



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Jake Mackenzie, Chair   Scott Haggerty, Vice Chair*

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Wednesday, June 28, 2017

10:50 AM

Board Room - 1st Floor

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This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 10:50 a.m. or immediately following the 10:45 SAFE 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

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

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

#### 5. Commissioner Comments

#### 6. Consent Calendar:

- 6a.     **17-2660**           Minutes - May 24, 2017.
- Action