467	\$29.7730	\$30.5172	\$31.2803	\$32.0622	\$32.8638	\$33.6854	\$34.5276	\$35.3907	\$36.2756	
III	\$53,600.41	\$54,940.40	\$56,314.10	\$57,721.74	\$59,165.02	\$60,644.15	\$62,159.99	\$63,714.03	\$65,306.90	\$66,939.47	\$68,612.81	Yearly
Adm III	\$4,466.70	\$4,578.37	\$4,692.84	\$4,810.15	\$4,930.42	\$5,053.68	\$5,180.00	\$5,309.50	\$5,442.24	\$5,578.29	\$5,717.73	Monthly
	\$2,061.55	\$2,113.09	\$2,165.93	\$2,220.07	\$2,275.58	\$2,332.47	\$2,390.77	\$2,450.54	\$2,511.80	\$2,574.60	\$2,638.95	Bi-Weekly
FY18	\$25.7694	\$26.4137	\$27.0741	\$27.7508	\$28.4447	\$29.1558	\$29.8846	\$30.6317	\$31.3975	\$32.1824	\$32.9869	
II	\$48,642.51	\$49,858.30	\$51,104.81	\$52,382.70	\$53,692.17	\$55,034.51	\$56,410.56	\$57,820.76	\$59,266.39	\$60,748.29	\$62,266.69	Yearly
Adm II	\$4,053.54	\$4,154.86	\$4,258.73	\$4,365.23	\$4,474.35	\$4,586.21	\$4,700.88	\$4,818.40	\$4,938.87	\$5,062.36	\$5,188.89	Monthly
	\$1,870.87	\$1,917.63	\$1,965.57	\$2,014.72	\$2,065.08	\$2,116.71	\$2,169.64	\$2,223.88	\$2,279.48	\$2,336.47	\$2,394.87	Bi-Weekly
FY18	\$23.3858	\$23.9703	\$24.5696	\$25.1840	\$25.8135	\$26.4589	\$27.1205	\$27.7984	\$28.4935	\$29.2059	\$29.9359	
I	\$42,823.94	\$43,894.61	\$44,991.96	\$46,116.83	\$47,269.66	\$48,451.51	\$49,662.82	\$50,904.42	\$52,176.98	\$53,481.33	\$54,818.54	Yearly
Adm I	\$3,568.66	\$3,657.88	\$3,749.33	\$3,843.07	\$3,939.14	\$4,037.63	\$4,138.57	\$4,242.04	\$4,348.08	\$4,456.78	\$4,568.21	Monthly
	\$1,647.07	\$1,688.25	\$1,730.46	\$1,773.72	\$1,818.06	\$1,863.52	\$1,910.11	\$1,957.86	\$2,006.81	\$2,056.97	\$2,108.41	Bi-Weekly
FY18	\$20.5884	\$21.1032	\$21.6307	\$22.1716	\$22.7258	\$23.2940	\$23.8764	\$24.4733	\$25.0851	\$25.7122	\$26.3551	

By definition: Annual is Hrlr 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
03/22/17-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.

This resolution was revised on March 22, 2017 to add a second table after page 14 to show estimated salary ranges effective July 1, 2017 with a revision to classification titles.

Further discussion is contained in the Executive Director's memoranda dated December 7, 2016 and March 1, 2017.

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
03/22/17-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 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 was \$130, and for eligible parking was \$250. As of January 2016, the allowable tax free level for fare purchase and parking is \$255 monthly. 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 reviewed the transit subsidy level to determine if it 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
------------------------	----------

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. 4154.

Pay Schedule for Specific Executive Employees Fiscal Year 2017-18, Effective July 1, 2017				
CLASS/POSITION	GRADE	MIN	MAX	PAY TYPES
ASSOCIATE COUNSEL I/II EXECUTIVE ADMINISTRATIVE FINANCE ASSISTANT DIRECTOR	L/2	\$65.2090	\$86.8822	HOURLY BASE RATE
	X/B	\$5,216.72	\$6,950.58	BI-WEEKLY
	F/2	\$11,302.89	\$15,059.58	MONTHLY
		\$135,634.66	\$180,714.96	ANNUAL
Associate Counsel I Associate Counsel II Assistant Director BARC Director				
DEPUTY GENERAL COUNSEL EXECUTIVE MANAGEMENT DEPUTY FINANCIAL OFFICER	L/3	\$85.5596	\$106.3828	HOURLY BASE RATE
	X/A	\$6,844.77	\$8,510.62	BI-WEEKLY
	F/3	\$14,830.33	\$18,439.68	MONTHLY
		\$177,963.92	\$221,276.14	ANNUAL
Deputy General Counsel Senior Attorney Section Director Deputy Financial Officer				
SENIOR DEPUTY GENERAL COUNSEL	L/4	\$94.9050	\$110.9856	HOURLY BASE RATE
		\$7,592.40	\$8,878.85	BI-WEEKLY
		\$16,450.20	\$19,237.50	MONTHLY
		\$197,402.40	\$230,850.05	ANNUAL
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR/ CHIEF FINANCIAL OFFICER	X/3-X/4	\$106.5465	\$127.3374	HOURLY BASE RATE
		\$8,523.72	\$10,186.99	BI-WEEKLY
		\$18,468.06	\$22,071.81	MONTHLY
		\$221,616.71	\$264,861.74	ANNUAL
Deputy Executive Director Chief Financial Officer				



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2321 **Version:** 1 **Name:**
Type: Resolution **Status:** Federal
File created: 2/3/2017 **In control:** Programming and Allocations Committee
On agenda: 3/8/2017 **Final action:**
Title: MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272. FY2016-17 Transit Capital Priorities Programming, AB 664 Bridge Toll Programming and Allocation, BATA Project Savings Programming Revisions, and OBAG 2 Programming Revisions.

Programming of nearly \$500 million in FTA Formula Revenues, AB 664 Bridge Tolls, BATA Project Savings, and OBAG 2 funds for FY2016-17 for transit operator state-of-good-repair consistent with the Transit Capital Priorities Process and Criteria, including discussion of a proposed plan for financing against future FTA revenues. This item was re-referred to the Committee after the Commission deferred action at its February meeting.

Sponsors:

Indexes:

Code sections:

Attachments: [8a PAC 3a Resos-4169 4202 4262 4263 4272 TCP](#)
[3a Resos-4169 4202 4262 4263 4272 TCP.pdf](#)
[3a 3-TCP ED Memo Caltrain HANDOUT.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272. FY2016-17 Transit Capital Priorities Programming, AB 664 Bridge Toll Programming and Allocation, BATA Project Savings Programming Revisions, and OBAG 2 Programming Revisions.

Programming of nearly \$500 million in FTA Formula Revenues, AB 664 Bridge Tolls, BATA Project Savings, and OBAG 2 funds for FY2016-17 for transit operator state-of-good-repair consistent with the Transit Capital Priorities Process and Criteria, including discussion of a proposed plan for financing against future FTA revenues. This item was re-referred to the Committee after the Commission deferred action at its February meeting.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

March 8, 2017

Agenda Item 3a

MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272

Subject: Programming of nearly \$500 million in FTA Formula Revenues, AB 664 Bridge Tolls, BATA Project Savings, and OBAG 2 funds for FY2016-17 for transit operator state-of-good-repair consistent with the Transit Capital Priorities Process and Criteria (TCP), including discussion of a proposed plan for financing against future FTA revenues.

Background: The TCP program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement other MTC transit funding programs.

This item proposes to program nearly \$500 million in TCP funds in FY2016-17 to support transit capital replacement and rehabilitation projects, and maintenance and operating costs.

This item originally came before this Committee in February as a four-year, \$2.2 billion proposed program. Following the FTA's decision to defer approval of the full funding grant agreement (FFGA) for the Caltrain Peninsula Corridor Electrification Program (PCEP), staff recommended deferring that item from the Commission agenda in order to consider adjustments to the Transit Capital Priorities (TCP) program, which includes additional funding for PCEP. To that end, the program is proposed to include only one year of revenue (FY 2016-17) while staff continues to address the full impact of this uncertainty over funding for PCEP to the FTA programs, as well as the potential for it to be a harbinger of risk in securing financing approval against the future FTA formula funds. The one year program allows transit operators to move forward with projects this year while maintaining flexibility to address the PCEP and financing risks for the remaining three years.

The proposed four-year program had been developed in cooperation with the transit operators over the last several months; staff is working with the operators on this one-year program as well. The proposed program is consistent with the Transit Capital Priorities Process and Criteria (MTC Resolution No. 4242, Revised) approved by the Commission in July 2016. Additional background on this item is included in the attached Memorandum.

Recommendation: Refer MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272 to the Commission for approval.

Attachments: Executive Director Memorandum
Presentation
MTC Resolution Nos. 4169, Revised, 4202 Attachment B-1, Revised, 4262, 4263, and 4272



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: Programming and Allocations Committee

DATE: March 8, 2017

FR: Executive Director

RE: FY2016-17 Transit Capital Priorities Program

Summary

This item proposes to program nearly \$500 million in Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities funds; One Bay Area Grant Program Cycle 2 (OBAG 2) funds; and Bridge Toll Funds in FY2016-17 to support transit capital replacement and rehabilitation projects, and maintenance and operating costs.

Background

The Transit Capital Priorities (TCP) program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement other MTC transit funding programs.

The TCP program is funded by the region's FTA Formula funds, as well as Federal Highway Agency (FHWA) funds, and regional Bridge Toll funds which the Commission has designated to supplement FTA funds. MTC programs these funds to eligible transit operators to support transit capital replacement and rehabilitation projects and, to a lesser degree, preventive maintenance and operating costs. Program development is governed by the policies established by the region's Transit Capital Priorities (TCP) Process and Criteria, MTC Resolution 4242, Revised, which was updated in July 2016 primarily to reflect changes to FTA programs under the FAST Act authorizations.

This item originally came before this Committee in February as a four-year \$2.2 billion proposed program. Following the FTA's decision to defer approval of the full funding grant agreement (FFGA) for the Caltrain Peninsula Corridor Electrification Program (PCEP), staff recommended deferring that item from the Commission agenda in order to consider adjustments to the Transit Capital Priorities (TCP) program, which includes additional funding for PCEP. To that end, the proposed program was revised to include only FY2016-17 while staff continues to address the full impact of this uncertainty over funding.

The proposed program was developed from funding requests submitted by eligible transit operators. Outstanding issues are discussed below. The program is based on projected

apportionments of the federal funds, and will be revised to reconcile to the final annual apportionments, once released by FTA.

Issues

1. Caltrain. Programming to the Caltrain electric railcar procurement project over the original four-year program totaled approximately \$286 million and would nearly complete the regional commitment of \$315 million. There are several issues related to this project:
 - The FTA review of the application for \$647 million in FTA Section 5309 Core Capacity Program Funds for the Peninsula Corridor Electrification Program (PCEP) has been ongoing for many months. On February 17th, FTA notified Caltrain that FTA would not approve the Caltrain application at this time, and would delay a decision until the new administration has developed its FY2017-18 budget and Section 5309 funding proposals. We expect that the President's "long form" budget will not be submitted to Congress until May. Accordingly, Caltrain staff has secured an extension for providing a full notice to proceed to its contractors until June 30, at an expense of \$20 million in delay costs.
 - As part of Caltrain's application for an FFGA, FTA determined that the railcar procurement was not eligible to receive Section 5337 State of Good Repair formula funds. To meet the regional commitment to the project without relying on Section 5337 funds, staff is proposing to use a combination of financing against future Section 5307 Urbanized Area Formula Funds and a local funding exchange. The local funding exchange involves MTC programming approximately \$16 million of Section 5337 funds to Caltrain's South San Francisco Station Rehabilitation project in exchange for the San Mateo County Transportation Authority (SMCTA) programming an equal amount of local funds to the railcar procurement project.

FTA's delay and potential denial of Section 5309 funding would leave a gap in the PCEP funding plan that may affect project delivery. In order to move the TCP program forward and not delay other operators from getting their projects into the TIP and into grants with FTA, today's proposed program for FY2016-17 retains the \$16 million of FTA 5337 funds programmed to the South San Francisco Caltrain Station Rehabilitation project. As discussed above, this would be conditioned on the SMCTA allocating an equal amount of other funds to the Caltrain vehicle procurement in exchange. Staff is proposing to further condition programming for PCEP on Caltrain completing the funding plan for the project. Additionally, MTC would pursue financing for the project only after the FTA's decision on the FFGA is known.

2. Financing. The region is committed to funding major investments in state-of-good-repair and capacity expansion. In the short-term, projected revenues are insufficient to cover all of the highest-ranking Score 16 projects, even after applying project funding caps specified in the TCP Process and Criteria. However, over the long-term, revenues exceed regional needs, assuming a reasonable revenue growth rate. As a result, the proposed program assumes that MTC will pursue financing over the next several years to securitize future FTA revenues to cover our near-term shortfall, advancing major projects to expand capacity and improve the region's state-of-good-repair. Financing against future FTA revenues grows the regional

funding pie by freeing up current FTA and other regional funds for a greater number of projects.

FTA approval would be needed in order to use the FTA funds for debt service. Many similar transactions have been approved across the country in recent years. However, the experience with Caltrain's FFGA leads staff to be somewhat concerned that FTA approval may not be as routine as in the past. Therefore, staff will be working closely with BART and Caltrain to understand their projects' cash flow and timing of the need for financing, and particularly to understand the impacts of a potential delay in FTA approval. Additionally, staff will be working closely with MTC's financial advisors to consider whether any modifications to the financing approach would make sense in the current environment. Note that today's item does not specifically approve the terms of a financing transaction, although some financing is assumed in the development of this program, even the one year program. Staff anticipates returning to the Commission in the coming months to seek approval for the terms of financing.

3. VTA Fixed Guideway Cap Waiver. For the FY2016-17 through FY2019-20 TCP programming period, VTA requested a total of \$193 million in FTA funds, including \$82 million for fixed guideway (FG) infrastructure rehabilitation projects that are subject to the FG project caps specified in the TCP policy. These include replacement or rehabilitation of light rail track, crossovers, switches and other train control equipment, and traction power systems. VTA's FG cap is \$8.5 million per year, or \$34 million over the four years of the program, so VTA's request exceeded the caps by \$47 million. VTA staff requested that MTC waive the cap and program an additional \$47 million for the requests in excess of the caps. Projected revenues for the San Jose urbanized area (UZA), in which VTA is eligible, are sufficient to cover the request for additional programming. The purpose of the FG caps is to ensure that there are sufficient funds in the program for vehicle replacement projects, the highest priority for the program under Plan Bay Area, and in the case of the San Jose UZA, to ensure that there are sufficient funds to cover 1/3 of Caltrain's high-scoring needs (the TCP policy incorporates a Caltrain Joint Powers Board agreement that Caltrain's TCP projects are funded 2/3 from the San Francisco-Oakland UZA, and 1/3 from the San Jose UZA; VTA and Caltrain are the only operators currently eligible for funds in the San Jose UZA.) In the proposed program, both conditions have been met, with funds left over. Based on the VTA request, staff recommends programming \$13.5 million in FY2016-17 TCP funds to fixed guideway projects - \$5 million more than the cap amount.

It is important to highlight that the San Jose urbanized area is in a unique situation for the next several years, in that it is showing significant surpluses remaining, after funding vehicle projects, fixed guideway projects up to VTA's cap, and the ADA and Lifeline set asides. For example, for the six years from FY2016-17 through FY2021-22, the San Jose UZA is expected to have a surplus of about \$95 million, with the surplus forecast to grow even larger in later years. This is in stark contrast to the other UZAs in the region, for which high-scoring programming requests exceeded revenues by about \$1 billion for the upcoming years.

Funds cannot be moved from one urbanized area to another, in this case presenting an unfortunate policy conundrum for the region whereby we are proposing financing for the

highest priority projects in SF-O but programming surpluses to lower priority projects in the San Jose UZA. However, funds can be programmed to any transit operators with service in a given UZA. It has been MTC's long standing practice to reflect local agreements in the TCP program that constrain funding in certain UZAs, but that is a decision that MTC has imposed on ourselves and is not a federal requirement. For instance, the Caltrain agreement among its local partners that costs for capital projects are split equally among the three Caltrain counties (Santa Clara, San Mateo, and San Francisco) is reflected within the TCP policy, whereby Caltrain projects are funded one-third from the San Jose UZA and two-thirds from the San Francisco-Oakland UZA (SF-O includes San Francisco and San Mateo counties). Caltrain projects could be divided up differently in the TCP program. BART and VTA have a similar arrangement, whereby BART projects are funded in the TCP from SF-O, Concord and Antioch UZAs, but will not seek funding in the San Jose UZA even when the BART Berryessa and San Jose extensions open for service in Santa Clara County.

4. SFMTA Core Capacity Fleet Plan. MTC staff is continuing to work with SFMTA staff to refine their fleet plan that was originally included in the Core Capacity Challenge Grant Program (MTC Resolution No. 4123, Revised). When that program was developed in 2013, SFMTA's fleet plan anticipated programming approximately \$307 million in TCP funds from FY2016-17 through FY2019-20. However, due to subsequent revisions to its fleet plan, SFMTA requested \$528 million for vehicle projects. As these differences are worked out, MTC staff will return to the Commission with revisions to the Core Capacity Program fleet plan and likely the TCP program as well. The proposed action programs approximately \$217 million in FY2016-17 toward SFMTA fleet replacement and rehabilitation. When the Commission approved the FY2015-16 TCP program in January 2016, it also approved partial programs for FY2016-17 and FY2017-18 to commit funding to SFMTA bus replacement projects, allowing SFMTA to exercise a major contract option. The program proposed in this action will replace the FY2016-17 funds programmed to SFMTA last year, but the prior commitment of the FY2017-18 funds will remain.
5. Core Capacity Challenge Grant Program Revisions. As part of the plan for financing against future FTA revenues, staff is proposing to replace a majority of bridge toll funds originally committed to BART in the Core Capacity Program with proceeds of financing. At this time, staff is recommending these bridge toll funds be reprogrammed to SFMTA, with the condition that, should financing not be completed, these funds would be reprogrammed back to BART. Staff will return to the Commission with proposed revisions to MTC Resolution No. 4123, Revised, to reflect the programming proposed here and other changes to the funding plans for Core Capacity Program projects.

6. Unexpended Prior-Year Grants. Each rail and ferry operator receives a specified amount of funding annually for replacement and rehabilitation of tracks, bridges, tunnels, train control systems, ferry docks, and other infrastructure, referred to as a fixed guideway (FG) cap, based on each operator's share of projected FG replacement and rehab needs calculated for Plan Bay Area 2040. The TCP Process and Criteria conditions new programming of FG caps on the expenditure of prior-year grants (a "use it or lose it" policy) 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. Staff monitors the progress of the region's FG operators on disbursing prior-year grants; as of September 2016, staff determined that all but two operators met or exceeded their disbursement target, summarized in the table at right. As a result of not meeting their targets, Caltrain and SFMTA had their FG caps in the proposed FY2016-17 program reduced by \$3.3 million and \$21.5 million, respectively. Staff will continue to monitor progress toward meeting the grant disbursement targets consistent with the Policy adopted by the Commission in the TCP Process and Criteria.

Operator	FY16 Grant Disbursement Targets vs. Actual Disbursements (\$M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	\$0	\$0	X
BART	\$70	\$77	X
Caltrain	\$11	\$1	
GGBHTD	\$6	\$9	X
SFMTA	\$76	\$35	
WETA	\$1	\$1	X
Total	\$163	\$124	


7. Bridge Tolls. The program presented today programs AB 664 Bridge Toll revenues (MTC Resolution No. 4262) and BATA Project Savings (MTC Resolution 4169, Revised) for approximately \$52 million, which includes amounts consistent with the Core Capacity Challenge Grant Program and the proposed reprogramming of Bridge Tolls from BART to SFMTA as described above. However, the allocation actions for these Bridge Toll funds (AB 664 – MTC Resolution No. 4263; BATA Project Savings – MTC Resolution No. 4169, Revised) only allocate funding for FY2016-17 consistent with the Core Capacity Program funding plan. The allocation resolutions will be revised to reflect the annual fund estimates for the Bridge Toll Revenues as approved by the Commission in addition to the revisions to the Core Capacity Program resolution discussed above.
8. Transportation Improvement Program. Approval of the Transportation Improvement Program (TIP) amendment that is item 2d on today's agenda is contingent on Commission approval of this item. Normally staff prefers to adopt the program one month, and adopt the TIP amendment in a subsequent month. However, the deferral of the TCP item from last month means that the program and TIP are proposed for approval in the same month.

Next Steps

Staff will return in the future for actions pertaining to adding additional years of programming (FY2017-18 through FY2019-20), financing, BART Car Exchange Account withdrawals, and revisions to the Core Capacity Program. The schedule will be dependent on FTA actions related to PCEP, and project delivery and financing timelines.

Recommendations

Staff recommends the referral of MTC Resolution Nos. 4169, Revised, 4202 Attachment B-1, Revised, 4262, 4263, and 4272 to the Commission for approval.



Steve Heminger

SH:rj

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

Transit Capital Priorities Programming

March 8, 2017

Programming & Allocations Committee

What is the Transit Capital Priorities Program?

- Helps ensure limited Federal transit dollars go to most essential projects
- Three Main Goals:
 - ▣ Fund basic capital requirements to achieve and maintain a state of good repair
 - ▣ Maintain reasonable fairness to all operators
 - ▣ Complement other MTC transit funding programs

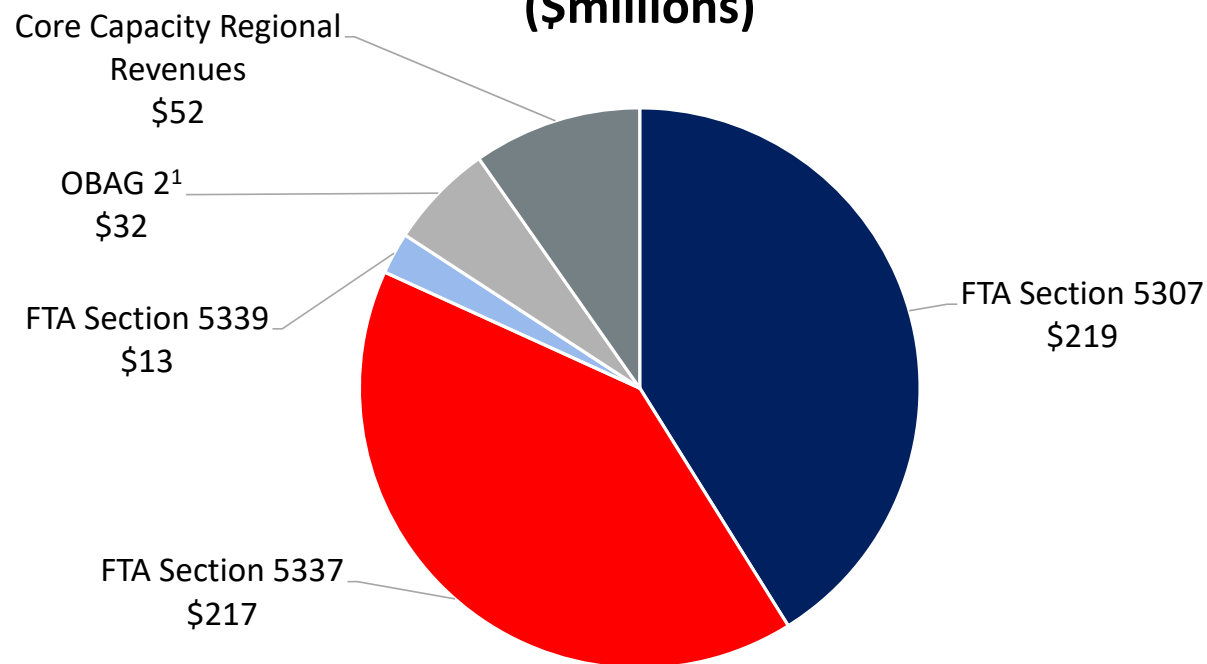
Transit Capital Priorities – Since February

- FTA informed Caltrain it would not sign the \$647 million full funding grant agreement for the Peninsula Corridor Electrification Program at this time
- Staff proposing to revise 4-year TCP program to a 1-year program, FY2016-17 –only
- Unchanged Elements:
 - ▣ Assumes financing during the next 4-5 year period
 - ▣ VTA granted fixed-guideway (FG) cap waiver to program additional \$5 million toward FG projects in FY2017
 - ▣ \$16 million of FTA 5337 programmed to South San Francisco Caltrain Station Rehabilitation conditioned on San Mateo County Transportation Authority programmed same to the Caltrain electric train procurement
 - Additional condition: Completion of PCEP funding plan

Transit Capital Priorities - The Funding

Estimated FY2016-17 TCP Fund Sources

**Total: \$533
(\$millions)**

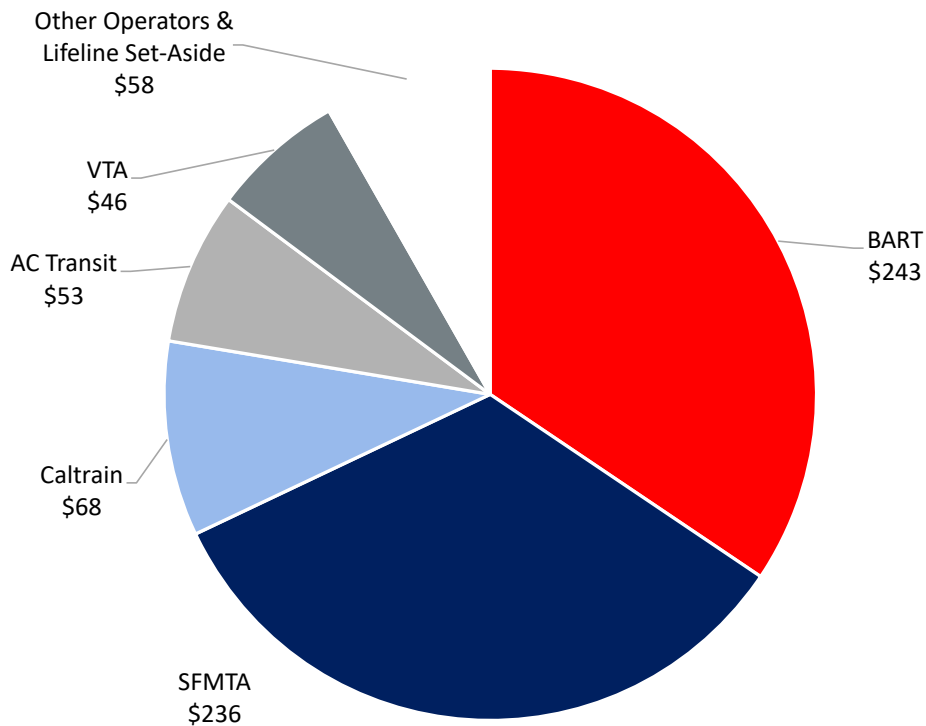


1. Includes \$7.5M of RM2, previously programmed

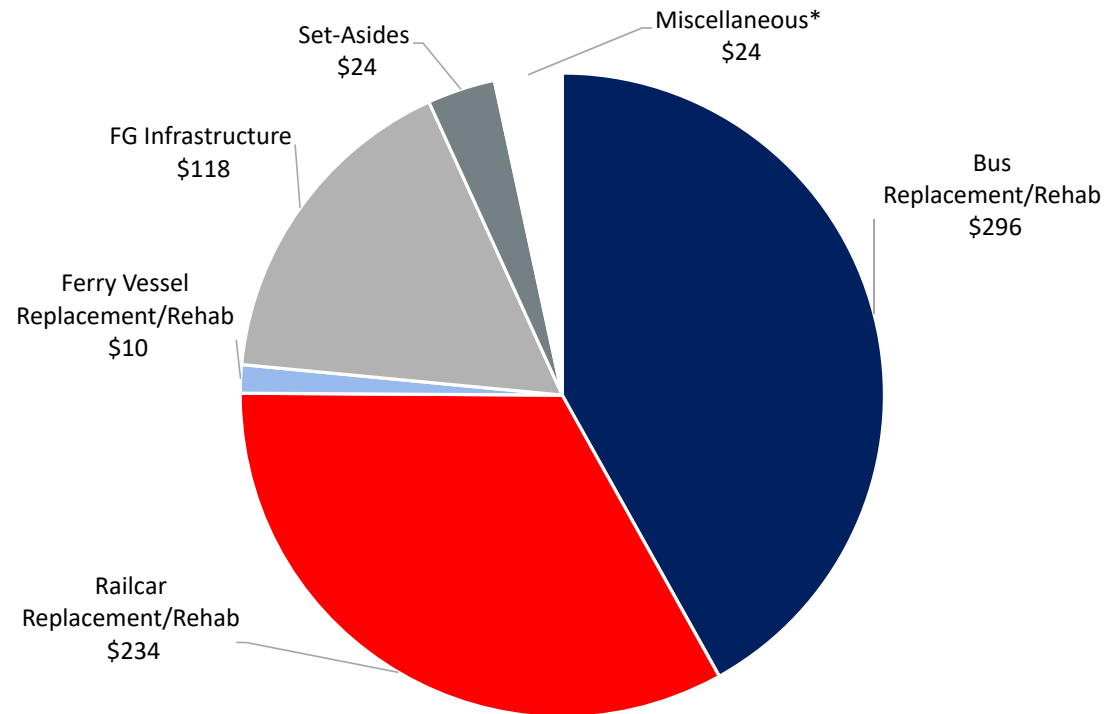
Proposed FY2017 TCP Program

Includes proceeds of proposed financing, \$205 million¹

Programming by Operator | Total \$705 (\$millions)



Program by Project Type | Total \$705 (\$millions)



**Includes preventive maintenance, operating assistance, and other miscellaneous projects*

1. Based on project schedules as of February

Program Issues

■ Caltrain

- Railcar Procurement Project: \$57 million in FY2017; part of \$315 million regional commitment
 - \$41 million proposed Financing
 - \$16 million South San Francisco Station Funding Exchange
- Project funding plan dependent on FTA Full-Funding Grant Agreement
- Not FTA Section 5337-eligible: fund exchange to program 5337 to South San Francisco Station with equal local funds programmed to railcar project by SMCTA



■ Financing

- FTA approval required, additional uncertainty in current environment
- Assessing project cash flow needs, timing, approach in coming months
- Will return to Commission for approvals as needed

Program Issues, continued

- **SFMTA Core Capacity Fleet Plan**

- ▣ Staff working with SFMTA to refine SFMTA's fleet plan and revise the Core Capacity Challenge Grant Program; may return to Commission with program revisions

- **Core Capacity Challenge Grant Program**

- ▣ \$165 million in bridge tolls originally dedicated to BART Railcar Procurement Project
- ▣ \$152 million proposed to be reprogrammed to SFMTA and replaced with proceeds of financing
- ▣ Staff will return to Commission with revisions to Core Capacity Program in the coming months
- ▣ May include revisions to SFMTA's fleet projects funding plan

Program Issues, continued

■ **VTA Fixed Guideway Cap Waiver**

- ▣ VTA requested waiver of FG cap to program additional \$5 million for FG projects
- ▣ Staff is recommending a waiver for FG cap to fund VTA requests above cap amounts
- ▣ San Jose UA surplus funds reflect unique policy situation, given overall regional shortfall
- ▣ Future (FY2018-FY2020) programming above FG cap conditioned on staff assessment of VTA future capital needs

Program Issues, Continued

■ Prior-Year Grant Balances

- TCP policy conditions programming on expenditure of prior year grants for infrastructure rehab

Operator	FY16 Grant Disbursement Targets vs. Actual Disbursements (\$M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	\$0	\$0	X
BART	\$70	\$77	X
Caltrain	\$11	\$1	
GGBHTD	\$6	\$9	X
SFMTA	\$76	\$35	
WETA	\$1	\$1	X
Total	\$163	\$124	

- New programming for infrastructure projects in FY2017 reduced for operators that missed their target
 - Caltrain: -\$3.3 million
 - SFTMA: -\$21.5 million

Transit Capital Priorities Program

- **Recommendation:** Refer MTC Resolutions to the Commission for approval
 - **4169**, Revised – BATA Project Savings Program & Allocations
 - **4202**, Revised – OBAG 2 Program, Transit Capital Funding
 - **4262 & 4263** – FY2016-17 AB664 Program & Allocations
 - **4272** – FY2016-17 TCP Program

- Staff will return to Commission for approval of financing terms, agreements, etc., and for FY18-FY20 programming

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-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

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.

This resolution was revised on March 22, 2017 to program and allocate \$5,248,522 in BATA Project Savings funds to AC Transit and program \$23,040,236 and allocate \$4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

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, December 14, 2016, and March 8, 2017.

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 03/22/17-C

Attachment A
Resolution No. 4169
Page 1 of 1

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

Operator	Project	Date	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	1/28/2015	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>
AC Transit	Replace 29 40-ft Artic Urban buses	1/27/2016	18,472,132	
AC Transit	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell	1/27/2016	4,957,547	
AC Transit	Purchase 10 double-decker diesel buses	1/27/2016	1,493,237	
AC Transit	Purchase 19 60-ft Artic Urban buses	3/22/2017	5,248,522	
SFMTA	Replacement of 60' Trolley Coaches	3/22/2017	23,040,236	This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately \$18 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, \$18 million would be reprogrammed back to BART.
Total Programming:			114,197,017	

Date: January 28, 2015

W.I.: 1511

Referred by: PAC

Revised: 09/23/15-C 01/27/16-C

12/21/16-C 03/22/17-C

Attachment B

Resolution No. 4169

Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Replace 29 40-ft Artic Urban buses	1/27/2016	18,472,132	16-4169-01	See Notes below
AC Transit	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell	1/27/2016	4,957,547	16-4169-01	See Notes below
AC Transit	Purchase 10 double-decker diesel buses	1/27/2016	1,493,237	16-4169-01	See Notes below
AC Transit	Purchase 19 60-ft Artic Urban buses	2/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Replacement of 60' Trolley Coaches	2/22/2017	4,649,495	17-4169-02	See Notes below
Total Allocations:			34,820,933		

Notes:

- 1 Acceptance of allocations requires operator agreement 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 to herein.

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C

ABSTRACT

Resolution No. 4202, Revised

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. 4202, 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.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities 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, December 14, 2016, February 8, 2017 (action deferred to March 2017), and March 8, 2017.

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
March 2017

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 03/22/17-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL 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
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	\$37,215,000
Rideshare			
Rideshare Implementation	Regionwide	MTC	\$720,000
Carpool Program	Regionwide	MTC	\$7,280,000
Vanpool Program	Regionwide	MTC	\$2,000,000
Commuter Benefits Implementation	Regionwide	MTC	\$674,000
Commuter Benefits Program	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	\$2,500,000
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
US 101/Marin Sonoma Narrows B2 Phase 2	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	\$110,000,000
GGB Suicide Deterrent (BART Car Exchange)	SF/Marin	GGBH&TD	\$40,000,000
Clipper	Regionwide	MTC	\$24,000,000
Unprogrammed Balance			\$15,283,000
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Program			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
Local Northbay PCA Program			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000

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

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 03/22/17-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
OBAG 2 REGIONAL PROGRAMS*			
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

Date: March 22, 2017
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4262

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2016-17 through FY2019-20. The initial program consists of funds programmed to SFMTA and AC Transit towards their fleet replacement projects in FY2016-17 consistent with the Transit Capital Priorities Program, and reprogramming of FY2012-13 AB 664 funds for BART and SFMTA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of FY2016-17 programming and attachments for FY2017-18 through FY2019-20 AB 664 program in conjunction with final revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities program.

The following attachments are provided with this resolution:

Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2016-17

Attachment B – Program of AB 664 Net Bridge Toll Revenue Projects FY2017-18

Attachment C – Program of AB 664 Net Bridge Toll Revenue Projects FY2018-19

Attachment D – Program of AB 664 Net Bridge Toll Revenue Projects FY2019-20

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017.

Date: March 22, 2017
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4262

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 FY2016-17 through FY2019-20 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, 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 March 22, 2017.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2016-17 Program				
			East Bay	West Bay
	Revenue Projections		\$1,584,460	\$22,000,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		5,597,158	1,792,280
	Total Funds Available		\$7,181,618	\$23,792,280
Sponsor	Eligible Capital Projects	Fund Source		
<u>Current Year Programming</u>				
AC Transit	Purchase 19 60-ft Articulated Urban Buses	FY17 5307		
	Total Amount Programmed to AC Transit's Core Capacity projects		\$1,584,460	\$0
BART	ADA Paratransit Capital Accessibility Improvements	\$ 5307		
BART	Strategic Maintenance Program	\$ 5307/\$ 5309 FG		
BART	General Mainline Renovation	\$ 5307/\$ 5309 FG		
BART	Train Control Renovation	\$ 5309/37 FG		
BART	Traction Power	\$ 5307/\$ 5309/37 FG		
BART	Rail, Way and Structures Program	\$ 5307/\$ 5309/37 FG		
BART	Fare Collection Equipment	\$ 5307/\$ 5309/37 FG		
BART	Station Renovations	\$ 5307/\$ 5309 FG		
BART	L-intrusion Barrier	\$ 5307/\$ 5309 FG		
BART	Lake Merritt Subway	\$ 5307/\$ 5309 FG		
BART	Platform Edge Tile Replacement	\$ 5307/\$ 5309 FG		
	Total Amount Programmed to BART(1)		\$3,717,116	\$0
<u>SFMTA Non-Core Capacity Projects</u>				
SFMTA	45 40' NABI Replacement	\$ 5307/\$ 5339 FG		
SFMTA	35 22' Paratransit vans	\$ 5307		
SFMTA	58 40' Neoplan Bus Replacement	\$ 5307		
SFMTA	26 60' Neoplan Bus Replacement	\$ 5307		
SFMTA	60 60' New Flyer Trolley Bus Replacement	\$ 5307		
SFMTA	ITS Radio System Replacement	\$ 5307/\$ 5337		
SFMTA	Muni Rail Replacement	\$ 5337		
SFMTA	Cable Car Renovation Program	\$ 5337		
SFMTA	Accessible Light Rail Stops	\$ 5309		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subway	\$ 5307		
SFMTA	Automatic Fare Collection Equip	\$ 5307/\$ 5309		
SFMTA	Central Control & Communication (C3)	\$ 5307/\$ 5309		
SFMTA	Enterprise Asset Management System	\$ 5309		
SFMTA	Escalator Rehabilitation	\$ 5307/\$ 5309		
SFMTA	Historic Vehicle Renovation	\$ 5307/\$ 5309		
SFMTA	Misc. Security Expenditures	\$ 5307		
SFMTA	Overhead Lines Rehab	\$ 5309		
SFMTA	Replace 6 Paratransit Minivans	AB664		
SFTMA	Farebox Replacement	AB664		
SFMTA	Cable Car Infrastructure	AB664		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	\$ 5307/\$ 5309		
SFMTA	Wayside Fare Collection	AB664		
SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	AB664		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab	AB664		
SFMTA	Signal Rehab on 2nd Street	\$ 5307		
	Subtotal - Non-Core Capacity Projects (2)		\$0	18,310,178
<u>SFMTA Core Capacity Projects</u>				
SFMTA	Replacement of 60' Trolley Coaches	AB664		
	Subtotal - Core Capacity projects (3)		\$0	\$5,482,102
	Total Amount Programmed to SFMTA (2)		\$0	\$23,792,280
WETA	Replacement Vessel	\$ 5307		
WETA	Ferry Major Component Rehabilitation	\$ 5307		
WETA	Ferry Propulsion System Replacement	\$ 5307		
WETA	Ferry Fixed Guideway Connectors	\$ 5307		
	Total Programmed to WETA (4)		\$1,880,042	
		Fund Balance	\$0	\$0

Notes:

- 1 Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
- 2 Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
- 3 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of \$69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including \$18,213,416 in FY17.
- 4 Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4263

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2016-17 through FY2019-20. The initial allocation will be for FY2016-17 for AC Transit and SFMTA projects consistent with the Transit Capital Priorities Program, and reallocation of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of the FY2016-17 AB 664 allocations in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2019-20.

The following attachments are provided with this resolution:

Attachment A – Allocation of AB 664 Net Bridge Toll Revenue FY2016-17

Attachment B – Allocation of AB 664 Net Bridge Toll Revenue FY2017-18

Attachment C – Allocation of AB 664 Net Bridge Toll Revenue FY2018-19

Attachment D – Allocation of AB 664 Net Bridge Toll Revenue FY2019-20

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

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

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

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

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2016-17 through FY2019-20 for the projects and purposes set forth in Attachments A-D to this resolution, attached hereto and in MTC Resolution No. 4262, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4262 programs Net Bridge Toll Revenues for FY2016-17 through FY2019-20; and

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

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

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

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2016-17 through FY2019-20 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution and consistent with MTC Resolution 4262.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, 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 March 22, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2016-17 Program

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
17-4263-01/5850	AC Transit	Capital projects programmed in MTC Resolution No. 4262	\$1,584,460		3/22/17
17-4263-02/5850	BART ¹	Capital projects programmed in MTC Resolution No. 4262	\$3,717,116		3/22/17
17-4263-03/5850	SFMTA ²	Capital projects programmed in MTC Resolution No. 4262		\$5,578,864	3/22/17
17-4263-04/5850	WETA ³	Capital projects programmed in MTC Resolution No. 4262	\$1,880,042		3/22/17
					Grand Total
Total Allocations			\$7,181,618	\$5,578,864	\$12,760,482

Notes:

1. Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
2. Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
3. Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042

Date: March 22, 2017
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4272

This resolution approves the FY2016-17 through FY2019-20 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 Formula Programs and initially only programs funds in the first year -FY2016-17. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4262 and Resolution No. 4169, Revised, respectively, for FY2016-17 through FY2019-20 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2016-17 through FY2019-20 Transit Capital Priorities program at a future date.

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

- Attachment A – FY2016-17 Program of Projects
- Attachment B – FY2017-18 Program of Projects
- Attachment C – FY2018-19 Program of Projects
- Attachment D – FY2019-20 Program of Projects
- Attachment E – FY2016-17 through FY2019-20 Programming Notes

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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 funds for the small urbanized areas 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 in the region and with Caltrans 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. 4242; and

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

RESOLVED, that MTC adopts the FY 2016-17 through FY2019-20 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-D; and, be it further

RESOLVED, that this resolution supersedes and replaces MTC Resolution 4219, previously approved and adopting a program of projects for the FY2016-17 and FY2017-18 Transit Capital Priorities program; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-E 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

Jake Mackenzie, 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 March 22, 2017.

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Estimated Apportionments			214,823,726	199,824,602	12,259,978
Previous Year Carryover			4,422,587	17,174,630	577,473
Funds Available for Programming			219,246,313	216,999,232	12,837,451
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331		
NEW	ACE	ADA Set-Aside	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999		
REG090051	Caltrain	Revenue Vehicle Rehab Program	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024		
MRN130015	GGBHTD	Transit System Enhancements	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	342,169		
MRN110047	MCTD	ADA Paratransit Assistance	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311		
SON150007	Petaluma	ADA Set-Aside	90,340		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353		
NEW	Santa Rosa	ADA Operating Assistance	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625		
SOL110025	SoiTrans	ADA Paratransit Operating Subsidy	290,178		
NEW	Sonoma County	SCT Replacement Bus Purchase	25,592		
NEW	Union City	ADA Set-Aside	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,628		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365		
SF-110053	WETA	Replace Ferry Vessels	7,770		
Total Program Set-asides and Commitments			24,060,610	-	-
Funds Available for Capital Programming			195,185,703	216,999,232	12,837,451
Capital Projects					
NEW	AC Transit	Purchase 19 60-ft Articulated Urban Buses	13,987,873		1,336,665
NEW	AC Transit	Purchase 18 40-ft Hybrid-Electric Buses	10,810,800		
NEW	AC Transit	Purchase 10 Double-Decker Buses	7,891,650		
NEW	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	5,405,400		
NEW	AC Transit	Preventive Maintenance (deferred comp)	2,080,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994		
NEW	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,358,025	131,975	
NEW	ACE	Railcar Midlife Overhaul		3,080,000	
BRT030005	BART	Traction Power	12,777,726	4,222,274	
BRT030004	BART	Train Control	10,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		17,000,000	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SM-170005	Caltrain	South San Francisco Station Rehabilitation		15,972,834	
SM-03006B	Caltrain	Systemwide Track Rehabilitation		9,928,174	
SM-050041	Caltrain	Communications System/Signal Rehabilitation		1,200,000	
CC-070092	ECCTA	Transit Bus Replacements	2,043,440		
SOL010006	Fairfield	Operating Assistance	2,501,423		
SOL110041	Fairfield	Bus Replacement			267,963
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors		3,000,000	
NEW	GGBHTD	Replacing 8 Paratransit 22' Gas Cut-away Vehicles			583,840
NEW	Marin Transit	Replace 3 Paratransit Vehicle	218,940		
NEW	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280		
NAP970010	Napa VINE	Operating Assistance	1,515,636		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	16,149		163,876
NEW	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100		
NEW	Petaluma	Transit Yard & Facilities Improvements	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	5,317,445		4,691,061
NEW	SFMTA	Replacement of 40' Trolley Coaches		95,660,612	
NEW	SFMTA	Replacement of 60' Trolley Coaches		18,027,982	
SOL090034	SoiTrans	Bus Purchase (Alternative Fuel)	1,825,959		364,381
SOL070032	SoiTrans	Preventive Maintenance	646,510		
NEW	SoiTrans	Technology Enhancements	320,000		

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	SoTrans	Facilities & Amenities Improvements	240,000		
SON030005	Sonoma County	Preventive Maintenance	1,280,000		
NEW	Sonoma County	SCT Replacement Bus Purchase	430,080		180,009
NEW	Union City	Replace 2009 Paratransit Cut-away vehicle	846,240		
NEW	Union City	Replace 2003 Paratransit Sedan	141,040		
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	MTA	Standard and Small Bus Replacement	17,138,435		2,861,565
NEW	MTA	Paratransit Vehicle Procurement	2,893,751		
NEW	MTA	Replace Rail Crossing Control Equipment		4,368,000	
SCL050002	MTA	Rail Replacement Program		4,334,405	
NEW	MTA	Replace Fault Monitoring System on LRVs		2,255,200	
SCL050049	MTA	Rail Substation Rehab/Replacement		1,867,341	
NEW	MTA	Guadalupe Train Wash Replacement		1,448,000	
SCL110099	MTA	Light Rail Bridge & Structure SGR		1,440,000	
NEW	MTA	Vasara Pedestrian Back Gates		1,185,059	
SCL150005	MTA	Train-to-Wayside Communications System Upgrade		1,084,600	
NEW	MTA	LRV CCTV Door Monitoring System		800,000	
NEW	MTA	Pedestrian Swing Gates Replacement		704,000	
NEW	MTA	Chaboya Yard Well Removal		196,000	
NEW	WestCAT	Replacement of 2 40' Revenue Vehicles	882,320		
NEW	WestCAT	Purchase of 2 Fast Fare Electronic Fareboxes	28,498		
SF-110053	WETA	Ferry Vessel Replacement - Express II		9,992,230	
Total Capital Projects			176,519,252	204,109,686	10,449,360
Total Programmed			200,579,862	204,109,686	10,449,360
Fund Balance			18,666,451	12,889,546	2,388,091

Date: 3/22/2017
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4272
Page 1 of 2

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
		<i>Estimated Apportionments</i>	219,215,849	203,275,633	12,517,436
		<i>Previous Year Carryover</i>	18,666,451	12,889,546	2,388,091
		<i>Funds Available for Programming</i>	237,882,300	216,165,179	14,905,527
Capital Projects					
SF-150006	SFMTA	Replacement of 60' Motor Coaches	23,830,954		
		<i>Total Capital Projects</i>	23,830,954	-	-
		<i>Total Programmed</i>	23,830,954	-	-
		<i>Fund Balance</i>	214,051,346	216,165,179	14,905,527

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of approximately \$1.1B in financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	<p>AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects, proportionately, according to the CCCGP funding plan from FY2016-17 through FY2019-20.</p> <p>AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses (\$5,405,400), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for \$2,080,000.</p>
3	<p>Caltrain's FY17 FG cap reduced by \$3,264,826 (\$1,570,770 from FY16 and \$1,694,056 from FY17) to \$11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16.</p> <p>Programming of 5337 funds to the South San Francisco Station Project in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the EMU procurement project in the same year and a completed funding plan for PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.</p>
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 (\$45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	<p>SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17. Additionally, CCCGP Funds totalling \$152 million have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. This consists of \$18,213,416 of AB 664 and \$18,390,741 of BATA Project Savings. This is conditioned on execution of financing.</p> <p>In FY17, SFMTA's FG reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16. Additionally, \$25,000,000 of previously voluntarily deferred caps (\$15M from FY15 and \$10M from FY16) will be restored in FY18.</p>
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored in FY17.
8	FG Caps for FY18 to FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.
9	VTA requested and was granted a waiver to program \$5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.

Metropolitan Transportation Commission

Programming and Allocations Committee

March 8, 2017

Agenda Item 3a

MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272

Subject: Programming of nearly \$500 million in FTA Formula Revenues, AB 664 Bridge Tolls, BATA Project Savings, and OBAG 2 funds for FY2016-17 for transit operator state-of-good-repair consistent with the Transit Capital Priorities Process and Criteria (TCP), including discussion of a proposed plan for financing against future FTA revenues.

Background: The TCP program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement other MTC transit funding programs.

This item proposes to program nearly \$500 million in TCP funds in FY2016-17 to support transit capital replacement and rehabilitation projects, and maintenance and operating costs.

This item originally came before this Committee in February as a four-year, \$2.2 billion proposed program. Following the FTA's decision to defer approval of the full funding grant agreement (FFGA) for the Caltrain Peninsula Corridor Electrification Program (PCEP), staff recommended deferring that item from the Commission agenda in order to consider adjustments to the Transit Capital Priorities (TCP) program, which includes additional funding for PCEP. To that end, the program is proposed to include only one year of revenue (FY 2016-17) while staff continues to address the full impact of this uncertainty over funding for PCEP to the FTA programs, as well as the potential for it to be a harbinger of risk in securing financing approval against the future FTA formula funds. The one year program allows transit operators to move forward with projects this year while maintaining flexibility to address the PCEP and financing risks for the remaining three years.

The proposed four-year program had been developed in cooperation with the transit operators over the last several months; staff is working with the operators on this one-year program as well. The proposed program is consistent with the Transit Capital Priorities Process and Criteria (MTC Resolution No. 4242, Revised) approved by the Commission in July 2016. Additional background on this item is included in the attached Memorandum.

Recommendation: Refer MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272 to the Commission for approval.

Attachments: Executive Director Memorandum
Presentation
MTC Resolution Nos. 4169, Revised, 4202 Attachment B-1, Revised, 4262, 4263, and 4272



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: Programming and Allocations Committee

DATE: March 8, 2017

FR: Executive Director

RE: FY2016-17 Transit Capital Priorities Program

Summary

This item proposes to program nearly \$500 million in Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities funds; One Bay Area Grant Program Cycle 2 (OBAG 2) funds; and Bridge Toll Funds in FY2016-17 to support transit capital replacement and rehabilitation projects, and maintenance and operating costs.

Background

The Transit Capital Priorities (TCP) program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement other MTC transit funding programs.

The TCP program is funded by the region's FTA Formula funds, as well as Federal Highway Agency (FHWA) funds, and regional Bridge Toll funds which the Commission has designated to supplement FTA funds. MTC programs these funds to eligible transit operators to support transit capital replacement and rehabilitation projects and, to a lesser degree, preventive maintenance and operating costs. Program development is governed by the policies established by the region's Transit Capital Priorities (TCP) Process and Criteria, MTC Resolution 4242, Revised, which was updated in July 2016 primarily to reflect changes to FTA programs under the FAST Act authorizations.

This item originally came before this Committee in February as a four-year \$2.2 billion proposed program. Following the FTA's decision to defer approval of the full funding grant agreement (FFGA) for the Caltrain Peninsula Corridor Electrification Program (PCEP), staff recommended deferring that item from the Commission agenda in order to consider adjustments to the Transit Capital Priorities (TCP) program, which includes additional funding for PCEP. To that end, the proposed program was revised to include only FY2016-17 while staff continues to address the full impact of this uncertainty over funding.

The proposed program was developed from funding requests submitted by eligible transit operators. Outstanding issues are discussed below. The program is based on projected

apportionments of the federal funds, and will be revised to reconcile to the final annual apportionments, once released by FTA.

Issues

1. Caltrain. Programming to the Caltrain electric railcar procurement project over the original four-year program totaled approximately \$286 million and would nearly complete the regional commitment of \$315 million. There are several issues related to this project:
 - The FTA review of the application for \$647 million in FTA Section 5309 Core Capacity Program Funds for the Peninsula Corridor Electrification Program (PCEP) has been ongoing for many months. On February 17th, FTA notified Caltrain that FTA would not approve the Caltrain application at this time, and would delay a decision until the new administration has developed its FY2017-18 budget and Section 5309 funding proposals. We expect that the President's "long form" budget will not be submitted to Congress until May. Accordingly, Caltrain staff has secured an extension for providing a full notice to proceed to its contractors until June 30, at an expense of \$20 million in delay costs.
 - As part of Caltrain's application for an FFGA, FTA determined that the railcar procurement was not eligible to receive Section 5337 State of Good Repair formula funds. To meet the regional commitment to the project without relying on Section 5337 funds, staff is proposing to use a combination of financing against future Section 5307 Urbanized Area Formula Funds and a local funding exchange. The local funding exchange involves MTC programming approximately \$16 million of Section 5337 funds to Caltrain's South San Francisco Station Rehabilitation project in exchange for the San Mateo County Transportation Authority (SMCTA) programming an equal amount of local funds to the railcar procurement project.

FTA's delay and potential denial of Section 5309 funding would leave a gap in the PCEP funding plan that may affect project delivery. In order to move the TCP program forward and not delay other operators from getting their projects into the TIP and into grants with FTA, today's proposed program for FY2016-17 retains the \$16 million of FTA 5337 funds programmed to the South San Francisco Caltrain Station Rehabilitation project. As discussed above, this would be conditioned on the SMCTA allocating an equal amount of other funds to the Caltrain vehicle procurement in exchange. Staff is proposing to further condition programming for PCEP on Caltrain completing the funding plan for the project. Additionally, MTC would pursue financing for the project only after the FTA's decision on the FFGA is known.

2. Financing. The region is committed to funding major investments in state-of-good-repair and capacity expansion. In the short-term, projected revenues are insufficient to cover all of the highest-ranking Score 16 projects, even after applying project funding caps specified in the TCP Process and Criteria. However, over the long-term, revenues exceed regional needs, assuming a reasonable revenue growth rate. As a result, the proposed program assumes that MTC will pursue financing over the next several years to securitize future FTA revenues to cover our near-term shortfall, advancing major projects to expand capacity and improve the region's state-of-good-repair. Financing against future FTA revenues grows the regional

funding pie by freeing up current FTA and other regional funds for a greater number of projects.

FTA approval would be needed in order to use the FTA funds for debt service. Many similar transactions have been approved across the country in recent years. However, the experience with Caltrain's FFGA leads staff to be somewhat concerned that FTA approval may not be as routine as in the past. Therefore, staff will be working closely with BART and Caltrain to understand their projects' cash flow and timing of the need for financing, and particularly to understand the impacts of a potential delay in FTA approval. Additionally, staff will be working closely with MTC's financial advisors to consider whether any modifications to the financing approach would make sense in the current environment. Note that today's item does not specifically approve the terms of a financing transaction, although some financing is assumed in the development of this program, even the one year program. Staff anticipates returning to the Commission in the coming months to seek approval for the terms of financing.

3. VTA Fixed Guideway Cap Waiver. For the FY2016-17 through FY2019-20 TCP programming period, VTA requested a total of \$193 million in FTA funds, including \$82 million for fixed guideway (FG) infrastructure rehabilitation projects that are subject to the FG project caps specified in the TCP policy. These include replacement or rehabilitation of light rail track, crossovers, switches and other train control equipment, and traction power systems. VTA's FG cap is \$8.5 million per year, or \$34 million over the four years of the program, so VTA's request exceeded the caps by \$47 million. VTA staff requested that MTC waive the cap and program an additional \$47 million for the requests in excess of the caps. Projected revenues for the San Jose urbanized area (UZA), in which VTA is eligible, are sufficient to cover the request for additional programming. The purpose of the FG caps is to ensure that there are sufficient funds in the program for vehicle replacement projects, the highest priority for the program under Plan Bay Area, and in the case of the San Jose UZA, to ensure that there are sufficient funds to cover 1/3 of Caltrain's high-scoring needs (the TCP policy incorporates a Caltrain Joint Powers Board agreement that Caltrain's TCP projects are funded 2/3 from the San Francisco-Oakland UZA, and 1/3 from the San Jose UZA; VTA and Caltrain are the only operators currently eligible for funds in the San Jose UZA.) In the proposed program, both conditions have been met, with funds left over. Based on the VTA request, staff recommends programming \$13.5 million in FY2016-17 TCP funds to fixed guideway projects - \$5 million more than the cap amount.

It is important to highlight that the San Jose urbanized area is in a unique situation for the next several years, in that it is showing significant surpluses remaining, after funding vehicle projects, fixed guideway projects up to VTA's cap, and the ADA and Lifeline set asides. For example, for the six years from FY2016-17 through FY2021-22, the San Jose UZA is expected to have a surplus of about \$95 million, with the surplus forecast to grow even larger in later years. This is in stark contrast to the other UZAs in the region, for which high-scoring programming requests exceeded revenues by about \$1 billion for the upcoming years.

Funds cannot be moved from one urbanized area to another, in this case presenting an unfortunate policy conundrum for the region whereby we are proposing financing for the

highest priority projects in SF-O but programming surpluses to lower priority projects in the San Jose UZA. However, funds can be programmed to any transit operators with service in a given UZA. It has been MTC's long standing practice to reflect local agreements in the TCP program that constrain funding in certain UZAs, but that is a decision that MTC has imposed on ourselves and is not a federal requirement. For instance, the Caltrain agreement among its local partners that costs for capital projects are split equally among the three Caltrain counties (Santa Clara, San Mateo, and San Francisco) is reflected within the TCP policy, whereby Caltrain projects are funded one-third from the San Jose UZA and two-thirds from the San Francisco-Oakland UZA (SF-O includes San Francisco and San Mateo counties). Caltrain projects could be divided up differently in the TCP program. BART and VTA have a similar arrangement, whereby BART projects are funded in the TCP from SF-O, Concord and Antioch UZAs, but will not seek funding in the San Jose UZA even when the BART Berryessa and San Jose extensions open for service in Santa Clara County.

4. SFMTA Core Capacity Fleet Plan. MTC staff is continuing to work with SFMTA staff to refine their fleet plan that was originally included in the Core Capacity Challenge Grant Program (MTC Resolution No. 4123, Revised). When that program was developed in 2013, SFMTA's fleet plan anticipated programming approximately \$307 million in TCP funds from FY2016-17 through FY2019-20. However, due to subsequent revisions to its fleet plan, SFMTA requested \$528 million for vehicle projects. As these differences are worked out, MTC staff will return to the Commission with revisions to the Core Capacity Program fleet plan and likely the TCP program as well. The proposed action programs approximately \$217 million in FY2016-17 toward SFMTA fleet replacement and rehabilitation. When the Commission approved the FY2015-16 TCP program in January 2016, it also approved partial programs for FY2016-17 and FY2017-18 to commit funding to SFMTA bus replacement projects, allowing SFMTA to exercise a major contract option. The program proposed in this action will replace the FY2016-17 funds programmed to SFMTA last year, but the prior commitment of the FY2017-18 funds will remain.
5. Core Capacity Challenge Grant Program Revisions. As part of the plan for financing against future FTA revenues, staff is proposing to replace a majority of bridge toll funds originally committed to BART in the Core Capacity Program with proceeds of financing. At this time, staff is recommending these bridge toll funds be reprogrammed to SFMTA, with the condition that, should financing not be completed, these funds would be reprogrammed back to BART. Staff will return to the Commission with proposed revisions to MTC Resolution No. 4123, Revised, to reflect the programming proposed here and other changes to the funding plans for Core Capacity Program projects.

6. Unexpended Prior-Year Grants. Each rail and ferry operator receives a specified amount of funding annually for replacement and rehabilitation of tracks, bridges, tunnels, train control systems, ferry docks, and other infrastructure, referred to as a fixed guideway (FG) cap, based on each operator's share of projected FG replacement and rehab needs calculated for Plan Bay Area 2040. The TCP Process and Criteria conditions new programming of FG caps on the expenditure of prior-year grants (a "use it or lose it" policy) 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. Staff monitors the progress of the region's FG operators on disbursing prior-year grants; as of September 2016, staff determined that all but two operators met or exceeded their disbursement target, summarized in the table at right. As a result of not meeting their targets, Caltrain and SFMTA had their FG caps in the proposed FY2016-17 program reduced by \$3.3 million and \$21.5 million, respectively. Staff will continue to monitor progress toward meeting the grant disbursement targets consistent with the Policy adopted by the Commission in the TCP Process and Criteria.

Operator	FY16 Grant Disbursement Targets vs. Actual Disbursements (\$M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	\$0	\$0	X
BART	\$70	\$77	X
Caltrain	\$11	\$1	
GGBHTD	\$6	\$9	X
SFMTA	\$76	\$35	
WETA	\$1	\$1	X
Total	\$163	\$124	


7. Bridge Tolls. The program presented today programs AB 664 Bridge Toll revenues (MTC Resolution No. 4262) and BATA Project Savings (MTC Resolution 4169, Revised) for approximately \$52 million, which includes amounts consistent with the Core Capacity Challenge Grant Program and the proposed reprogramming of Bridge Tolls from BART to SFMTA as described above. However, the allocation actions for these Bridge Toll funds (AB 664 – MTC Resolution No. 4263; BATA Project Savings – MTC Resolution No. 4169, Revised) only allocate funding for FY2016-17 consistent with the Core Capacity Program funding plan. The allocation resolutions will be revised to reflect the annual fund estimates for the Bridge Toll Revenues as approved by the Commission in addition to the revisions to the Core Capacity Program resolution discussed above.
8. Transportation Improvement Program. Approval of the Transportation Improvement Program (TIP) amendment that is item 2d on today's agenda is contingent on Commission approval of this item. Normally staff prefers to adopt the program one month, and adopt the TIP amendment in a subsequent month. However, the deferral of the TCP item from last month means that the program and TIP are proposed for approval in the same month.

Next Steps

Staff will return in the future for actions pertaining to adding additional years of programming (FY2017-18 through FY2019-20), financing, BART Car Exchange Account withdrawals, and revisions to the Core Capacity Program. The schedule will be dependent on FTA actions related to PCEP, and project delivery and financing timelines.

Recommendations

Staff recommends the referral of MTC Resolution Nos. 4169, Revised, 4202 Attachment B-1, Revised, 4262, 4263, and 4272 to the Commission for approval.



Steve Heminger

SH:rj

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

Transit Capital Priorities Programming

March 8, 2017

Programming & Allocations Committee

What is the Transit Capital Priorities Program?

- Helps ensure limited Federal transit dollars go to most essential projects
- Three Main Goals:
 - ▣ Fund basic capital requirements to achieve and maintain a state of good repair
 - ▣ Maintain reasonable fairness to all operators
 - ▣ Complement other MTC transit funding programs

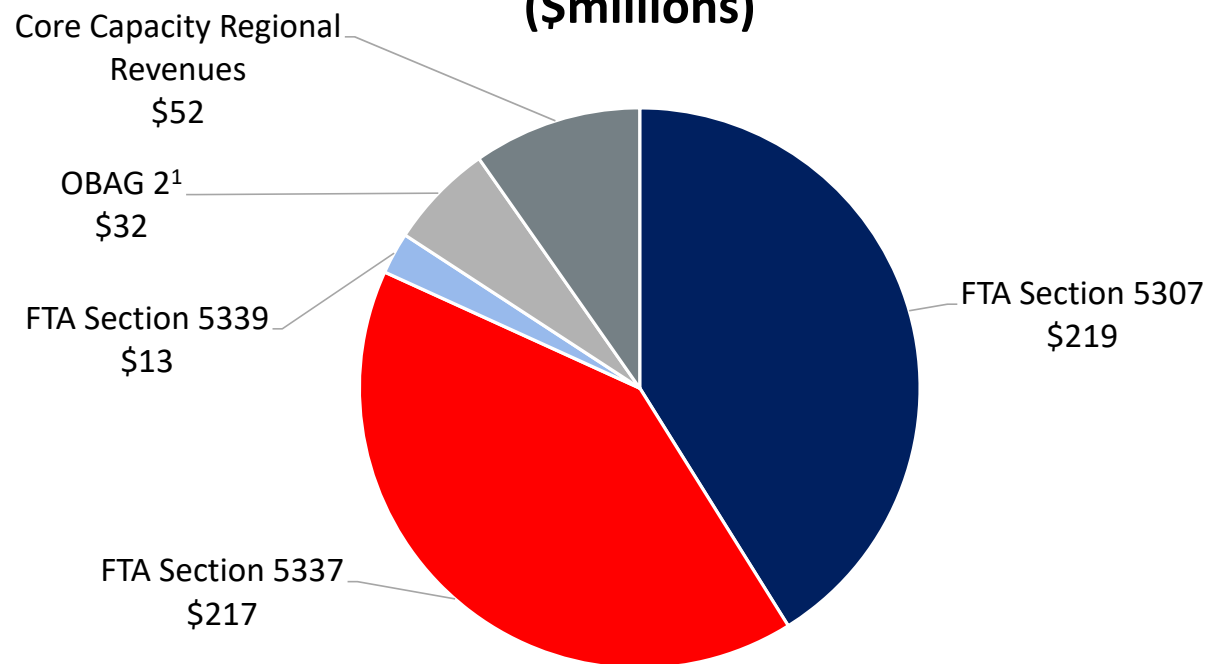
Transit Capital Priorities – Since February

- FTA informed Caltrain it would not sign the \$647 million full funding grant agreement for the Peninsula Corridor Electrification Program at this time
- Staff proposing to revise 4-year TCP program to a 1-year program, FY2016-17 –only
- Unchanged Elements:
 - ▣ Assumes financing during the next 4-5 year period
 - ▣ VTA granted fixed-guideway (FG) cap waiver to program additional \$5 million toward FG projects in FY2017
 - ▣ \$16 million of FTA 5337 programmed to South San Francisco Caltrain Station Rehabilitation conditioned on San Mateo County Transportation Authority programmed same to the Caltrain electric train procurement
 - Additional condition: Completion of PCEP funding plan

Transit Capital Priorities - The Funding

Estimated FY2016-17 TCP Fund Sources

**Total: \$533
(\$millions)**

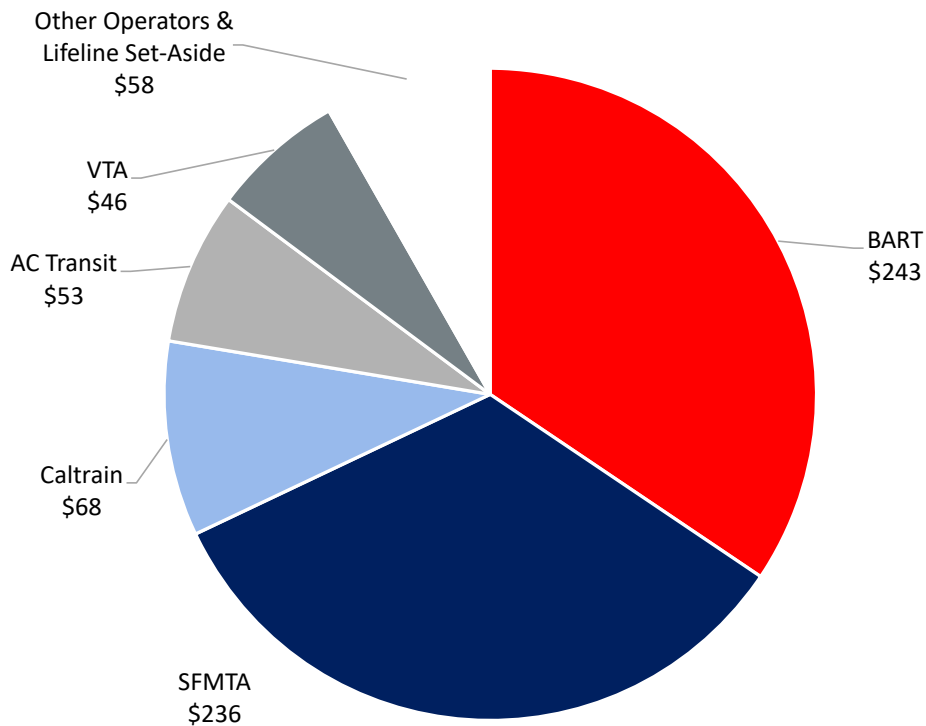


1. Includes \$7.5M of RM2, previously programmed

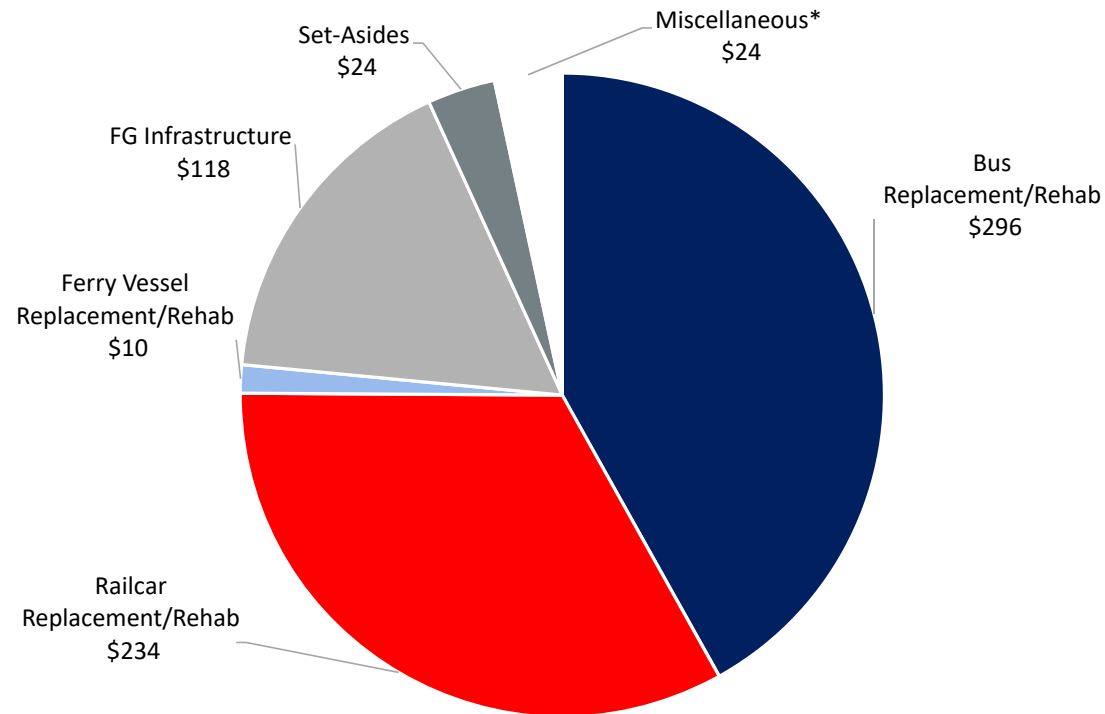
Proposed FY2017 TCP Program

Includes proceeds of proposed financing, \$205 million¹

Programming by Operator | Total \$705 (\$millions)



Program by Project Type | Total \$705 (\$millions)



**Includes preventive maintenance, operating assistance, and other miscellaneous projects*

1. Based on project schedules as of February

Program Issues

■ Caltrain

- ▣ Railcar Procurement Project: \$57 million in FY2017; part of \$315 million regional commitment
 - \$41 million proposed Financing
 - \$16 million South San Francisco Station Funding Exchange
- ▣ Project funding plan dependent on FTA Full-Funding Grant Agreement
- ▣ Not FTA Section 5337-eligible: fund exchange to program 5337 to South San Francisco Station with equal local funds programmed to railcar project by SMCTA

■ Financing

- ▣ FTA approval required, additional uncertainty in current environment
- ▣ Assessing project cash flow needs, timing, approach in coming months
- ▣ Will return to Commission for approvals as needed



Program Issues, continued

- **SFMTA Core Capacity Fleet Plan**

- ▣ Staff working with SFMTA to refine SFMTA's fleet plan and revise the Core Capacity Challenge Grant Program; may return to Commission with program revisions

- **Core Capacity Challenge Grant Program**

- ▣ \$165 million in bridge tolls originally dedicated to BART Railcar Procurement Project
- ▣ \$152 million proposed to be reprogrammed to SFMTA and replaced with proceeds of financing
- ▣ Staff will return to Commission with revisions to Core Capacity Program in the coming months
- ▣ May include revisions to SFMTA's fleet projects funding plan

Program Issues, continued

■ **VTA Fixed Guideway Cap Waiver**

- ▣ VTA requested waiver of FG cap to program additional \$5 million for FG projects
- ▣ Staff is recommending a waiver for FG cap to fund VTA requests above cap amounts
- ▣ San Jose UA surplus funds reflect unique policy situation, given overall regional shortfall
- ▣ Future (FY2018-FY2020) programming above FG cap conditioned on staff assessment of VTA future capital needs

Program Issues, Continued

■ Prior-Year Grant Balances

- TCP policy conditions programming on expenditure of prior year grants for infrastructure rehab

Operator	FY16 Grant Disbursement Targets vs. Actual Disbursements (\$M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	\$0	\$0	X
BART	\$70	\$77	X
Caltrain	\$11	\$1	
GGBHTD	\$6	\$9	X
SFMTA	\$76	\$35	
WETA	\$1	\$1	X
Total	\$163	\$124	

- New programming for infrastructure projects in FY2017 reduced for operators that missed their target
 - Caltrain: -\$3.3 million
 - SFTMA: -\$21.5 million

Transit Capital Priorities Program

- **Recommendation:** Refer MTC Resolutions to the Commission for approval
 - **4169**, Revised – BATA Project Savings Program & Allocations
 - **4202**, Revised – OBAG 2 Program, Transit Capital Funding
 - **4262 & 4263** – FY2016-17 AB664 Program & Allocations
 - **4272** – FY2016-17 TCP Program

- Staff will return to Commission for approval of financing terms, agreements, etc., and for FY18-FY20 programming

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-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

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.

This resolution was revised on March 22, 2017 to program and allocate \$5,248,522 in BATA Project Savings funds to AC Transit and program \$23,040,236 and allocate \$4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

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, December 14, 2016, and March 8, 2017.

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. The signature is stylized and cursive.

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 03/22/17-C

Attachment A
Resolution No. 4169
Page 1 of 1

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

Operator	Project	Date	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	1/28/2015	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>
AC Transit	Replace 29 40-ft Artic Urban buses	1/27/2016	18,472,132	
AC Transit	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell	1/27/2016	4,957,547	
AC Transit	Purchase 10 double-decker diesel buses	1/27/2016	1,493,237	
AC Transit	Purchase 19 60-ft Artic Urban buses	3/22/2017	5,248,522	
SFMTA	Replacement of 60' Trolley Coaches	3/22/2017	23,040,236	This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately \$18 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, \$18 million would be reprogrammed back to BART.
Total Programming:			114,197,017	

Date: January 28, 2015

W.I.: 1511

Referred by: PAC

Revised: 09/23/15-C 01/27/16-C

12/21/16-C 03/22/17-C

Attachment B

Resolution No. 4169

Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Replace 29 40-ft Artic Urban buses	1/27/2016	18,472,132	16-4169-01	See Notes below
AC Transit	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell	1/27/2016	4,957,547	16-4169-01	See Notes below
AC Transit	Purchase 10 double-decker diesel buses	1/27/2016	1,493,237	16-4169-01	See Notes below
AC Transit	Purchase 19 60-ft Artic Urban buses	2/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Replacement of 60' Trolley Coaches	2/22/2017	4,649,495	17-4169-02	See Notes below
Total Allocations:			34,820,933		

Notes:

- 1 Acceptance of allocations requires operator agreement 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 to herein.

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C

ABSTRACT

Resolution No. 4202, Revised

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. 4202, 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.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities 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, December 14, 2016, February 8, 2017 (action deferred to March 2017), and March 8, 2017.

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
March 2017

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 03/22/17-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL 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
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	\$37,215,000
Rideshare			
Rideshare Implementation	Regionwide	MTC	\$720,000
Carpool Program	Regionwide	MTC	\$7,280,000
Vanpool Program	Regionwide	MTC	\$2,000,000
Commuter Benefits Implementation	Regionwide	MTC	\$674,000
Commuter Benefits Program	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	\$2,500,000
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
US 101/Marin Sonoma Narrows B2 Phase 2	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	\$110,000,000
GGB Suicide Deterrent (BART Car Exchange)	SF/Marin	GGBH&TD	\$40,000,000
Clipper	Regionwide	MTC	\$24,000,000
Unprogrammed Balance			\$15,283,000
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
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000

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

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 03/22/17-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
OBAG 2 REGIONAL PROGRAMS*			
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

Date: March 22, 2017
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4262

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2016-17 through FY2019-20. The initial program consists of funds programmed to SFMTA and AC Transit towards their fleet replacement projects in FY2016-17 consistent with the Transit Capital Priorities Program, and reprogramming of FY2012-13 AB 664 funds for BART and SFMTA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of FY2016-17 programming and attachments for FY2017-18 through FY2019-20 AB 664 program in conjunction with final revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities program.

The following attachments are provided with this resolution:

Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2016-17

Attachment B – Program of AB 664 Net Bridge Toll Revenue Projects FY2017-18

Attachment C – Program of AB 664 Net Bridge Toll Revenue Projects FY2018-19

Attachment D – Program of AB 664 Net Bridge Toll Revenue Projects FY2019-20

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017.

Date: March 22, 2017
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4262

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 FY2016-17 through FY2019-20 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, 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 March 22, 2017.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2016-17 Program				
			East Bay	West Bay
	Revenue Projections		\$1,584,460	\$22,000,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		5,597,158	1,792,280
	Total Funds Available		\$7,181,618	\$23,792,280
Sponsor	Eligible Capital Projects	Fund Source		
<u>Current Year Programming</u>				
AC Transit	Purchase 19 60-ft Articulated Urban Buses	FY17 5307		
	Total Amount Programmed to AC Transit's Core Capacity projects		\$1,584,460	\$0
BART	ADA Paratransit Capital Accessibility Improvements	\$ 5307		
BART	Strategic Maintenance Program	\$ 5307/\$ 5309 FG		
BART	General Mainline Renovation	\$ 5307/\$ 5309 FG		
BART	Train Control Renovation	\$ 5309/37 FG		
BART	Traction Power	\$ 5307/\$ 5309/37 FG		
BART	Rail, Way and Structures Program	\$ 5307/\$ 5309/37 FG		
BART	Fare Collection Equipment	\$ 5307/\$ 5309/37 FG		
BART	Station Renovations	\$ 5307/\$ 5309 FG		
BART	L-intrusion Barrier	\$ 5307/\$ 5309 FG		
BART	Lake Merritt Subway	\$ 5307/\$ 5309 FG		
BART	Platform Edge Tile Replacement	\$ 5307/\$ 5309 FG		
	Total Amount Programmed to BART(1)		\$3,717,116	\$0
<u>SFMTA Non-Core Capacity Projects</u>				
SFMTA	45 40' NABI Replacement	\$ 5307/\$ 5339 FG		
SFMTA	35 22' Paratransit vans	\$ 5307		
SFMTA	58 40' Neoplan Bus Replacement	\$ 5307		
SFMTA	26 60' Neoplan Bus Replacement	\$ 5307		
SFMTA	60 60' New Flyer Trolley Bus Replacement	\$ 5307		
SFMTA	ITS Radio System Replacement	\$ 5307/\$ 5337		
SFMTA	Muni Rail Replacement	\$ 5337		
SFMTA	Cable Car Renovation Program	\$ 5337		
SFMTA	Accessible Light Rail Stops	\$ 5309		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subway	\$ 5307		
SFMTA	Automatic Fare Collection Equip	\$ 5307/\$ 5309		
SFMTA	Central Control & Communication (C3)	\$ 5307/\$ 5309		
SFMTA	Enterprise Asset Management System	\$ 5309		
SFMTA	Escalator Rehabilitation	\$ 5307/\$ 5309		
SFMTA	Historic Vehicle Renovation	\$ 5307/\$ 5309		
SFMTA	Misc. Security Expenditures	\$ 5307		
SFMTA	Overhead Lines Rehab	\$ 5309		
SFMTA	Replace 6 Paratransit Minivans	AB664		
SFMTA	Farebox Replacement	AB664		
SFMTA	Cable Car Infrastructure	AB664		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	\$ 5307/\$ 5309		
SFMTA	Wayside Fare Collection	AB664		
SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	AB664		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab	AB664		
SFMTA	Signal Rehab on 2nd Street	\$ 5307		
	Subtotal - Non-Core Capacity Projects (2)		\$0	18,310,178
<u>SFMTA Core Capacity Projects</u>				
SFMTA	Replacement of 60' Trolley Coaches	AB664		
	Subtotal - Core Capacity projects (3)		\$0	\$5,482,102
	Total Amount Programmed to SFMTA (2)		\$0	\$23,792,280
WETA	Replacement Vessel	\$ 5307		
WETA	Ferry Major Component Rehabilitation	\$ 5307		
WETA	Ferry Propulsion System Replacement	\$ 5307		
WETA	Ferry Fixed Guideway Connectors	\$ 5307		
	Total Programmed to WETA (4)		\$1,880,042	
		Fund Balance	\$0	\$0

Notes:

- 1 Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
- 2 Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
- 3 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of \$69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including \$18,213,416 in FY17.
- 4 Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4263

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2016-17 through FY2019-20. The initial allocation will be for FY2016-17 for AC Transit and SFMTA projects consistent with the Transit Capital Priorities Program, and reallocation of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of the FY2016-17 AB 664 allocations in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2019-20.

The following attachments are provided with this resolution:

Attachment A – Allocation of AB 664 Net Bridge Toll Revenue FY2016-17

Attachment B – Allocation of AB 664 Net Bridge Toll Revenue FY2017-18

Attachment C – Allocation of AB 664 Net Bridge Toll Revenue FY2018-19

Attachment D – Allocation of AB 664 Net Bridge Toll Revenue FY2019-20

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

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

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

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

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2016-17 through FY2019-20 for the projects and purposes set forth in Attachments A-D to this resolution, attached hereto and in MTC Resolution No. 4262, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4262 programs Net Bridge Toll Revenues for FY2016-17 through FY2019-20; and

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

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

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

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2016-17 through FY2019-20 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution and consistent with MTC Resolution 4262.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, 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 March 22, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2016-17 Program

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
17-4263-01/5850	AC Transit	Capital projects programmed in MTC Resolution No. 4262	\$1,584,460		3/22/17
17-4263-02/5850	BART ¹	Capital projects programmed in MTC Resolution No. 4262	\$3,717,116		3/22/17
17-4263-03/5850	SFMTA ²	Capital projects programmed in MTC Resolution No. 4262		\$5,578,864	3/22/17
17-4263-04/5850	WETA ³	Capital projects programmed in MTC Resolution No. 4262	\$1,880,042		3/22/17
					Grand Total
Total Allocations			\$7,181,618	\$5,578,864	\$12,760,482

Notes:

1. Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
2. Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
3. Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042

Date: March 22, 2017
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4272

This resolution approves the FY2016-17 through FY2019-20 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 Formula Programs and initially only programs funds in the first year -FY2016-17. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4262 and Resolution No. 4169, Revised, respectively, for FY2016-17 through FY2019-20 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2016-17 through FY2019-20 Transit Capital Priorities program at a future date.

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

- Attachment A – FY2016-17 Program of Projects
- Attachment B – FY2017-18 Program of Projects
- Attachment C – FY2018-19 Program of Projects
- Attachment D – FY2019-20 Program of Projects
- Attachment E – FY2016-17 through FY2019-20 Programming Notes

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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 funds for the small urbanized areas 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 in the region and with Caltrans 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. 4242; and

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

RESOLVED, that MTC adopts the FY 2016-17 through FY2019-20 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-D; and, be it further

RESOLVED, that this resolution supersedes and replaces MTC Resolution 4219, previously approved and adopting a program of projects for the FY2016-17 and FY2017-18 Transit Capital Priorities program; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-E 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

Jake Mackenzie, 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 March 22, 2017.

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Estimated Apportionments			214,823,726	199,824,602	12,259,978
Previous Year Carryover			4,422,587	17,174,630	577,473
Funds Available for Programming			219,246,313	216,999,232	12,837,451
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331		
NEW	ACE	ADA Set-Aside	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999		
REG090051	Caltrain	Revenue Vehicle Rehab Program	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024		
MRN130015	GGBHTD	Transit System Enhancements	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	342,169		
MRN110047	MCTD	ADA Paratransit Assistance	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311		
SON150007	Petaluma	ADA Set-Aside	90,340		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353		
NEW	Santa Rosa	ADA Operating Assistance	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625		
SOL110025	SoiTrans	ADA Paratransit Operating Subsidy	290,178		
NEW	Sonoma County	SCT Replacement Bus Purchase	25,592		
NEW	Union City	ADA Set-Aside	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,628		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365		
SF-110053	WETA	Replace Ferry Vessels	7,770		
Total Program Set-asides and Commitments			24,060,610	-	-
Funds Available for Capital Programming			195,185,703	216,999,232	12,837,451
Capital Projects					
NEW	AC Transit	Purchase 19 60-ft Articulated Urban Buses	13,987,873		1,336,665
NEW	AC Transit	Purchase 18 40-ft Hybrid-Electric Buses	10,810,800		
NEW	AC Transit	Purchase 10 Double-Decker Buses	7,891,650		
NEW	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	5,405,400		
NEW	AC Transit	Preventive Maintenance (deferred comp)	2,080,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994		
NEW	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,358,025	131,975	
NEW	ACE	Railcar Midlife Overhaul		3,080,000	
BRT030005	BART	Traction Power	12,777,726	4,222,274	
BRT030004	BART	Train Control	10,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		17,000,000	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SM-170005	Caltrain	South San Francisco Station Rehabilitation		15,972,834	
SM-03006B	Caltrain	Systemwide Track Rehabilitation		9,928,174	
SM-050041	Caltrain	Communications System/Signal Rehabilitation		1,200,000	
CC-070092	ECCTA	Transit Bus Replacements	2,043,440		
SOL010006	Fairfield	Operating Assistance	2,501,423		
SOL110041	Fairfield	Bus Replacement			267,963
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors		3,000,000	
NEW	GGBHTD	Replacing 8 Paratransit 22' Gas Cut-away Vehicles			583,840
NEW	Marin Transit	Replace 3 Paratransit Vehicle	218,940		
NEW	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280		
NAP970010	Napa VINE	Operating Assistance	1,515,636		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	16,149		163,876
NEW	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100		
NEW	Petaluma	Transit Yard & Facilities Improvements	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	5,317,445		4,691,061
NEW	SFMTA	Replacement of 40' Trolley Coaches		95,660,612	
NEW	SFMTA	Replacement of 60' Trolley Coaches		18,027,982	
SOL090034	SoiTrans	Bus Purchase (Alternative Fuel)	1,825,959		364,381
SOL070032	SoiTrans	Preventive Maintenance	646,510		
NEW	SoiTrans	Technology Enhancements	320,000		

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	SoTrans	Facilities & Amenities Improvements	240,000		
SON030005	Sonoma County	Preventive Maintenance	1,280,000		
NEW	Sonoma County	SCT Replacement Bus Purchase	430,080		180,009
NEW	Union City	Replace 2009 Paratransit Cut-away vehicle	846,240		
NEW	Union City	Replace 2003 Paratransit Sedan	141,040		
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	MTA	Standard and Small Bus Replacement	17,138,435		2,861,565
NEW	MTA	Paratransit Vehicle Procurement	2,893,751		
NEW	MTA	Replace Rail Crossing Control Equipment		4,368,000	
SCL050002	MTA	Rail Replacement Program		4,334,405	
NEW	MTA	Replace Fault Monitoring System on LRVs		2,255,200	
SCL050049	MTA	Rail Substation Rehab/Replacement		1,867,341	
NEW	MTA	Guadalupe Train Wash Replacement		1,448,000	
SCL110099	MTA	Light Rail Bridge & Structure SGR		1,440,000	
NEW	MTA	Vasara Pedestrian Back Gates		1,185,059	
SCL150005	MTA	Train-to-Wayside Communications System Upgrade		1,084,600	
NEW	MTA	LRV CCTV Door Monitoring System		800,000	
NEW	MTA	Pedestrian Swing Gates Replacement		704,000	
NEW	MTA	Chaboya Yard Well Removal		196,000	
NEW	WestCAT	Replacement of 2 40' Revenue Vehicles	882,320		
NEW	WestCAT	Purchase of 2 Fast Fare Electronic Fareboxes	28,498		
SF-110053	WETA	Ferry Vessel Replacement - Express II		9,992,230	
Total Capital Projects			176,519,252	204,109,686	10,449,360
Total Programmed			200,579,862	204,109,686	10,449,360
Fund Balance			18,666,451	12,889,546	2,388,091

Date: 3/22/2017
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4272
Page 1 of 2

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
		<i>Estimated Apportionments</i>	219,215,849	203,275,633	12,517,436
		<i>Previous Year Carryover</i>	18,666,451	12,889,546	2,388,091
		<i>Funds Available for Programming</i>	237,882,300	216,165,179	14,905,527
Capital Projects					
SF-150006	SFMTA	Replacement of 60' Motor Coaches	23,830,954		
		<i>Total Capital Projects</i>	23,830,954	-	-
		<i>Total Programmed</i>	23,830,954	-	-
		<i>Fund Balance</i>	214,051,346	216,165,179	14,905,527

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of approximately \$1.1B in financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	<p>AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects, proportionately, according to the CCCGP funding plan from FY2016-17 through FY2019-20.</p> <p>AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses (\$5,405,400), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for \$2,080,000.</p>
3	<p>Caltrain's FY17 FG cap reduced by \$3,264,826 (\$1,570,770 from FY16 and \$1,694,056 from FY17) to \$11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16.</p> <p>Programming of 5337 funds to the South San Francisco Station Project in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the EMU procurement project in the same year and a completed funding plan for PCEP.</p>
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 (\$45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	<p>SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17. Additionally, CCCGP Funds totalling \$152 million have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. This consists of \$18,213,416 of AB 664 and \$18,390,741 of BATA Project Savings. This is conditioned on execution of financing.</p> <p>In FY17, SFMTA's FG reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16. Additionally, \$25,000,000 of previously voluntarily deferred caps (\$15M from FY15 and \$10M from FY16) will be restored in FY18.</p>
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored in FY17.
8	FG Caps for FY18 to FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.
9	VTA requested and was granted a waiver to program \$5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.

Agenda Item 3a - HANDOUT



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: Programming and Allocations Committee

DATE: March 8, 2017

FR: Executive Director

RE: Caltrain – South San Francisco Station Rehabilitation Conditions in Agenda Item 3a - FY2016-17 Transit Capital Priorities Programming, AB 664 Bridge Toll Programming and Allocation, BATA Project Savings Programming Revisions, and OBAG 2 Programming Revisions

In the item before you today, staff proposes to condition the programming of \$16 million in FTA Section 5337 funds to the Caltrain South San Francisco Station Rehabilitation project on the San Mateo County Transportation Authority (SMCTA) programming an equal amount to the Peninsula Corridor Electrification Program (PCEP) and Caltrain completing the funding plan for PCEP. We recommend a minor revision to allow more flexibility as shown below in strike-through text:

Programming of 5337 funds to the South San Francisco Station Project in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the ~~EMU procurement project in the same year and a completed funding plan for~~ PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.

A revised version of Attachment E to Resolution No, 4272 is attached; staff recommends approval of this resolution as revised, as part of Item 3a.



Steve Heminger

SH:rj

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of approximately \$1.1B in financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	<p>AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects, proportionately, according to the CCCGP funding plan from FY2016-17 through FY2019-20.</p> <p>AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses (\$5,405,400), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for \$2,080,000.</p>
3	<p>Caltrain's FY17 FG cap reduced by \$3,264,826 (\$1,570,770 from FY16 and \$1,694,056 from FY17) to \$11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16.</p> <p>Programming of 5337 funds to the South San Francisco Station Project in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the EMU procurement project in the same year and a completed funding plan for PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.</p>
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 (\$45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	<p>SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17. Additionally, CCCGP Funds totalling \$152 million have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. This consists of \$18,213,416 of AB 664 and \$18,390,741 of BATA Project Savings. This is conditioned on execution of financing.</p> <p>In FY17, SFMTA's FG reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16. Additionally, \$25,000,000 of previously voluntarily deferred caps (\$15M from FY15 and \$10M from FY16) will be restored in FY18.</p>
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored in FY17.
8	FG Caps for FY18 to FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.
9	VTA requested and was granted a waiver to program \$5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2323 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 2/3/2017 **In control:** Programming and Allocations Committee
On agenda: 3/8/2017 **Final action:**
Title: MTC Resolution No. 3652, Revised. RM2 allocation to WETA.

Allocation of \$20 million in Regional Measure 2 (RM2) Capital funds to WETA for construction on the Downtown San Francisco Ferry Terminal Expansion project.

Sponsors:

Indexes:

Code sections:

Attachments: [8b PAC 4a Reso-3652 RM2 WETA DT SF Ferry Expansion](#)
[4a Reso-3652 RM2 WETA DT SF Ferry Expansion.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 3652, Revised. RM2 allocation to WETA.

Allocation of \$20 million in Regional Measure 2 (RM2) Capital funds to WETA for construction on the Downtown San Francisco Ferry Terminal Expansion project.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

March 8, 2017

Agenda Item 4a

MTC Resolution No. 3652, Revised

- Subject:** Allocation of \$20 million in Regional Measure 2 (RM2) Capital funds to WETA for construction on the Downtown San Francisco Ferry Terminal Expansion project.
- Background:** The San Francisco Bay Area Water Emergency Transportation Authority (WETA) requests the allocation of approximately \$20 million in RM2 funds for the construction phase of the Downtown San Francisco Ferry Terminal Expansion project, Phase 1. This project will construct two new ferry gates at the South Basin of the Downtown San Francisco Ferry Terminal to accommodate additional ferry vessels that will be operating with near-term expansion projects to Richmond, Berkeley, and Treasure Island. The project is also funded with local, state, and federal sources. The total project cost for Phase 1 design and construction is approximately \$77 million.
- The Federal Transit Administration issued its Record of Decision certifying the project's Environmental Impact Statement in September 2014, and WETA certified the final Environmental Impact Report in October 2014. Final design is complete and required permits have been received for Phase 1A, early construction work, which includes demolition, dredging, and pile driving and is expected to be completed in late 2017. WETA is working with its General Contractor to finalize design and negotiate a Guaranteed Maximum Price for Phase 1B work, which includes the remaining work to fully construct the project. Final design for Phase 1B is expected to be complete in Summer 2017, with overall construction completion expected in late 2019.
- WETA plans to pursue funding for Phase 2 of the Downtown San Francisco Ferry Terminal Expansion project, which would construct one new ferry gate in the North Basin for additional back-up or emergency capacity as well as long-term expansion projects. The cost for final design and construction for Phase 2 is currently estimated at approximately \$50 million.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 3652, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3652, Revised.

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/26/06-C
01/24/07-DA 03/28/07-DA
07/25/07-C 07/23/08-C
10/27/10-DA 10/26/11-DA
11/19/14-C 03/22/17-C

ABSTRACT

MTC Resolution No. 3652, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Water Transit Facility Improvements, Spare Vessels and Environmental Review project sponsored and implemented by the Water Transit Authority (WTA).

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 WTA'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 construction of two Spare Ferry Vessels.

This resolution was amended on July 26, 2006, to allocate an additional \$5 million to cover a cost increase on the procurement of two Spare Ferry Vessels. The \$5 million comes from a) shifting (rescinding and reallocating of) \$2 million from the environmental studies project to the spare vessels and b) allocating an additional \$3 million from the available funds for the overall project. The amended total allocations for the vessels are \$17 million and for the environmental studies \$5 million. The net change in allocations to the overall project is \$3 million (from \$19 million to \$22 million). Additionally, the WTA is updating the scope for the existing environmental study allocation.

This resolution was amended on January 24, 2007 to allocate \$750,000 for preliminary design of South San Francisco Ferry Terminal project.

This resolution was amended on March 28, 2007 to allocate an additional \$550,000 for preliminary design of the South San Francisco Terminal project. This will bring the total for preliminary design work on this scope to \$1.3 million. Additionally, this request allocates \$25,000 to prepare for the request for proposal on the procurement of two ferry vessels for a future South San Francisco ferry service.

This resolution was amended on July 25, 2007 to allocate \$1.2 million for final design work on the South San Francisco Ferry Terminal project.

This resolution was amended on July 23, 2008 to allocate \$2.5 million for the construction of berthing facilities for the WETA vessels and \$500,000 for design work on the South San Francisco Ferry Terminal project.

This resolution was amended on October 27, 2010 to allocate \$230,000 towards the completion of the environmental studies and conceptual design plans for Berkeley and Hercules services. The requested funds will also support updating the ferry ridership forecasts for these cities.

This resolution was revised on October 26, 2011 to allocate \$400,000 towards the purchase and installation of Clipper equipment and associated software to support Clipper fare collection at the downtown San Francisco and Harbor Bay terminals.

This resolution was revised on November 19, 2014 to allocate \$1,872,500 for final design and development of plans, specifications, and estimate for the Downtown San Francisco Ferry Terminal Expansion project, and to rescind \$2,137,000 in savings from prior allocations.

This resolution was revised on March 22, 2017 to allocate \$20,095,710 for construction on the Downtown San Francisco Ferry Terminal Expansion project.

Additional discussion of this allocation is contained in the Executive Director's memoranda and/or cover sheet to the MTC Programming and Allocations Committee memorandum dated September 8, 2004, April 13, 2005, July 12, 2006, January 10, 2007, July 11, 2007, July 9, 2008, November 12, 2014, and March 8, 2017.

Date: July 28, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Water Transit Facility Improvements, Spare Vessels and Environmental Review

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3652

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 RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Water Transit Authority (WTA) has submitted a request for the allocation of RM 2 funds for the Water Transit Facility Improvements, Spare Vessels and Environmental Review project; and

WHEREAS, Water Transit Facility Improvements, Spare Vessels and Environmental Review is identified as capital project number 28 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, WTA has submitted an Initial Project Report, 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 WTA is requesting RM2 funding and the 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 WTA'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 WTA's Initial Project Report (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

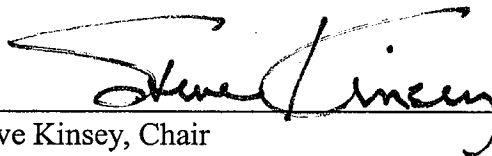
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon WTA complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

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

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

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: Downtown Ferry Terminal Expansion
Sponsor: Water Emergency Transportation Authority
Project Number: 28.4

Allocation No. 28.4-1 - Downtown Ferry Terminal Expansion						
Activities to be funded with Allocation #1:						
Final design and development of plans, specifications, and estimates (PS&E) for Phase 1 of the Downtown Ferry Terminal Expansion.						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
15365218	19-Nov-14	\$ 1,872,500	PS&E	FY 2014-15	\$	1,872,500

Allocation No. 28.4-2 - Downtown Ferry Terminal Expansion						
Activities to be funded with Allocation #2:						
Construction for Phase 1 of the Downtown Ferry Terminal Expansion.						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17365219	22-Mar-17	\$ 20,095,710	CON	FY 2016-17	\$	21,968,210

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Downtown Ferry Terminal Expansion
Sponsor: Water Emergency Transportation Authority (WETA)
Project Number: 28.4

The allocation and reimbursement of RM2 funds for allocation # 28.4-1 for the above project are conditioned upon the following:

None.

The allocation and reimbursement of RM2 funds for allocation # 28.4-2 for the above project are conditioned upon the following:

None.

RM2 Project Number: 28.4 Downtown Ferry Terminal Expansion

Lead Sponsor Water Emergency Transportation Authority (WETA)		Implementing Agency (if applicable) WETA		
Legislated Project Description Provide two backup vessels for WTA services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations. Up to \$1 million of the funds shall be made available for the WTA to study the accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.				
RM2 Legislated Funding (in \$1,000)		28.4 Total Estimated Project Cost (in \$1,000)		
Total Overall Funding \$48,000		\$129,846 (Phase 1 + Phase 2):		
28.1 Environmental Studies (\$7,299)		Enviromental: \$2,820		
28.2 Spare Vessels (\$18,333)		Phase 1 PS&E and Construction: \$76,761		
28.3 Clipper Integration (\$400)		Phase 2 PS&E and Construction: \$50,265		
28.4 Downtown Ferry Terminal (\$21,968)				
Project Purpose and Description The RM 2 deliverable phase is to construct up to three new ferry gates and new passenger waiting and queuing areas at the San Francisco Downtown Ferry Terminal, as well as the demolition, removal, repair, and replacement of existing substandard facilities. Project construction is anticipated to occur in two phases -- South Basin (Phase 1) and North Basin (Phase 2).				
Funding Description Committed Funds: The overall \$48 million in RM2 set-aside for these terminal improvements, vessel procurements, and environmental studies. In addition, there is \$36 million in total, or \$12 million per project, set-aside in RM2 funds for Projects #25, 26, and 27 (per the legislation) to fund design and construction of terminals and vessels for the Alameda/Oakland, Berkeley, and South San Francisco ferry expansion projects. Uncommitted Funds: This RM 2 project is fully funded for Phase 1. WETA is pursuing federal and regional funds for future Phase 2 PS&E and Construction.				
Overall Project Cost and Schedule				
Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	7/2010	10/2014	\$2,820
2	Designs, Plans, Specs, & Estimates	10/2014 (Phase 1)	5/2017 (Phase 1)	\$3,746
		7/2023 (Phase 2)	7/2024 (Phase 2)	\$4,698
3	Right-of-Way Acquisition	N/A	N/A	\$0
4	Construction	6/2017 (Phase 1)	7/2019 (Phase 1)	\$73,015
		10/2024 (Phase 2)	6/2026 (Phase 2)	\$45,567
Total:				\$129,846

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Downtown Ferry Terminal Expansion		Project No. 28.4									
Lead Sponsor	WETA											
Fund Source	Phase	Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Committed												
Proposition 1B	ENV	690										690
FTA	ENV		2,130									2,130
Proposition 1B	PSE	1,503										1,503
FTA	PSE		370									370
RM2	PSE							1,873				1,873
Proposition 1B	CON	1,807	5,000	8,000		13,000			19,104			46,911
Proposition K	CON							1,100				1,100
FTA	CON									4,908		4,908
RM2	CON									20,096		20,096
Total:		4,000	7,500	8,000	0	13,000	0	2,973	19,104	25,004	0	79,581
Uncommitted												
FTA / Regional	PSE (Phase 2)										4,698	4,698
FTA / Regional	CON (Phase 2)										45,567	45,567
Total:		0	0	0	0	0	0	0	0	0	50,265	\$ 50,265
Total Project Committed and Uncommitted												
		Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Total:		4,000	7,500	8,000	0	13,000	0	2,973	19,104	25,004	50,265	\$ 129,846

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Downtown Ferry Terminal Expansion
Sponsor: Water Emergency Transportation Authority
RM2 Project Number: 28.4

	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FUTURE	TOTAL
RM2 Funds Total	1,058,215	814,285	10,047,855	10,047,855	-	-	21,968,210
Environmental (ENV)	0	0	0	0	0	0	0
Final Design (PS&E)	1,058,215	814,285	0	0	0	0	1,872,500
RM2	1,058,215	814,285					1,872,500
							0
							0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	10,047,855	10,047,855	0	0	20,095,710
RM2			10,047,855	10,047,855			20,095,710
							0
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	1,058,215	814,285	0	0	0	0	1,872,500
Right of Way	0	0	0	0	0	0	0
Construction	0	0	10,047,855	10,047,855	0	0	20,095,710
PROJECT TOTAL	1,058,215	814,285	10,047,855	10,047,855	0	0	21,968,210

Metropolitan Transportation Commission Programming and Allocations Committee

March 8, 2017

Agenda Item 4a

MTC Resolution No. 3652, Revised

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- Background:** The San Francisco Bay Area Water Emergency Transportation Authority (WETA) requests the allocation of approximately \$20 million in RM2 funds for the construction phase of the Downtown San Francisco Ferry Terminal Expansion project, Phase 1. This project will construct two new ferry gates at the South Basin of the Downtown San Francisco Ferry Terminal to accommodate additional ferry vessels that will be operating with near-term expansion projects to Richmond, Berkeley, and Treasure Island. The project is also funded with local, state, and federal sources. The total project cost for Phase 1 design and construction is approximately \$77 million.
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- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 3652, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3652, Revised.

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/26/06-C
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10/27/10-DA 10/26/11-DA
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Date: July 28, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Water Transit Facility Improvements, Spare Vessels and Environmental Review

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3652

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 RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Water Transit Authority (WTA) has submitted a request for the allocation of RM 2 funds for the Water Transit Facility Improvements, Spare Vessels and Environmental Review project; and

WHEREAS, Water Transit Facility Improvements, Spare Vessels and Environmental Review is identified as capital project number 28 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, WTA has submitted an Initial Project Report, 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 WTA is requesting RM2 funding and the 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 WTA'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 WTA's Initial Project Report (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

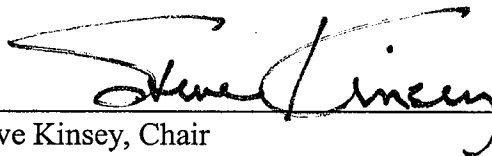
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon WTA complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

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

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

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: Downtown Ferry Terminal Expansion
Sponsor: Water Emergency Transportation Authority
Project Number: 28.4

Allocation No. 28.4-1 - Downtown Ferry Terminal Expansion						
Activities to be funded with Allocation #1:						
Final design and development of plans, specifications, and estimates (PS&E) for Phase 1 of the Downtown Ferry Terminal Expansion.						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
15365218	19-Nov-14	\$ 1,872,500	PS&E	FY 2014-15	\$	1,872,500

Allocation No. 28.4-2 - Downtown Ferry Terminal Expansion						
Activities to be funded with Allocation #2:						
Construction for Phase 1 of the Downtown Ferry Terminal Expansion.						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17365219	22-Mar-17	\$ 20,095,710	CON	FY 2016-17	\$	21,968,210

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Downtown Ferry Terminal Expansion
Sponsor: Water Emergency Transportation Authority (WETA)
Project Number: 28.4

The allocation and reimbursement of RM2 funds for allocation # 28.4-1 for the above project are conditioned upon the following:

None.

The allocation and reimbursement of RM2 funds for allocation # 28.4-2 for the above project are conditioned upon the following:

None.

RM2 Project Number: 28.4 Downtown Ferry Terminal Expansion

Lead Sponsor Water Emergency Transportation Authority (WETA)		Implementing Agency (if applicable) WETA		
Legislated Project Description Provide two backup vessels for WTA services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations. Up to \$1 million of the funds shall be made available for the WTA to study the accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.				
RM2 Legislated Funding (in \$1,000)		28.4 Total Estimated Project Cost (in \$1,000)		
Total Overall Funding \$48,000		\$129,846 (Phase 1 + Phase 2):		
28.1 Environmental Studies (\$7,299)		Enviromental: \$2,820		
28.2 Spare Vessels (\$18,333)		Phase 1 PS&E and Construction: \$76,761		
28.3 Clipper Integration (\$400)		Phase 2 PS&E and Construction: \$50,265		
28.4 Downtown Ferry Terminal (\$21,968)				
Project Purpose and Description The RM 2 deliverable phase is to construct up to three new ferry gates and new passenger waiting and queuing areas at the San Francisco Downtown Ferry Terminal, as well as the demolition, removal, repair, and replacement of existing substandard facilities. Project construction is anticipated to occur in two phases -- South Basin (Phase 1) and North Basin (Phase 2).				
Funding Description Committed Funds: The overall \$48 million in RM2 set-aside for these terminal improvements, vessel procurements, and environmental studies. In addition, there is \$36 million in total, or \$12 million per project, set-aside in RM2 funds for Projects #25, 26, and 27 (per the legislation) to fund design and construction of terminals and vessels for the Alameda/Oakland, Berkeley, and South San Francisco ferry expansion projects. Uncommitted Funds: This RM 2 project is fully funded for Phase 1. WETA is pursuing federal and regional funds for future Phase 2 PS&E and Construction.				
Overall Project Cost and Schedule				
Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	7/2010	10/2014	\$2,820
2	Designs, Plans, Specs, & Estimates	10/2014 (Phase 1)	5/2017 (Phase 1)	\$3,746
		7/2023 (Phase 2)	7/2024 (Phase 2)	\$4,698
3	Right-of-Way Acquisition	N/A	N/A	\$0
4	Construction	6/2017 (Phase 1)	7/2019 (Phase 1)	\$73,015
		10/2024 (Phase 2)	6/2026 (Phase 2)	\$45,567
Total:				\$129,846

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Downtown Ferry Terminal Expansion		Project No. 28.4									
Lead Sponsor	WETA											
Fund Source	Phase	Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Committed												
Proposition 1B	ENV	690										690
FTA	ENV		2,130									2,130
Proposition 1B	PSE	1,503										1,503
FTA	PSE		370									370
RM2	PSE							1,873				1,873
Proposition 1B	CON	1,807	5,000	8,000		13,000			19,104			46,911
Proposition K	CON							1,100				1,100
FTA	CON									4,908		4,908
RM2	CON									20,096		20,096
Total:		4,000	7,500	8,000	0	13,000	0	2,973	19,104	25,004	0	79,581
Uncommitted												
FTA / Regional	PSE (Phase 2)										4,698	4,698
FTA / Regional	CON (Phase 2)										45,567	45,567
Total:		0	0	0	0	0	0	0	0	0	50,265	\$ 50,265
Total Project Committed and Uncommitted												
		Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Total:		4,000	7,500	8,000	0	13,000	0	2,973	19,104	25,004	50,265	\$ 129,846

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Downtown Ferry Terminal Expansion
Sponsor: Water Emergency Transportation Authority
RM2 Project Number: 28.4

	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FUTURE	TOTAL
RM2 Funds Total	1,058,215	814,285	10,047,855	10,047,855	-	-	21,968,210
Environmental (ENV)	0	0	0	0	0	0	0
Final Design (PS&E)	1,058,215	814,285	0	0	0	0	1,872,500
RM2	1,058,215	814,285					1,872,500
							0
							0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	10,047,855	10,047,855	0	0	20,095,710
RM2			10,047,855	10,047,855			20,095,710
							0
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	1,058,215	814,285	0	0	0	0	1,872,500
Right of Way	0	0	0	0	0	0	0
Construction	0	0	10,047,855	10,047,855	0	0	20,095,710
PROJECT TOTAL	1,058,215	814,285	10,047,855	10,047,855	0	0	21,968,210



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2326 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 2/8/2017 **In control:** Legislation Committee
On agenda: 3/10/2017 **Final action:**
Title: AB 71 (Chiu): Bringing California Home Act

Establishes an ongoing revenue stream to increase state funding for low-income housing tax credits.

Sponsors:

Indexes:

Code sections:

Attachments: [9a 3b AB 71-Chiu](#)
[3b AB 71-Chiu.pdf](#)

Date	Ver.	Action By	Action	Result
3/10/2017	1	Legislation Committee		

Subject:

AB 71 (Chiu): Bringing California Home Act

Establishes an ongoing revenue stream to increase state funding for low-income housing tax credits.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3b

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: March 3, 2017

FR: Executive Director

W. I. 1131

RE: AB 71 (Chiu): Bringing California Home Act

Background

Assembly Bill 71 (Chiu) is the funding portion of an Assembly package intended to address the state's affordable housing crisis. The bill is jointly authored by Assembly Members David Chiu, Rob Bonta and Ash Kalra and co-authored by Assembly Members Kevin Mullin, Phil Ting and Kevin McCarty. AB 71 would establish an ongoing funding source for affordable housing by eliminating the state mortgage interest deduction on second homes. The bill would direct an estimated \$300 million in annual General Fund savings to the state low-income housing tax credit (LIHTC) program.

Recommendation: Support

Discussion

AB 71 would increase state funding for California's LIHTC program – the state's complement to the federal LIHTC. The tax credit program is one of the only major sources of funding in the state available for affordable housing preservation and construction, making it competitive and oversubscribed. AB 71 would increase the LIHTC program by \$300 million annually, which is expected to leverage hundreds of millions of additional dollars in federal tax credits and federal tax-exempt bond authority.

MTC supported a similar bill in 2015, AB 35 (Chiu), which would have also expanded tax credits for affordable housing. The Governor ultimately vetoed AB 35, citing the need for a balanced budget. In response, AB 71 creates general fund savings through eliminating the state mortgage interest deduction on second homes and allocates the savings to supplement the state LIHTC program. AB 71 is expected to fund an additional 3,000 affordable homes for low-income households and farmworkers each year. Consistent with our 2017 Advocacy Program's support for new revenue sources for affordable housing, staff recommends a support position on AB 71.

Known Positions

Support

California Housing Consortium (co-sponsor)
Housing California (co-sponsor)
California Housing Partnership (co-sponsor)

Oppose

None



Steve Heminger

SH: ggd

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METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3b

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: March 3, 2017

FR: Executive Director

W. I. 1131

RE: AB 71 (Chiu): Bringing California Home Act

Background

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Recommendation: Support

Discussion

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Known Positions

Support

California Housing Consortium (co-sponsor)
Housing California (co-sponsor)
California Housing Partnership (co-sponsor)

Oppose

None



Steve Heminger

SH: ggd

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2345 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 2/16/2017 **In control:** Legislation Committee
On agenda: 3/10/2017 **Final action:**

Title: AB 342 (Chiu): Automated Speed Enforcement Pilot Program
(San Francisco and San Jose)

Authorizes a five-year pilot program to demonstrate the effectiveness of Automated Speed Enforcement in San Francisco and San Jose.

Sponsors:

Indexes:

Code sections:

Attachments: [9b 3c AB 342-Chiu](#)
[3c AB 342-Chiu.pdf](#)

Date	Ver.	Action By	Action	Result
3/10/2017	1	Legislation Committee		

Subject:

AB 342 (Chiu): Automated Speed Enforcement Pilot Program
(San Francisco and San Jose)

Authorizes a five-year pilot program to demonstrate the effectiveness of Automated Speed Enforcement in San Francisco and San Jose.

Presenter:

Rebecca Long, MTC and Kate Breen, San Francisco Municipal Transportation Agency

Recommended Action:

Support / Commission Approval

Attachments



Memorandum

TO: Legislation Committee

DATE: March 3, 2017

FR: Executive Director

W. I. 1131

RE: AB 342 (Chiu): Automated Speed Enforcement Pilot Program (San Francisco and San Jose)

Background

AB 342 (Chiu) would authorize a pilot program granting the City of San Jose and the City and County of San Francisco the option to install automated speed enforcement (ASE) systems over a five-year pilot period in order to improve the safety of their respective local streets and roads, particularly for vulnerable travelers, such as children, the elderly, and bicyclists. The primary goal of ASE is to detect and enforce speeding, the single highest fault factor contributing to crashes and their severity in the two cities.

Recommendation: Support

Discussion

In response to hundreds of traffic collisions in recent years, San Jose and San Francisco each adopted “Vision Zero” traffic safety initiatives, the goals of which are to eliminate traffic fatalities and reduce the number of severe injury collisions. San Francisco has the state’s highest per capita rate of fatal and severe injuries resulting from traffic collisions in large part because the city has so many pedestrians, the most vulnerable road users. The vast majority of these collisions occur on just a handful of streets and roads in San Francisco.

According to the Insurance Institute for Highway Safety (IIHS), as of September 2016, 142 jurisdictions in 15 states and the District of Columbia use ASE to supplement traditional law enforcement in enforcing speed limits. The IIHS cited an international study by the Cochrane Collaboration analyzing studies of ASE from various countries found that the presence of ASE reduced the share of vehicles traveling above the speed limit from 14-65 percent and reduced the risk of crashes resulting in injury or fatality from 11-44 percent.ⁱ Despite many strong success stories, California law currently prohibits the use of automated speed enforcement systems.

AB 342 would require the pilot programs to adhere to a number of important provisions, including:

- **Speed:** An ASE violation would be triggered only at 10 mph over posted speed limit, with a maximum of 1 per day, per vehicle.
- **Location:** ASE systems will only be installed on streets with a documented and demonstrated speeding problem resulting in fatalities and injuries. Freeways will not be eligible for ASE systems.
- **Warning phase:** Warnings will be issued for 90 days at the start of the program, before any fines begin.

- **Public Notice:** Signs displaying “Radar Enforced” along ASE enforced corridors and visiting drivers will be notified at major jurisdictional boundaries. Public hearings and information campaign
- **Privacy:** Images of license plate only, citations sent to vehicle owners like a parking ticket, images and records are kept confidential.

AB 342 is consistent with MTC’s 2017 Advocacy Program, which states our support for legislation that would “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.”

For decades, MTC has sought to encourage bicycling and walking through direct investment in active transportation infrastructure and educational programs, such as Safe Routes to Schools, and policies that encourage greater mixed-use, transit-oriented development. From time to time, MTC has also taken support positions on roadway safety-related legislation, such as double-fine zones near schools and restrictions on hand-held cell phone usage. Staff recommends a support position on AB 342 so the region’s two biggest cities can deploy on a pilot basis a proven tool to reduce speeding and the crashes that result, and thereby make their roads safer for all users.


Positions

Support

See Attached

Oppose

None on file



Steve Heminger

SH: rl

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ⁱ [Insurance Institute for Highway Safety Testimony before the Pennsylvania House Transportation Committee, 9/16/16](#), citing: Wilson, C.; Willis, C.; Hendrikz, J.K.; Le Brocque, R.; and Bellamy, N. 2010. Speed cameras for the prevention of road traffic injuries and deaths. The Cochrane Library 2010, Issue 10. Oxfordshire, England: The Cochrane Collaboration.

Automated Speed Enforcement List of Supporters (2/1/17)

City Agencies & Advisory Committees

- Mayor Edwin Lee, SF
- Mayor Sam Liccardo, SJ
- San Francisco Board of Supervisors
- San Jose City Council
- San Francisco County Transportation Authority Board of Commissioners
- San Francisco Municipal Transportation Agency Board of Directors
- San Francisco Police Commission
- San Francisco Department of Public Health
- San Francisco Public Health Commission
- City and County of San Francisco Bicycle Advisory Committee

Public Health Organizations

- San Francisco General Hospital Trauma Center
- San Francisco Medical Society

Traffic Safety Advocates

- Livable City
- San Francisco Bicycle Coalition
- Traffic Safety Coalition
- Walk San Francisco
- Silicon Valley Bicycle Coalition

Political Organizations

- FDR Democratic Club of San Francisco
- New Avenues Democratic Club
- San Francisco Democratic County Central Committee

Statewide Organizations

- California Walks
- California Alliance for Retired Americans

Neighborhood Associations

- CC Puede
- Central City Single-Room Occupancy Collaborative
- Chinatown Transportation Research and Improvement Project
- North of Panhandle Neighborhood Association
- South Beach / Rincon / Mission Bay Neighborhood Association
- Tenants and Owners Development Corporation
- The Friends of Monterey Boulevard
- National Federation of Filipino American Associations
- Balboa Park Station Community Advisory Committee



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3c

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: March 3, 2017

FR: Executive Director

W. I. 1131

RE: AB 342 (Chiu): Automated Speed Enforcement Pilot Program (San Francisco and San Jose)

Background

AB 342 (Chiu) would authorize a pilot program granting the City of San Jose and the City and County of San Francisco the option to install automated speed enforcement (ASE) systems over a five-year pilot period in order to improve the safety of their respective local streets and roads, particularly for vulnerable travelers, such as children, the elderly, and bicyclists. The primary goal of ASE is to detect and enforce speeding, the single highest fault factor contributing to crashes and their severity in the two cities.

Recommendation: Support

Discussion

In response to hundreds of traffic collisions in recent years, San Jose and San Francisco each adopted “Vision Zero” traffic safety initiatives, the goals of which are to eliminate traffic fatalities and reduce the number of severe injury collisions. San Francisco has the state’s highest per capita rate of fatal and severe injuries resulting from traffic collisions in large part because the city has so many pedestrians, the most vulnerable road users. The vast majority of these collisions occur on just a handful of streets and roads in San Francisco.

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Positions

Support

See Attached

Oppose

None on file



Steve Heminger

SH: rl

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ⁱ [Insurance Institute for Highway Safety Testimony before the Pennsylvania House Transportation Committee, 9/16/16](#), citing: Wilson, C.; Willis, C.; Hendrikz, J.K.; Le Brocque, R.; and Bellamy, N. 2010. Speed cameras for the prevention of road traffic injuries and deaths. The Cochrane Library 2010, Issue 10. Oxfordshire, England: The Cochrane Collaboration.

Automated Speed Enforcement List of Supporters (2/1/17)

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- Traffic Safety Coalition
- Walk San Francisco
- Silicon Valley Bicycle Coalition

Political Organizations

- FDR Democratic Club of San Francisco
- New Avenues Democratic Club
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Statewide Organizations

- California Walks
- California Alliance for Retired Americans

Neighborhood Associations

- CC Puede
- Central City Single-Room Occupancy Collaborative
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- South Beach / Rincon / Mission Bay Neighborhood Association
- Tenants and Owners Development Corporation
- The Friends of Monterey Boulevard
- National Federation of Filipino American Associations
- Balboa Park Station Community Advisory Committee



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2342 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 2/15/2017 **In control:** Legislation Committee
On agenda: 3/10/2017 **Final action:**
Title: H.R. 824 (Smith): No Transportation Funding for Sanctuary Cities Act

Prohibits projects located in sanctuary jurisdictions from receiving federal highway funding and Transportation Investment Generating Economic Reform grant funding.

Sponsors:

Indexes:

Code sections:

Attachments: [9c 4a H.R. 824 Smith](#)
[4a H.R. 824 Smith.pdf](#)

Date	Ver.	Action By	Action	Result
3/10/2017	1	Legislation Committee		

Subject:

H.R. 824 (Smith): No Transportation Funding for Sanctuary Cities Act

Prohibits projects located in sanctuary jurisdictions from receiving federal highway funding and Transportation Investment Generating Economic Reform grant funding.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Oppose / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a

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: March 3, 2017

FR: Executive Director

W. I. 1131

RE: H.R. 824 (Smith): No Transportation Funding for Sanctuary Cities Act

Background

The *No Transportation Funding for Sanctuary Cities Act* (H.R. 824) is authored by U.S. Representative Jason Smith (R-MO). H.R. 824 would prohibit federal highway funding and Transportation Investment Generating Economic Reform (TIGER) grants from being obligated to projects located in “sanctuary jurisdictions.” The prohibition would be retroactively applied to encompass FY 2015-16 grants, which included a \$6.3 million award for BART’s 19th Street Station upgrades in Oakland. In 2016, a number of bills were introduced that would restrict sanctuary jurisdictions from receiving federal funding from programs ranging from law enforcement to Community Development Block Grants (CDBG). Staff anticipates that proposals targeting transportation funding will continue to emerge this year given the ongoing discussions regarding sanctuary cities as well as federal infrastructure funding.

Recommendation: Oppose

Discussion

H.R. 824 defines a “sanctuary jurisdiction” as a state or political subdivision of a state that does not fully cooperate with federal immigration enforcement efforts, including through non-compliance with Immigration and Customs Enforcement (ICE) detainer requests. There is no formal federal list identifying such jurisdictions and thus it is not yet clear which Bay Area jurisdictions are at risk of losing access to federal highway and TIGER funds. However, approximately 300 jurisdictions are included in a commonly-cited list referencing “sanctuary jurisdictions,” as outlined in H.R. 824. That list includes the entire state of California as well as seven Bay Area counties (excluding Marin and Solano) and the City of Berkeley.

The Bay Area directly receives approximately \$170 million annually in federal highway funding, most of which is used to fund the One Bay Area Grant (OBAG) program. The region also receives an average of \$23 million annually in federal highway funding for bicycle and pedestrian projects awarded through the competitive Active Transportation Program (ATP). In addition to MTC-programming, Caltrans funds highway and bridge safety, preservation, and construction projects throughout California with federal highway dollars.

The charts on the following page provide additional details on federal highway funds estimates for the Bay Area as well as a breakdown demonstrating prior use of these funds.

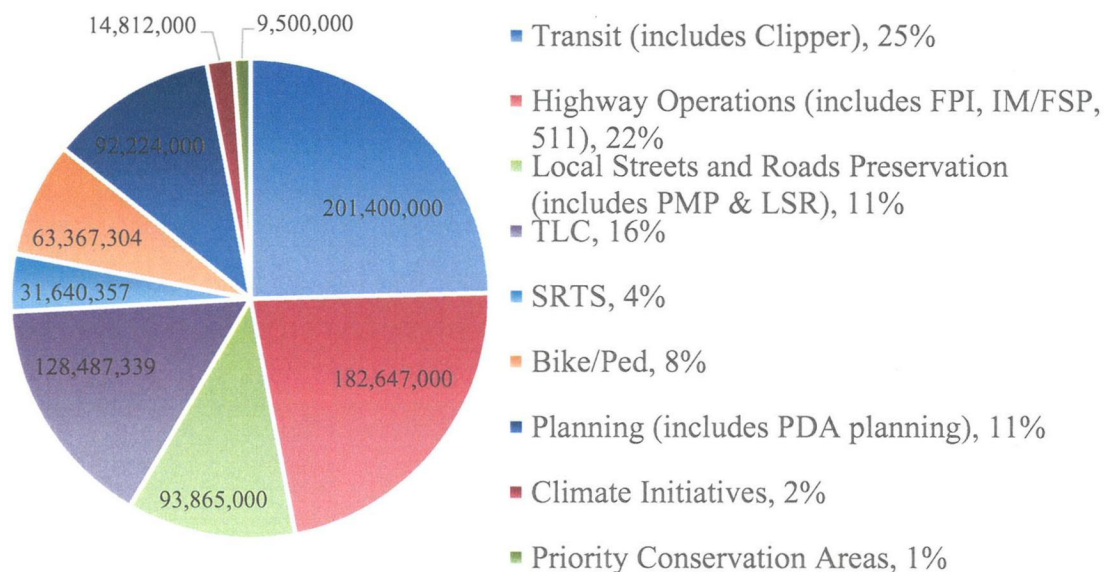
Federal Transportation Funding in the Bay Area

Federal Highway Formula Funding	Bay Area Program	MTC/Bay Area Annual Funding (2020)
Surface Transportation Block Grant Program (STBG)	OBAG	\$98 million
Congestion Mitigation and Air Quality (CMAQ)	OBAG	\$74 million
STBG Transportation Alternatives set-aside	ATP	*\$ 23 million
Total		\$195 million

*Annual average funding from fiscal year 2014-2020


Federal Funding in 2017 TIP	Bay Area Funding 2017 - 2020
State and Regional Transportation Funds (Federal Highway Programs)	\$4.7 billion

STBG and CMAQ in the Bay Area (2013-2017 OBAG 1 Programming)



Withholding federal transportation funds from jurisdictions that have adopted certain immigration enforcement policies is not only legally questionable, it would also be extremely harmful to Bay Area residents and businesses, as well as the state's ability to achieve its air quality and climate change goals. For these reasons, staff recommends an oppose position.

No Known Positions


Steve Heminger



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a

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: March 3, 2017

FR: Executive Director

W. I. 1131

RE: H.R. 824 (Smith): No Transportation Funding for Sanctuary Cities Act

Background

The *No Transportation Funding for Sanctuary Cities Act* (H.R. 824) is authored by U.S. Representative Jason Smith (R-MO). H.R. 824 would prohibit federal highway funding and Transportation Investment Generating Economic Reform (TIGER) grants from being obligated to projects located in “sanctuary jurisdictions.” The prohibition would be retroactively applied to encompass FY 2015-16 grants, which included a \$6.3 million award for BART’s 19th Street Station upgrades in Oakland. In 2016, a number of bills were introduced that would restrict sanctuary jurisdictions from receiving federal funding from programs ranging from law enforcement to Community Development Block Grants (CDBG). Staff anticipates that proposals targeting transportation funding will continue to emerge this year given the ongoing discussions regarding sanctuary cities as well as federal infrastructure funding.

Recommendation: Oppose

Discussion

H.R. 824 defines a “sanctuary jurisdiction” as a state or political subdivision of a state that does not fully cooperate with federal immigration enforcement efforts, including through non-compliance with Immigration and Customs Enforcement (ICE) detainer requests. There is no formal federal list identifying such jurisdictions and thus it is not yet clear which Bay Area jurisdictions are at risk of losing access to federal highway and TIGER funds. However, approximately 300 jurisdictions are included in a commonly-cited list referencing “sanctuary jurisdictions,” as outlined in H.R. 824. That list includes the entire state of California as well as seven Bay Area counties (excluding Marin and Solano) and the City of Berkeley.

The Bay Area directly receives approximately \$170 million annually in federal highway funding, most of which is used to fund the One Bay Area Grant (OBAG) program. The region also receives an average of \$23 million annually in federal highway funding for bicycle and pedestrian projects awarded through the competitive Active Transportation Program (ATP). In addition to MTC-programming, Caltrans funds highway and bridge safety, preservation, and construction projects throughout California with federal highway dollars.

The charts on the following page provide additional details on federal highway funds estimates for the Bay Area as well as a breakdown demonstrating prior use of these funds.

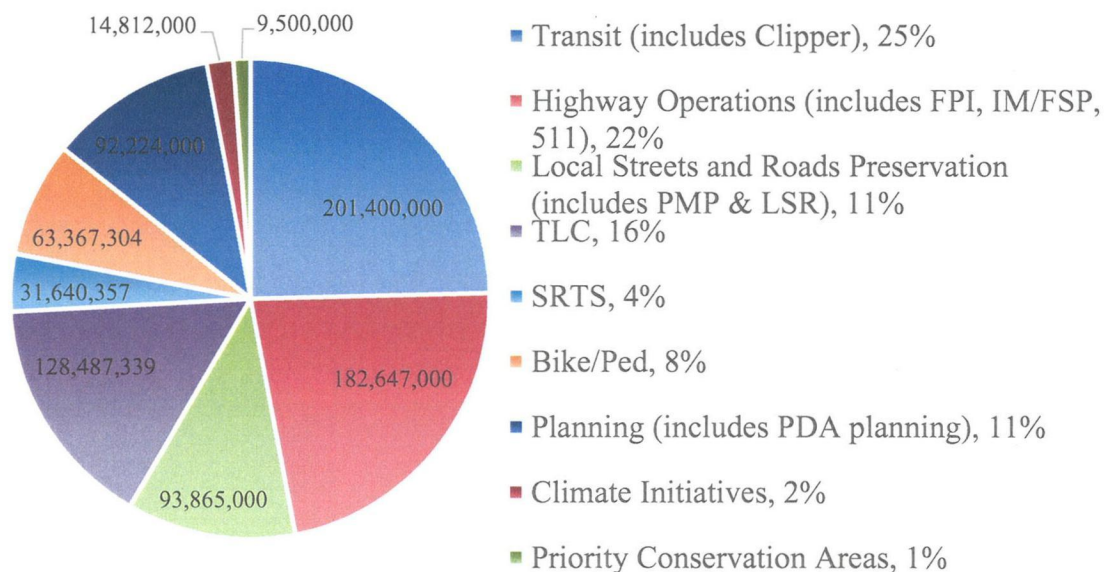
Federal Transportation Funding in the Bay Area

Federal Highway Formula Funding	Bay Area Program	MTC/Bay Area Annual Funding (2020)
Surface Transportation Block Grant Program (STBG)	OBAG	\$98 million
Congestion Mitigation and Air Quality (CMAQ)	OBAG	\$74 million
STBG Transportation Alternatives set-aside	ATP	*\$ 23 million
Total		\$195 million

*Annual average funding from fiscal year 2014-2020


Federal Funding in 2017 TIP	Bay Area Funding 2017 - 2020
State and Regional Transportation Funds (Federal Highway Programs)	\$4.7 billion

STBG and CMAQ in the Bay Area (2013-2017 OBAG 1 Programming)



Withholding federal transportation funds from jurisdictions that have adopted certain immigration enforcement policies is not only legally questionable, it would also be extremely harmful to Bay Area residents and businesses, as well as the state's ability to achieve its air quality and climate change goals. For these reasons, staff recommends an oppose position.

No Known Positions


Steve Heminger

SH: ggd

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2366 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 3/2/2017 **In control:** Legislation Committee
On agenda: 3/10/2017 **Final action:**
Title: H.R. 1346 (Lipinski) & S. 496 (Duckworth) Repeal of Metropolitan Planning Organization (MPO) Planning Rule

A bill to repeal the U.S. Department of Transportation rule on MPO and planning area reform.

Sponsors:

Indexes:

Code sections:

Attachments: [9d_4b_H.R. 1346-Lipinski and S. 496-Duckworth](#)
[4b_H.R. 1346-Lipinski and S. 496-Duckworth.pdf](#)

Date	Ver.	Action By	Action	Result
3/10/2017	1	Legislation Committee		

Subject:

H.R. 1346 (Lipinski) & S. 496 (Duckworth) Repeal of Metropolitan Planning Organization (MPO) Planning Rule

A bill to repeal the U.S. Department of Transportation rule on MPO and planning area reform.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4b

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: March 3, 2017

FR: Executive Director

W. I. 1131

RE: H.R. 1346 (Lipinski) & S. 496 (Duckworth) Repeal of Metropolitan Planning Organization (MPO) Planning Rule

Background

This week, U.S. Representatives Daniel Lipinski (D-IL) and Jason Lewis (R-MN) introduced H.R. 1346 to repeal the “MPO Coordination and Planning Area Reform” regulation, a rule that was finalized during that last weeks of the Obama Administration and that MTC expressed significant concerns about during the rulemaking process. In addition, a bipartisan group of U.S. Senators, led by Senator Tammy Duckworth (D –IL), introduced a companion bill, S. 496. This effort is coordinated with transportation sector stakeholders, including the Association of Metropolitan Planning Organizations (AMPO), as well as relevant Congressional committee leadership. Staff does not anticipate strong opposition to the repeal, given that the rule’s champion– former Transportation Secretary Anthony Foxx – is no longer at the U.S. Department of Transportation and key stakeholders – including national local government associations, MPOs, state departments of transportation and relevant Members of Congress – widely advocated for withdrawal of the rule during the rulemaking process. Congress could act on this legislation in the coming months and as such, sponsors are requesting support for the bipartisan repeal strategy.

Recommendation: Support

Discussion

In December 2016, USDOT finalized a rule that would require more than 140 MPOs around the nation to merge with neighboring MPOs. Short of a merger, the MPOs would be required to adopt joint plans and transportation funding priorities. The rule would affect MTC because of the de minimus overlap of MTC’s planning boundary with the Association of Monterey Bay Area Governments (AMBAG) and the Sacramento Area Council of Governments (SACOG), potentially resulting in a 17-county mega planning area with a total population of over 10 million (see maps in Attachment A).

While there are important planning assumptions and considerations that ought to be coordinated between neighboring MPOs, the rule represents a major regulatory overreach. MTC joined with partner MPOs across California to oppose the proposal during the rulemaking process, outlining concerns that the rule could degrade the existing planning process, increase costs, and reduce transparency and accountability to residents in the Bay Area and throughout the state. The final rule allows the Secretary of Transportation to waive implementation under specified conditions, including when all affected MPOs and the governor are in support. However, the concern remains that the ability to retain MTC’s distinct nine-county geography now depends on a discretionary approval from Washington, D.C. Given these concerns, staff recommends the Commission support H.R. 1346 and S. 496 to repeal the rule.

Legislation Committee

March 3, 2016

Page 2

Positions

Support

AMPO

National Association of Regional Councils

Oppose

None on file



Steve Heminger

Attachments:

- Attachment A: MPO Boundary Rule Map 2016
- Attachment B: MTC, AMBAG and SACOG Letter on the MPO Coordination Rule dated October 21, 2016
- Attachment C: MTC, AMBAG, SACOG, SANDAG, SJCOG, SCAG and CALCOG Letter on the MPO Coordination Rule dated August 25, 2016

SH: ggd

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Urbanized Areas within Metropolitan Planning Area Boundaries

Map of the Month: September 2016

Census Designated Urbanized Areas
(Defined as contiguous areas with 50,000
or more people)

① Metropolitan Transportation Commission Metropolitan Planning Organization (MPO) for the San Francisco Bay Region

MPO Statistics:
6,923 square miles
7.65 Million Residents
(Estimated Population in 2016)
Population Density 933 persons per square mile

② Sacramento Area Council of Governments (SACOG) MPO for the Sacramento Area Region

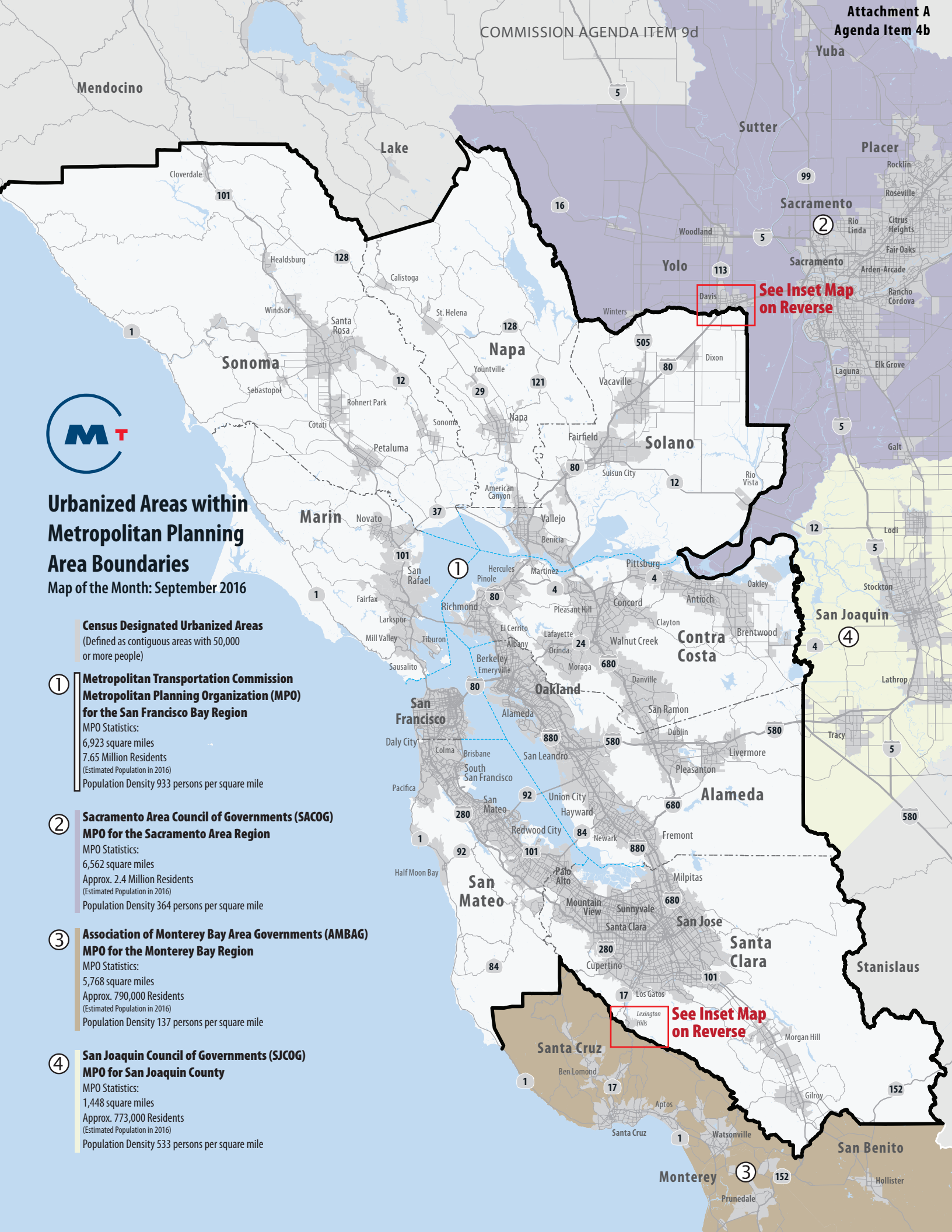
MPO Statistics:
6,562 square miles
Approx. 2.4 Million Residents
(Estimated Population in 2016)
Population Density 364 persons per square mile

③ Association of Monterey Bay Area Governments (AMBAG) MPO for the Monterey Bay Region

MPO Statistics:
5,768 square miles
Approx. 790,000 Residents
(Estimated Population in 2016)
Population Density 137 persons per square mile

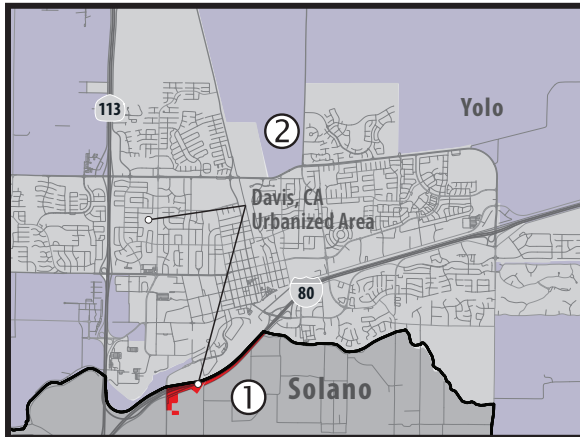
④ San Joaquin Council of Governments (SJCOC) MPO for San Joaquin County

MPO Statistics:
1,448 square miles
Approx. 773,000 Residents
(Estimated Population in 2016)
Population Density 533 persons per square mile



Census Urbanized Areas that Overlap the MTC Metropolitan Area Boundary

SACOG Urbanized Areas that are partially within the MPO Boundary of MTC



Urbanized Area

Davis, CA

Land Area: 23.20 sq mi.

Population in 2016: 74,618

Percent of MPO Land Area: 0.35%

Share of MPO Population: 3.1%

Portion Within SACOG MPO Boundary

Land Area: 23 sq mi.

Population in 2016: 74,618

Percent of MPO Land Area: 0.35%

Share of MPO Population: 3.1%

Portion Within MTC MPO Boundary

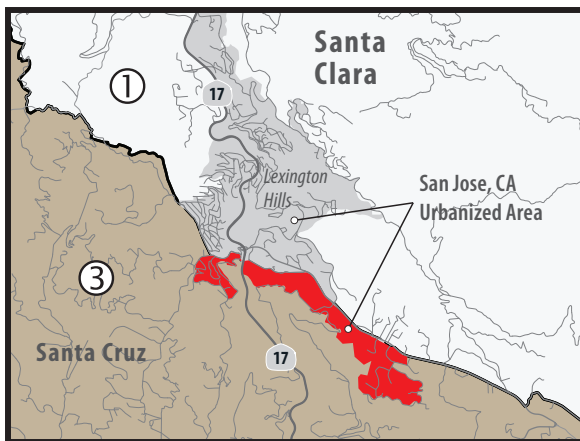
Land Area: 0.20 sq mi.

Population in 2016: 0

Percent of MPO Land Area: 0.003%

Share of MPO Population: 0%

MTC Urbanized Areas that are partially within the MPO Boundary of AMBAG



Urbanized Area

San Jose, CA

Land Area: 453 sq mi.

Population in 2016: 1,780,764

Percent of MPO Land Area: 6.54%

Share of MPO Population: 23.27%

Portion Within MTC MPO Boundary

Land Area: 452 sq mi.

Population in 2016: 1,780,139

Percent of MPO Land Area: 6.52%

Share of MPO Population: 23.26%

Portion Within AMBAG MPO Boundary

Land Area: 1 sq mi.

Population in 2016: 625

Percent of MPO Land Area: 0.02%

Share of MPO Population: 0.08%

MPO Boundary Key

① Metropolitan Transportation Commission Metropolitan Planning Organization (MPO) for the San Francisco Bay Region

MPO Statistics:

6,923 square miles

7.65 Million Residents

(Estimated Population in 2016)

Population Density 933 persons per square mile

② Sacramento Area Council of Governments (SACOG) MPO for the Sacramento Area Region

MPO Statistics:

6,562 square miles

Approx. 2.4 Million Residents

(Estimated Population in 2016)

Population Density 364 persons per square mile

③ Association of Monterey Bay Area Governments (AMBAG) MPO for the Monterey Bay Region

MPO Statistics:

5,768 square miles

Approx. 790,000 Residents

(Estimated Population in 2016)

Population Density 137 persons per square mile



October 21, 2016

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

**Re: Docket No. FHWA-2016-0016; FHWA RIN 2126-AF68; FTA RIN 2132-AB 28 —
Metropolitan Planning Organization Coordination and Planning Area Reform**

Dear Sir or Madam:

The Metropolitan Transportation Commission for the San Francisco Bay Area (MTC), the Sacramento Area Council of Governments (SACOG) and the Association of Monterey Bay Area Governments (AMBAG) thank you for extending the comment deadline on the proposed rule related to modifying Metropolitan Planning Area (MPA) and Metropolitan Planning Organization (MPO) boundaries and planning practices. As we indicated in our August 25th comment letter, we believe the proposed rule, while well intended, represents significant federal overreach that could have numerous unintended consequences. We are very concerned that without significant modifications, the rule would greatly undermine the effectiveness and legitimacy of many high-functioning MPOs, including our own.

While our three agencies share borders, the San Francisco Bay Area, the Sacramento region and the Monterey Bay region are unique, distinct areas for which neither a single mega-MPO nor a single unified planning geography makes sense. This letter offers some suggestions about how to revise the rule so as to better address the identified problem of regional planning fragmentation in certain parts of the U.S.

This letter also responds to your specific request for further comments about the impact of unified planning products where multiple MPOs serve the same urbanized area and any exceptions that should be included in the final rule.

The Challenges of Planning, Programming and Setting Performance Measures at a Mega-Region Level

Under the draft rule, if the Governor determines that our joint MPA is too large and complex to be governed by one MPO, we would be required to develop a single Transportation Improvement Program (TIP), Regional Transportation Plan (RTP) and unified performance measures for the entire metropolitan planning area (MPA) and establish written agreements that identify coordination processes. In our case, this would result in a 17-county MPA with a total population of 10 million.

Depending on census designations of adjacent urbanized areas in the Sacramento/San Joaquin region, this mega-region could include Stanislaus and Merced COGs as well. We strongly believe that mandating joint planning and programming at this geographic scale would create considerable challenges that would ultimately undermine effective regional planning.

As you know, RTPs are not just vision documents. They are fiscally constrained forecasts of transportation needs and spending plans over 20+ years overlaid on an increasingly sophisticated land use forecast. Virtually every major transportation project in a metropolitan area must be included in an RTP, and ultimately a TIP if the project seeks federal funds or requires federal action. Requiring that such important documents be developed and adopted across multiple agencies would erode MPO accountability by putting decision-making about long-term transportation priorities, projects and performance measures in the hands of governing boards whose members (and constituents) live hundreds of miles away from each other and have little relationship to many of the transportation projects on which they are voting.

Joint-RTP Would Make Conflicts Harder to Resolve, Stifling Hard Choices & Innovation

We also would note that a joint RTP at a megaregion level would make resolution of challenging trade-offs much more difficult, and likely result in mediocre “lowest common denominator” policy making, rather than effective regional leadership. Due to severe funding shortfalls, RTPs in major metro areas require difficult trade-offs; between key goals and between jurisdictions competing for funding at the statewide, federal and regional level for priority projects. Reaching consensus requires board members to occasionally set aside the near-term needs or aspirations of their local jurisdiction in favor of broader regional goals. This would become far more challenging at a mega-regional geography across multiple MPOs where decision-makers are not serving on the same board and when the leadership and residents of those MPOs do not necessarily understand or identify with all parts of the megaregion.

Recommended Threshold Criteria

In our August letter, we requested that you withdraw the rule so as to allow for greater consideration of options, including a “de minimis” population threshold below which the rule would not apply. Determining an appropriate threshold is certainly more art than science. In the case of AMBAG and MTC, the overlapping geographic area in question includes a population of approximately 606 total, representing 0.08 percent of AMBAG’s population and only 0.01 percent of MTC’s population. The case of MTC and SACOG is even more extreme; the geographic area in question does not include any population (nor is it forecast to in the future) as it is located within a part of the campus of University of California, Davis where no housing is planned. After some consideration, we believe a threshold of 5 percent or 100,000, whichever is higher, would be reasonable. For metropolitan areas with a population below 2 million, the rule would take effect when 100,000 or more people reside in the portion of an urbanized area that is outside an MPO’s boundaries; and for larger metro regions, the threshold would be 5 percent of the MPO’s population. Above this threshold, we believe a reasonable case is to be made that MPOs should consider merger or develop their transportation plans and programming processes in a more coordinated fashion.

Cost of Proposal

We have chosen not to comment at length on cost, in the interest of focusing the conversation on the draft rule’s policy and decision-making implications. However, it should be stated that a merger of our organizations could cost in the tens of millions of dollars in one-time costs associated with a reorganization. This would include hiring consultants to assist with staffing integration as well as the

significant time and expense associated with changing our governance statutes in Sacramento. Joint planning and programming, on the other hand, would cost at least \$3 million in one-time expenses, along with an estimated \$850,000 in additional staffing associated with modeling and increased public outreach. These latter costs would also apply to a merged organization.

Thank you once again for extending the comment deadline and seeking additional information to inform your deliberations. Should you have any questions, please feel free to contact any of our Planning Directors as noted below:

MTC — Ken Kirkey, 415-778-6790, kkirkey@mtc.ca.gov

SACOG—Matt Carpenter, 916-321-9000, mcarpenter@sacog.org

AMBAG— Heather Adamson, hadamson@ambag.org

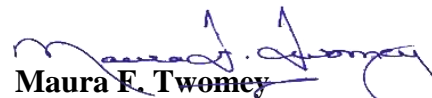
Sincerely,



Steve Heminger
Executive Director, MTC



Mike McKeever
Chief Executive Officer, SACOG



Maura F. Twomey
Executive Director, AMBAG



METROPOLITAN
TRANSPORTATION
COMMISSION



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

August 25, 2016

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

**Re: Docket No. FHWA-2016-0016; FHWA RIN 2126-AF68; FTA RIN 2132-AB 28 —
Metropolitan Planning Organization Coordination and Planning Area Reform**

Dear Sir or Madam:

The Association of Monterey Bay Area Governments (AMBAG), the Metropolitan Transportation Commission for the San Francisco Bay Area (MTC), the Sacramento Area Council of Governments (SACOG), the San Diego Association of Governments (SANDAG), the San Joaquin Council of Governments (SJCOG), and the Southern California Association of Governments (SCAG) respectfully submit the following joint comments in response to the proposed rule related to modifying Metropolitan Planning Area (MPA) and Metropolitan Planning Organization (MPO) boundaries and planning practices.

The rule appears to be a well-intentioned effort to address fragmented regional planning in parts of the U.S. where there are multiple MPOs within one metropolitan region. However, its current wording significantly overreaches; in our cases, it replaces effective regional planning with mega-regional planning on a geographic scale that is simply too large and unmanageable from a governance and transportation planning and programming perspective.

The changing of MPO boundaries regularly on a decennial basis would create confusion, unsteady policy making, and political instability in regional decision making. Additionally, the use of forecasts for population growth and location as the basis for present-day rule making and coordination procedures would be unworkable and potentially inequitable as these forecasts would be performed by each MPO, introducing wide variability in how such a forecast-based rule would be implemented throughout the nation. Moreover, the threshold requiring that an MPO take action — a shared urbanized area (UZA) — is far too low. We recommend U.S. DOT withdraw the NPRM and instead submit an Advance Notice of Proposed Rulemaking (ANPRM) seeking input on a broad range of options for addressing the challenge of multiple MPOs within one metropolitan/urbanized area. In the event that this path is not taken, we recommend revisions to the rule so as to: 1) focus action in the regions where consolidation of MPOs or integrated planning and programming is clearly warranted, and 2) provide greater flexibility in how to comply.

Rule Applies Too Broadly, Ignoring Significant Regional Differences and Identities. In our view, federal transportation planning requirements should encourage the boundaries of MPOs to conform to what the residents and businesses would naturally consider to be the “region,” rather than mandate changes on the basis of census-designated geographic areas. The AMBAG, MTC, SACOG, SJCOG, SANDAG and SCAG, regions each have distinct regional identities:

AMBAG is primarily a rural, agricultural region, distinct from the heavily urbanized MTC region that it abuts. It consists of three counties (Monterey, San Benito and Santa Cruz) with a combined population of 732,708, based on the 2010 U.S. Census. Given its more rural and coastal character, AMBAG is in attainment for federal air quality, whereas MTC, SACOG and SJCOG have long struggled with attainment and are all currently considered nonattainment areas.

By state law, MTC's geography includes nine counties (Alameda, Contra Costa, Marin, Napa, San Mateo, San Francisco, Santa Clara, Solano and Sonoma) and 101 cities. The census identifies 12 urbanized areas (five large and seven small) within the Bay Area and a population of over 7 million. MTC serves as the Bay Area's MPO as well as its state-designated Regional Transportation Planning Agency (RTPA), with project selection and funding authority for various state and regional funding programs. Six of the nine Bay Area counties have a population greater than 500,000, with three of them exceeding 1 million. The San Francisco Bay Area air basin is designated as a nonattainment area for ozone and fine particulate matter.

SACOG is a combination of urban, suburban and rural areas, with a land area about the same as MTC's (6562 square miles vs. 6923 square miles, respectively) but at 2.4 million, its population is less than one-third of the Bay Area's. SACOG serves as the MPO for the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba and the 22 cities within. It is responsible for transportation planning and programming of state and federal funds, air quality conformity and housing allocations. SACOG is the RTPA administering regional funding programs only for Sacramento, Sutter, Yolo, and Yuba Counties. El Dorado and Placer Counties have separate RTPAs, with whom SACOG regularly coordinates. The SACOG region is a nonattainment area for various criteria pollutants such as ozone and particulate matter.

By state law, SANDAG is a one-county MPO comprised of the 18 cities and county government of San Diego and serves also as the region's RTPA, Regional Transportation Commission (RTC) and Local Sales Tax Authority for the *TransNet* half-cent sales tax measure. The region includes the San Diego UZA, which makes up most of the western one-third of the region, and two urban clusters, with rural villages and open space making up the eastern two-thirds of the region, for a total land area of 4,261 square miles. The region has a total population of over 3.2 million and is expected to grow by another million in the next 35 years. The San Diego air basin is designated as a nonattainment area for the federal ozone standard.

SJCOG is the RTPA, MPO, and Local Sales Tax Authority for the half-cent sales tax measure. SJCOG covers one county, San Joaquin County, comprised of the rural communities in the County of San Joaquin and the urban/suburban cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. The county's land area is 1,448 square miles and is the home of 773,000 residents. It is the fastest growing county in California. The San Joaquin region is a non-attainment area and its air quality conformity process requires coordination of 7 other valley COGs making up the San Joaquin Valley air basin, a coverage of over 27,000 square miles.

SCAG is a six county MPO (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) comprised of 191 cities in Southern California. SCAG is the largest MPO in the United States. The SCAG region consists of a combination of urban, suburban, and rural areas, with a total land area of 38,140 square miles. The 2010 Census identified 13 urbanized areas within the SCAG region with a combined population of more than 17 million, which represented 96 percent of the total

population of the region. SCAG encompasses multiple air basins, most of which are classified as non-attainment for some criteria pollutants.

Threshold for Rule's Applicability is Too Low The proposed rule subjects our six regions to the required changes despite the fact that, in each case, the shared urbanized area represents a miniscule share of either region's total population:

- In the case of AMBAG and MTC, the geographic area in question is just 0.68 square miles and includes a population of approximately 606. This represents 0.08 percent of AMBAG's population and only 0.01 percent of MTC's population. In terms of land area, it is equally miniscule, representing 0.01 percent of AMBAG's land area and only 0.0001 percent of MTC's.
- The case of MTC and SACOG is even more extreme; the geographic area in question does not include *any* population (nor is it forecast to in the future) as it is located within a part of the campus of University of California, Davis where no housing is planned. From a land area perspective, it represents an equally tiny share of each region — 0.00012 percent.
- In the case of SACOG and SJCOG, there was extensive work in developing a planning and programming agreement specific to the Lodi-Galt UZA, which is forecast to overlap with the San Joaquin Council of Governments (SJCOG) over the next 20 years. In the 2000 Census, this UZA intersected the two MPOs' boundaries, leading to development of a planning and programming agreement for the UZA area (composed of two separate cities within two separate counties across the MPO boundaries). However, the 2010 Census redefined the UZA boundaries, eliminating the overlap and the need for the prior agreement. This leapfrogging back and forth from census to census underscores the pitfalls of setting a requirement for institutional or planning requirements that hinge on the basis of existing and 20-year forecast UZA boundaries.
- In the case of SCAG and SANDAG, the Mission Viejo/Lake Forest/San Clemente urbanized area consists of 150.6 square miles, 8.3 square miles of which falls in San Diego County. The total urbanized area population is 583,681, with the San Diego portion of the urbanized area population approximately 8,100. This geographic area is zoned for military use as it is part of the Marine Corps Base, Camp Pendleton. This area represents 0.25 percent of SANDAG's population and only 0.04 percent of SCAG's population. In terms of land area, it is also very small, representing 0.20 percent of SANDAG's land area and only 0.02 percent of SCAG's.

In each of these examples, any MPO coordination issues resulting from these small jurisdictional overlaps would be much easier to solve through interagency processes already in place than to subject our agencies to burdensome new regulations or inefficient boundary adjustments.

A Solution in Search of a Problem: Our Regions Have a History of Effective Collaboration While there may be parts of the U.S. where regional cooperation could be improved and consolidation, or at a minimum, greater collaboration, is warranted, our regions do not fall into that category and have a history of working effectively across jurisdictional boundaries.

The Bay Area and Monterey Bay regions have a history of collaboration on transportation and air quality issues. For instance, over 15 years ago, MTC and the Santa Cruz Regional Transportation Commission initiated the “Safe on 17” roadway safety program, consisting of joint funding of additional California Highway Patrol on Highway 17, a narrow and dangerous highway connecting Santa Clara and Santa Cruz counties.

Likewise, MTC and SACOG have worked very closely together on transportation and air quality related planning and programming for many years. A portion of Solano County is in the Sacramento air basin, governed by SACOG. Solano County, however, remains part of the MTC region and MTC has responsibility for the planning and programming process in the county. Due to this overlap, MTC and SACOG entered into a memorandum of understanding for developing a programming and air quality conformity process for this area over 22 years ago. Under the terms of the MOU:

- SACOG is responsible for including the area in its conformity analysis and in the development of the State Implementation Plan (SIP) for the Sacramento air basin.
- MTC is required to consult with SACOG on any projects proposed for its RTP that are located in the overlapping area.
- MTC ensures that projects funded by Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds applicable to the overlapping are consistent with SACOG’s SIP.

In 2015, MTC, SACOG and SJCOG signed a Memorandum of Understanding for an MPO Partnership in which the three agencies will:

- Coordinate the Regional Transportation Plans/Sustainable Communities Strategies of the organizations to optimize the performance of the plans and make efficient the work effort required to produce them;
- Participate in joint data gathering and analysis, research, planning, service delivery and policy-making activities to enhance the quality of life and economic prosperity of the three regions; and
- Continually update and analyze data and research on the geography of the three regions.

SACOG and SJCOG have also over the years worked together on transportation, goods movement, and Transportation Demand Management planning, given that Interstate 5 and SR 99 connect the two regions. Additionally, elected officials from both SACOG and SJCOG comprise the Capitol Valley Regional Service Authority for Freeways and Expressways (SAFE) Board for the SACOG and SJCOG regions.

Similarly, SANDAG and SCAG have a history of regional planning collaboration and coordination. For years, the two agencies have formally met on a quarterly basis to discuss coordination activities related to planned infrastructure improvements, grant opportunities, and other long range planning efforts. In context of this NPRM, SANDAG and SCAG have enacted a 2013 Memorandum of Agreement to deal with one of the SCAG UZAs extending across the SANDAG Metropolitan Planning Area (MPA) boundary as a result of Census 2010.

Rule Should Provide Greater Flexibility Even if DOT sets a threshold narrowing the rule’s applicability, from a broader policy perspective, we have concerns about the rule’s rigidity. Under the terms of the proposed rule, MPOs with a shared UZA have just three options:

1. Merge so that their geography fully encompasses the UZA.
2. Modify their boundaries so that existing and 20-year projected UAs are fully contained within one MPO.
3. Seek agreement from the Governor that the MPA is too large and too complex to be governed by one MPO. If approved:
 - a. Establish written agreements that identify coordination processes, division of transportation planning responsibilities and procedures for joint decision making and dispute resolution
 - b. Develop a single Transportation Improvement Programs (TIP), Regional Transportation Plans (RTP) and performance measures for the entire MPA.

In the case of MTC and SANDAG, as well as many other MPOs across the nation, the first two options would require state legislation, which is fraught with political risk and uncertainty as to the final board structure.

The alternative option detailed in #3 above is also not acceptable. By requiring joint RTP/TIP development and unified development of performance measures, the rule would sever the relationship between board members and the geography they serve. For example, representatives of San Benito County—with a population of less than 57,000—would have decision-making authority over projects and performance measures applicable to the Bay Area even though such representatives have no experience serving on the MPO board that governs the highly urbanized Bay Area.

The requirement for joint development and adoption of the RTP/TIP reduces accountability between board members and the residents and businesses affected by their decisions that could undermine public trust in MPO decisions. In addition, by expanding the geographic scope of an MPO's decision-making authority beyond its actual boundary, engaging the public would become much more challenging and debates over projects and performance measures would become even more difficult to resolve.

Rule Should Provide Greater Clarity Regarding the August 10, 2005 Nonattainment Provision

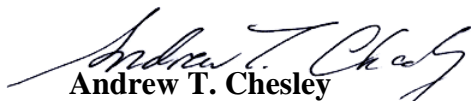
We also seek clarification on the rule's nonattainment area provision in §450.312 (3)(b), which states that MPA boundaries shall be retained for nonattainment areas that existed on August 10, 2005. Since many of the MPO air basins within California are in nonattainment, this provision conflicts with the main premise of the NPRM which states that MPAs must contain all contiguous sections of a UZA within a single MPA. Does this mean that MPOs whose MPA boundaries include nonattainment areas established as of August 10, 2005 can maintain their existing MPA boundaries without approval of the Governor? If so, would such MPOs also be permitted to continue to prepare single planning documents, despite the fact that their boundaries may include UZAs contained within multiple MPAs?

Conclusion

We recommend U.S. DOT withdraw the NPRM and instead submit an ANPRM seeking input on a broad range of options for improving regional collaboration. Should U.S. DOT opt to proceed with the rulemaking despite our significant concerns, we recommend setting, after consultation with MPOs, a meaningful, above "de minimis," population threshold that the smaller overlapping area must comprise of either of the intersecting MPO's population so that the rule is more narrowly tailored to those specific places of concern. (We would acknowledge that identifying an appropriate population-based threshold is difficult, which underscores the merit of withdrawing the rule to allow

for a more thorough consideration of options.) We also recommend greater flexibility so that an MPO would be in compliance if it enters into a written agreement with each MPO with whom it shares a UZA detailing how it will collaborate on population and land-use forecasts for the shared urbanized area for the RTP and consult with each other on performance measures and the planning and programming of transportation projects that affect both MPOs.

Sincerely,



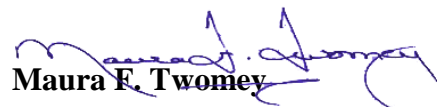
Andrew T. Chesley
Executive Director, SJCOG



Steve Heminger
Executive Director, MTC



Hasan Ikhrata
Executive Director, SCAG




Maura F. Twomey
Executive Director, AMBAG



Gary L. Gallegos
Executive Director, SANDAG



Bill Higgins
Executive Director, CALCOG



Mike McKeever
Chief Executive Officer, SACOG



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4b

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: March 3, 2017

FR: Executive Director

W. I. 1131

RE: H.R. 1346 (Lipinski) & S. 496 (Duckworth) Repeal of Metropolitan Planning Organization (MPO) Planning Rule

Background

This week, U.S. Representatives Daniel Lipinski (D-IL) and Jason Lewis (R-MN) introduced H.R. 1346 to repeal the “MPO Coordination and Planning Area Reform” regulation, a rule that was finalized during that last weeks of the Obama Administration and that MTC expressed significant concerns about during the rulemaking process. In addition, a bipartisan group of U.S. Senators, led by Senator Tammy Duckworth (D –IL), introduced a companion bill, S. 496. This effort is coordinated with transportation sector stakeholders, including the Association of Metropolitan Planning Organizations (AMPO), as well as relevant Congressional committee leadership. Staff does not anticipate strong opposition to the repeal, given that the rule’s champion– former Transportation Secretary Anthony Foxx – is no longer at the U.S. Department of Transportation and key stakeholders – including national local government associations, MPOs, state departments of transportation and relevant Members of Congress – widely advocated for withdrawal of the rule during the rulemaking process. Congress could act on this legislation in the coming months and as such, sponsors are requesting support for the bipartisan repeal strategy.

Recommendation: Support

Discussion

In December 2016, USDOT finalized a rule that would require more than 140 MPOs around the nation to merge with neighboring MPOs. Short of a merger, the MPOs would be required to adopt joint plans and transportation funding priorities. The rule would affect MTC because of the de minimus overlap of MTC’s planning boundary with the Association of Monterey Bay Area Governments (AMBAG) and the Sacramento Area Council of Governments (SACOG), potentially resulting in a 17-county mega planning area with a total population of over 10 million (see maps in Attachment A).

While there are important planning assumptions and considerations that ought to be coordinated between neighboring MPOs, the rule represents a major regulatory overreach. MTC joined with partner MPOs across California to oppose the proposal during the rulemaking process, outlining concerns that the rule could degrade the existing planning process, increase costs, and reduce transparency and accountability to residents in the Bay Area and throughout the state. The final rule allows the Secretary of Transportation to waive implementation under specified conditions, including when all affected MPOs and the governor are in support. However, the concern remains that the ability to retain MTC’s distinct nine-county geography now depends on a discretionary approval from Washington, D.C. Given these concerns, staff recommends the Commission support H.R. 1346 and S. 496 to repeal the rule.

Positions


Support

AMPO

National Association of Regional Councils

Oppose

None on file



Steve Heminger

Attachments:

- Attachment A: MPO Boundary Rule Map 2016
- Attachment B: MTC, AMBAG and SACOG Letter on the MPO Coordination Rule dated October 21, 2016
- Attachment C: MTC, AMBAG, SACOG, SANDAG, SJCOG, SCAG and CALCOG Letter on the MPO Coordination Rule dated August 25, 2016

SH: ggd

J:\COMMITTEE\Legislation\Meeting Packets\Legis2017\03_Legis_Mar 2017\4b_MPO Coordination Rule Bill.docx



Urbanized Areas within Metropolitan Planning Area Boundaries

Map of the Month: September 2016

Census Designated Urbanized Areas
(Defined as contiguous areas with 50,000
or more people)

① Metropolitan Transportation Commission Metropolitan Planning Organization (MPO) for the San Francisco Bay Region

MPO Statistics:
6,923 square miles
7.65 Million Residents
(Estimated Population in 2016)
Population Density 933 persons per square mile

② Sacramento Area Council of Governments (SACOG) MPO for the Sacramento Area Region

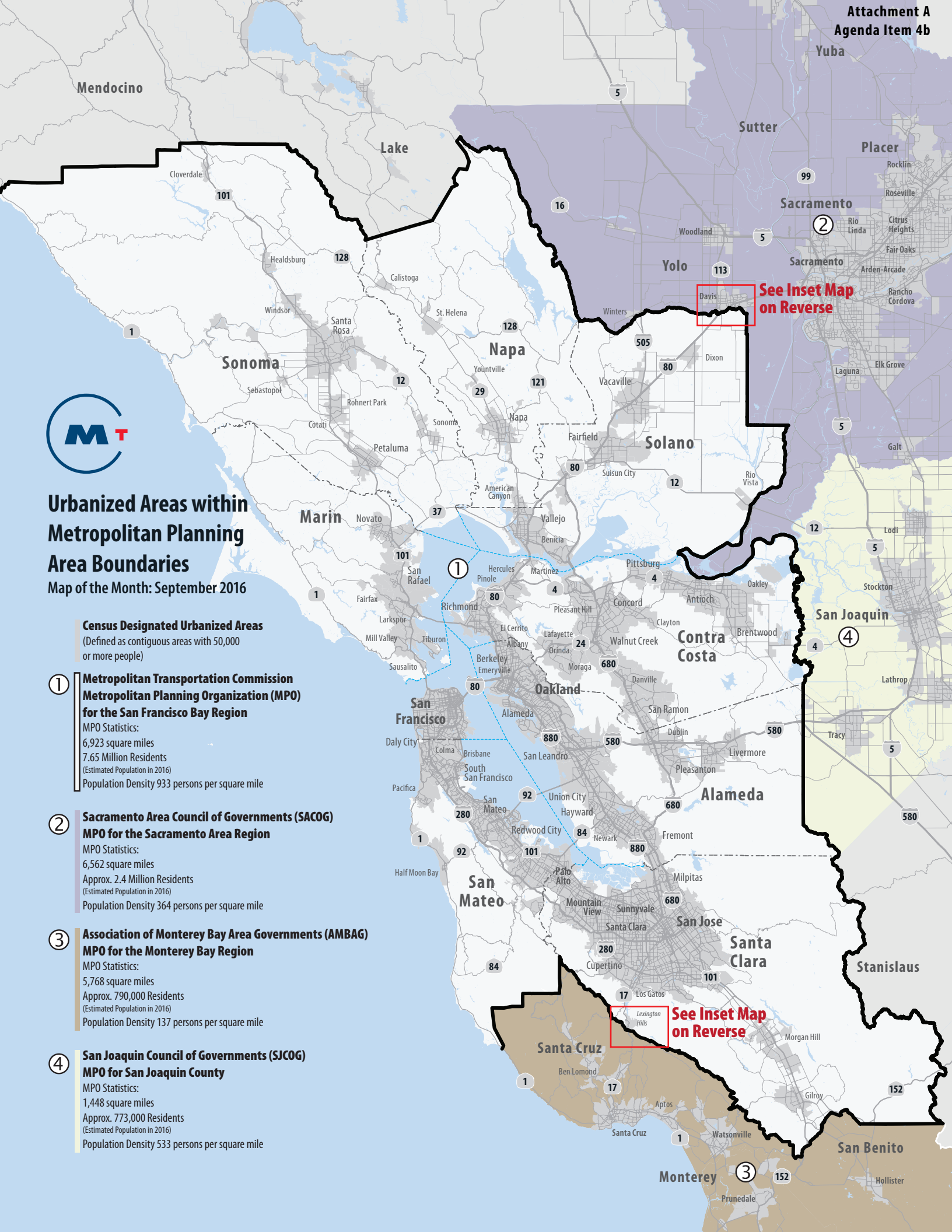
MPO Statistics:
6,562 square miles
Approx. 2.4 Million Residents
(Estimated Population in 2016)
Population Density 364 persons per square mile

③ Association of Monterey Bay Area Governments (AMBAG) MPO for the Monterey Bay Region

MPO Statistics:
5,768 square miles
Approx. 790,000 Residents
(Estimated Population in 2016)
Population Density 137 persons per square mile

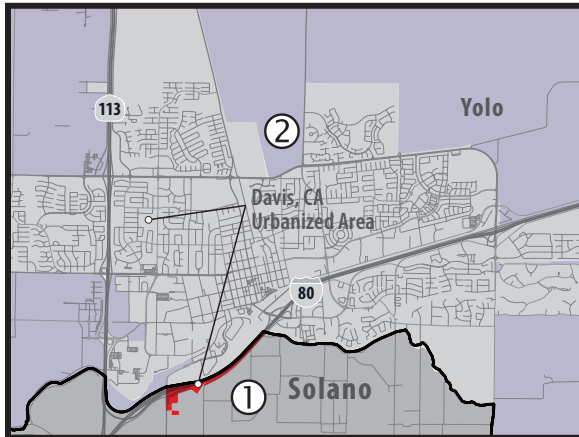
④ San Joaquin Council of Governments (SJCOC) MPO for San Joaquin County

MPO Statistics:
1,448 square miles
Approx. 773,000 Residents
(Estimated Population in 2016)
Population Density 533 persons per square mile



Census Urbanized Areas that Overlap the MTC Metropolitan Area Boundary

SACOG Urbanized Areas that are partially within the MPO Boundary of MTC



Urbanized Area

Davis, CA

Land Area: 23.20 sq mi.

Population in 2016: 74,618

Percent of MPO Land Area: 0.35%

Share of MPO Population: 3.1%

Portion Within SACOG MPO Boundary

Land Area: 23 sq mi.

Population in 2016: 74,618

Percent of MPO Land Area: 0.35%

Share of MPO Population: 3.1%

Portion Within MTC MPO Boundary

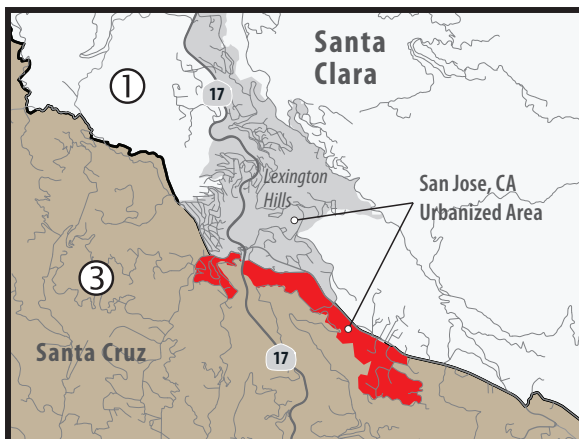
Land Area: 0.20 sq mi.

Population in 2016: 0

Percent of MPO Land Area: 0.003%

Share of MPO Population: 0%

MTC Urbanized Areas that are partially within the MPO Boundary of AMBAG



Urbanized Area

San Jose, CA

Land Area: 453 sq mi.

Population in 2016: 1,780,764

Percent of MPO Land Area: 6.54%

Share of MPO Population: 23.27%

Portion Within MTC MPO Boundary

Land Area: 452 sq mi.

Population in 2016: 1,780,139

Percent of MPO Land Area: 6.52%

Share of MPO Population: 23.26%

Portion Within AMBAG MPO Boundary

Land Area: 1 sq mi.

Population in 2016: 625

Percent of MPO Land Area: 0.02%

Share of MPO Population: 0.08%

MPO Boundary Key

① Metropolitan Transportation Commission Metropolitan Planning Organization (MPO) for the San Francisco Bay Region

MPO Statistics:

6,923 square miles

7.65 Million Residents

(Estimated Population in 2016)

Population Density 933 persons per square mile

② Sacramento Area Council of Governments (SACOG) MPO for the Sacramento Area Region

MPO Statistics:

6,562 square miles

Approx. 2.4 Million Residents

(Estimated Population in 2016)

Population Density 364 persons per square mile

③ Association of Monterey Bay Area Governments (AMBAG) MPO for the Monterey Bay Region

MPO Statistics:

5,768 square miles

Approx. 790,000 Residents

(Estimated Population in 2016)

Population Density 137 persons per square mile



METROPOLITAN
TRANSPORTATION
COMMISSION



October 21, 2016

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

**Re: Docket No. FHWA-2016-0016; FHWA RIN 2126-AF68; FTA RIN 2132-AB 28 —
Metropolitan Planning Organization Coordination and Planning Area Reform**

Dear Sir or Madam:

The Metropolitan Transportation Commission for the San Francisco Bay Area (MTC), the Sacramento Area Council of Governments (SACOG) and the Association of Monterey Bay Area Governments (AMBAG) thank you for extending the comment deadline on the proposed rule related to modifying Metropolitan Planning Area (MPA) and Metropolitan Planning Organization (MPO) boundaries and planning practices. As we indicated in our August 25th comment letter, we believe the proposed rule, while well intended, represents significant federal overreach that could have numerous unintended consequences. We are very concerned that without significant modifications, the rule would greatly undermine the effectiveness and legitimacy of many high-functioning MPOs, including our own.

While our three agencies share borders, the San Francisco Bay Area, the Sacramento region and the Monterey Bay region are unique, distinct areas for which neither a single mega-MPO nor a single unified planning geography makes sense. This letter offers some suggestions about how to revise the rule so as to better address the identified problem of regional planning fragmentation in certain parts of the U.S.

This letter also responds to your specific request for further comments about the impact of unified planning products where multiple MPOs serve the same urbanized area and any exceptions that should be included in the final rule.

The Challenges of Planning, Programming and Setting Performance Measures at a Mega-Region Level

Under the draft rule, if the Governor determines that our joint MPA is too large and complex to be governed by one MPO, we would be required to develop a single Transportation Improvement Program (TIP), Regional Transportation Plan (RTP) and unified performance measures for the entire metropolitan planning area (MPA) and establish written agreements that identify coordination processes. In our case, this would result in a 17-county MPA with a total population of 10 million.

Depending on census designations of adjacent urbanized areas in the Sacramento/San Joaquin region, this mega-region could include Stanislaus and Merced COGs as well. We strongly believe that mandating joint planning and programming at this geographic scale would create considerable challenges that would ultimately undermine effective regional planning.

As you know, RTPs are not just vision documents. They are fiscally constrained forecasts of transportation needs and spending plans over 20+ years overlaid on an increasingly sophisticated land use forecast. Virtually every major transportation project in a metropolitan area must be included in an RTP, and ultimately a TIP if the project seeks federal funds or requires federal action. Requiring that such important documents be developed and adopted across multiple agencies would erode MPO accountability by putting decision-making about long-term transportation priorities, projects and performance measures in the hands of governing boards whose members (and constituents) live hundreds of miles away from each other and have little relationship to many of the transportation projects on which they are voting.

Joint-RTP Would Make Conflicts Harder to Resolve, Stifling Hard Choices & Innovation

We also would note that a joint RTP at a megaregion level would make resolution of challenging trade-offs much more difficult, and likely result in mediocre “lowest common denominator” policy making, rather than effective regional leadership. Due to severe funding shortfalls, RTPs in major metro areas require difficult trade-offs; between key goals and between jurisdictions competing for funding at the statewide, federal and regional level for priority projects. Reaching consensus requires board members to occasionally set aside the near-term needs or aspirations of their local jurisdiction in favor of broader regional goals. This would become far more challenging at a mega-regional geography across multiple MPOs where decision-makers are not serving on the same board and when the leadership and residents of those MPOs do not necessarily understand or identify with all parts of the megaregion.

Recommended Threshold Criteria

In our August letter, we requested that you withdraw the rule so as to allow for greater consideration of options, including a “de minimis” population threshold below which the rule would not apply. Determining an appropriate threshold is certainly more art than science. In the case of AMBAG and MTC, the overlapping geographic area in question includes a population of approximately 606 total, representing 0.08 percent of AMBAG’s population and only 0.01 percent of MTC’s population. The case of MTC and SACOG is even more extreme; the geographic area in question does not include any population (nor is it forecast to in the future) as it is located within a part of the campus of University of California, Davis where no housing is planned. After some consideration, we believe a threshold of 5 percent or 100,000, whichever is higher, would be reasonable. For metropolitan areas with a population below 2 million, the rule would take effect when 100,000 or more people reside in the portion of an urbanized area that is outside an MPO’s boundaries; and for larger metro regions, the threshold would be 5 percent of the MPO’s population. Above this threshold, we believe a reasonable case is to be made that MPOs should consider merger or develop their transportation plans and programming processes in a more coordinated fashion.

Cost of Proposal

We have chosen not to comment at length on cost, in the interest of focusing the conversation on the draft rule’s policy and decision-making implications. However, it should be stated that a merger of our organizations could cost in the tens of millions of dollars in one-time costs associated with a reorganization. This would include hiring consultants to assist with staffing integration as well as the

significant time and expense associated with changing our governance statutes in Sacramento. Joint planning and programming, on the other hand, would cost at least \$3 million in one-time expenses, along with an estimated \$850,000 in additional staffing associated with modeling and increased public outreach. These latter costs would also apply to a merged organization.

Thank you once again for extending the comment deadline and seeking additional information to inform your deliberations. Should you have any questions, please feel free to contact any of our Planning Directors as noted below:

MTC — Ken Kirkey, 415-778-6790, kkirkey@mtc.ca.gov

SACOG—Matt Carpenter, 916-321-9000, mcarpenter@sacog.org

AMBAG— Heather Adamson, hadamson@ambag.org

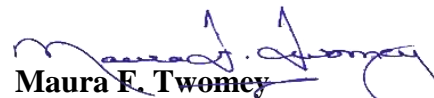
Sincerely,



Steve Heminger
Executive Director, MTC



Mike McKeever
Chief Executive Officer, SACOG



Maura F. Twomey
Executive Director, AMBAG



METROPOLITAN
TRANSPORTATION
COMMISSION



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

August 25, 2016

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

**Re: Docket No. FHWA-2016-0016; FHWA RIN 2126-AF68; FTA RIN 2132-AB 28 —
Metropolitan Planning Organization Coordination and Planning Area Reform**

Dear Sir or Madam:

The Association of Monterey Bay Area Governments (AMBAG), the Metropolitan Transportation Commission for the San Francisco Bay Area (MTC), the Sacramento Area Council of Governments (SACOG), the San Diego Association of Governments (SANDAG), the San Joaquin Council of Governments (SJCOC), and the Southern California Association of Governments (SCAG) respectfully submit the following joint comments in response to the proposed rule related to modifying Metropolitan Planning Area (MPA) and Metropolitan Planning Organization (MPO) boundaries and planning practices.

The rule appears to be a well-intentioned effort to address fragmented regional planning in parts of the U.S. where there are multiple MPOs within one metropolitan region. However, its current wording significantly overreaches; in our cases, it replaces effective regional planning with mega-regional planning on a geographic scale that is simply too large and unmanageable from a governance and transportation planning and programming perspective.

The changing of MPO boundaries regularly on a decennial basis would create confusion, unsteady policy making, and political instability in regional decision making. Additionally, the use of forecasts for population growth and location as the basis for present-day rule making and coordination procedures would be unworkable and potentially inequitable as these forecasts would be performed by each MPO, introducing wide variability in how such a forecast-based rule would be implemented throughout the nation. Moreover, the threshold requiring that an MPO take action — a shared urbanized area (UZA) — is far too low. We recommend U.S. DOT withdraw the NPRM and instead submit an Advance Notice of Proposed Rulemaking (ANPRM) seeking input on a broad range of options for addressing the challenge of multiple MPOs within one metropolitan/urbanized area. In the event that this path is not taken, we recommend revisions to the rule so as to: 1) focus action in the regions where consolidation of MPOs or integrated planning and programming is clearly warranted, and 2) provide greater flexibility in how to comply.

Rule Applies Too Broadly, Ignoring Significant Regional Differences and Identities. In our view, federal transportation planning requirements should encourage the boundaries of MPOs to conform to what the residents and businesses would naturally consider to be the “region,” rather than mandate changes on the basis of census-designated geographic areas. The AMBAG, MTC, SACOG, SJCOC, SANDAG and SCAG, regions each have distinct regional identities:

AMBAG is primarily a rural, agricultural region, distinct from the heavily urbanized MTC region that it abuts. It consists of three counties (Monterey, San Benito and Santa Cruz) with a combined population of 732,708, based on the 2010 U.S. Census. Given its more rural and coastal character, AMBAG is in attainment for federal air quality, whereas MTC, SACOG and SJCOG have long struggled with attainment and are all currently considered nonattainment areas.

By state law, MTC's geography includes nine counties (Alameda, Contra Costa, Marin, Napa, San Mateo, San Francisco, Santa Clara, Solano and Sonoma) and 101 cities. The census identifies 12 urbanized areas (five large and seven small) within the Bay Area and a population of over 7 million. MTC serves as the Bay Area's MPO as well as its state-designated Regional Transportation Planning Agency (RTPA), with project selection and funding authority for various state and regional funding programs. Six of the nine Bay Area counties have a population greater than 500,000, with three of them exceeding 1 million. The San Francisco Bay Area air basin is designated as a nonattainment area for ozone and fine particulate matter.

SACOG is a combination of urban, suburban and rural areas, with a land area about the same as MTC's (6562 square miles vs. 6923 square miles, respectively) but at 2.4 million, its population is less than one-third of the Bay Area's. SACOG serves as the MPO for the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba and the 22 cities within. It is responsible for transportation planning and programming of state and federal funds, air quality conformity and housing allocations. SACOG is the RTPA administering regional funding programs only for Sacramento, Sutter, Yolo, and Yuba Counties. El Dorado and Placer Counties have separate RTPAs, with whom SACOG regularly coordinates. The SACOG region is a nonattainment area for various criteria pollutants such as ozone and particulate matter.

By state law, SANDAG is a one-county MPO comprised of the 18 cities and county government of San Diego and serves also as the region's RTPA, Regional Transportation Commission (RTC) and Local Sales Tax Authority for the *TransNet* half-cent sales tax measure. The region includes the San Diego UZA, which makes up most of the western one-third of the region, and two urban clusters, with rural villages and open space making up the eastern two-thirds of the region, for a total land area of 4,261 square miles. The region has a total population of over 3.2 million and is expected to grow by another million in the next 35 years. The San Diego air basin is designated as a nonattainment area for the federal ozone standard.

SJCOG is the RTPA, MPO, and Local Sales Tax Authority for the half-cent sales tax measure. SJCOG covers one county, San Joaquin County, comprised of the rural communities in the County of San Joaquin and the urban/suburban cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. The county's land area is 1,448 square miles and is the home of 773,000 residents. It is the fastest growing county in California. The San Joaquin region is a non-attainment area and its air quality conformity process requires coordination of 7 other valley COGs making up the San Joaquin Valley air basin, a coverage of over 27,000 square miles.

SCAG is a six county MPO (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) comprised of 191 cities in Southern California. SCAG is the largest MPO in the United States. The SCAG region consists of a combination of urban, suburban, and rural areas, with a total land area of 38,140 square miles. The 2010 Census identified 13 urbanized areas within the SCAG region with a combined population of more than 17 million, which represented 96 percent of the total

population of the region. SCAG encompasses multiple air basins, most of which are classified as non-attainment for some criteria pollutants.

Threshold for Rule's Applicability is Too Low The proposed rule subjects our six regions to the required changes despite the fact that, in each case, the shared urbanized area represents a miniscule share of either region's total population:

- In the case of AMBAG and MTC, the geographic area in question is just 0.68 square miles and includes a population of approximately 606. This represents 0.08 percent of AMBAG's population and only 0.01 percent of MTC's population. In terms of land area, it is equally miniscule, representing 0.01 percent of AMBAG's land area and only 0.0001 percent of MTC's.
- The case of MTC and SACOG is even more extreme; the geographic area in question does not include *any* population (nor is it forecast to in the future) as it is located within a part of the campus of University of California, Davis where no housing is planned. From a land area perspective, it represents an equally tiny share of each region — 0.00012 percent.
- In the case of SACOG and SJCOG, there was extensive work in developing a planning and programming agreement specific to the Lodi-Galt UZA, which is forecast to overlap with the San Joaquin Council of Governments (SJCOG) over the next 20 years. In the 2000 Census, this UZA intersected the two MPOs' boundaries, leading to development of a planning and programming agreement for the UZA area (composed of two separate cities within two separate counties across the MPO boundaries). However, the 2010 Census redefined the UZA boundaries, eliminating the overlap and the need for the prior agreement. This leapfrogging back and forth from census to census underscores the pitfalls of setting a requirement for institutional or planning requirements that hinge on the basis of existing and 20-year forecast UZA boundaries.
- In the case of SCAG and SANDAG, the Mission Viejo/Lake Forest/San Clemente urbanized area consists of 150.6 square miles, 8.3 square miles of which falls in San Diego County. The total urbanized area population is 583,681, with the San Diego portion of the urbanized area population approximately 8,100. This geographic area is zoned for military use as it is part of the Marine Corps Base, Camp Pendleton. This area represents 0.25 percent of SANDAG's population and only 0.04 percent of SCAG's population. In terms of land area, it is also very small, representing 0.20 percent of SANDAG's land area and only 0.02 percent of SCAG's.

In each of these examples, any MPO coordination issues resulting from these small jurisdictional overlaps would be much easier to solve through interagency processes already in place than to subject our agencies to burdensome new regulations or inefficient boundary adjustments.

A Solution in Search of a Problem: Our Regions Have a History of Effective Collaboration While there may be parts of the U.S. where regional cooperation could be improved and consolidation, or at a minimum, greater collaboration, is warranted, our regions do not fall into that category and have a history of working effectively across jurisdictional boundaries.

The Bay Area and Monterey Bay regions have a history of collaboration on transportation and air quality issues. For instance, over 15 years ago, MTC and the Santa Cruz Regional Transportation Commission initiated the “Safe on 17” roadway safety program, consisting of joint funding of additional California Highway Patrol on Highway 17, a narrow and dangerous highway connecting Santa Clara and Santa Cruz counties.

Likewise, MTC and SACOG have worked very closely together on transportation and air quality related planning and programming for many years. A portion of Solano County is in the Sacramento air basin, governed by SACOG. Solano County, however, remains part of the MTC region and MTC has responsibility for the planning and programming process in the county. Due to this overlap, MTC and SACOG entered into a memorandum of understanding for developing a programming and air quality conformity process for this area over 22 years ago. Under the terms of the MOU:

- SACOG is responsible for including the area in its conformity analysis and in the development of the State Implementation Plan (SIP) for the Sacramento air basin.
- MTC is required to consult with SACOG on any projects proposed for its RTP that are located in the overlapping area.
- MTC ensures that projects funded by Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds applicable to the overlapping are consistent with SACOG’s SIP.

In 2015, MTC, SACOG and SJCOG signed a Memorandum of Understanding for an MPO Partnership in which the three agencies will:

- Coordinate the Regional Transportation Plans/Sustainable Communities Strategies of the organizations to optimize the performance of the plans and make efficient the work effort required to produce them;
- Participate in joint data gathering and analysis, research, planning, service delivery and policy-making activities to enhance the quality of life and economic prosperity of the three regions; and
- Continually update and analyze data and research on the geography of the three regions.

SACOG and SJCOG have also over the years worked together on transportation, goods movement, and Transportation Demand Management planning, given that Interstate 5 and SR 99 connect the two regions. Additionally, elected officials from both SACOG and SJCOG comprise the Capitol Valley Regional Service Authority for Freeways and Expressways (SAFE) Board for the SACOG and SJCOG regions.

Similarly, SANDAG and SCAG have a history of regional planning collaboration and coordination. For years, the two agencies have formally met on a quarterly basis to discuss coordination activities related to planned infrastructure improvements, grant opportunities, and other long range planning efforts. In context of this NPRM, SANDAG and SCAG have enacted a 2013 Memorandum of Agreement to deal with one of the SCAG UZAs extending across the SANDAG Metropolitan Planning Area (MPA) boundary as a result of Census 2010.

Rule Should Provide Greater Flexibility Even if DOT sets a threshold narrowing the rule’s applicability, from a broader policy perspective, we have concerns about the rule’s rigidity. Under the terms of the proposed rule, MPOs with a shared UZA have just three options:

1. Merge so that their geography fully encompasses the UZA.
2. Modify their boundaries so that existing and 20-year projected UAs are fully contained within one MPO.
3. Seek agreement from the Governor that the MPA is too large and too complex to be governed by one MPO. If approved:
 - a. Establish written agreements that identify coordination processes, division of transportation planning responsibilities and procedures for joint decision making and dispute resolution
 - b. Develop a single Transportation Improvement Programs (TIP), Regional Transportation Plans (RTP) and performance measures for the entire MPA.

In the case of MTC and SANDAG, as well as many other MPOs across the nation, the first two options would require state legislation, which is fraught with political risk and uncertainty as to the final board structure.

The alternative option detailed in #3 above is also not acceptable. By requiring joint RTP/TIP development and unified development of performance measures, the rule would sever the relationship between board members and the geography they serve. For example, representatives of San Benito County—with a population of less than 57,000—would have decision-making authority over projects and performance measures applicable to the Bay Area even though such representatives have no experience serving on the MPO board that governs the highly urbanized Bay Area.

The requirement for joint development and adoption of the RTP/TIP reduces accountability between board members and the residents and businesses affected by their decisions that could undermine public trust in MPO decisions. In addition, by expanding the geographic scope of an MPO's decision-making authority beyond its actual boundary, engaging the public would become much more challenging and debates over projects and performance measures would become even more difficult to resolve.

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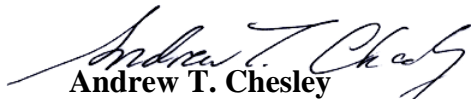
We also seek clarification on the rule's nonattainment area provision in §450.312 (3)(b), which states that MPA boundaries shall be retained for nonattainment areas that existed on August 10, 2005. Since many of the MPO air basins within California are in nonattainment, this provision conflicts with the main premise of the NPRM which states that MPAs must contain all contiguous sections of a UZA within a single MPA. Does this mean that MPOs whose MPA boundaries include nonattainment areas established as of August 10, 2005 can maintain their existing MPA boundaries without approval of the Governor? If so, would such MPOs also be permitted to continue to prepare single planning documents, despite the fact that their boundaries may include UZAs contained within multiple MPAs?

Conclusion

We recommend U.S. DOT withdraw the NPRM and instead submit an ANPRM seeking input on a broad range of options for improving regional collaboration. Should U.S. DOT opt to proceed with the rulemaking despite our significant concerns, we recommend setting, after consultation with MPOs, a meaningful, above "de minimis," population threshold that the smaller overlapping area must comprise of either of the intersecting MPO's population so that the rule is more narrowly tailored to those specific places of concern. (We would acknowledge that identifying an appropriate population-based threshold is difficult, which underscores the merit of withdrawing the rule to allow

for a more thorough consideration of options.) We also recommend greater flexibility so that an MPO would be in compliance if it enters into a written agreement with each MPO with whom it shares a UZA detailing how it will collaborate on population and land-use forecasts for the shared urbanized area for the RTP and consult with each other on performance measures and the planning and programming of transportation projects that affect both MPOs.

Sincerely,



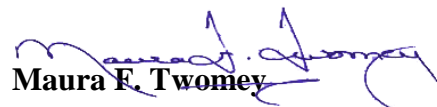
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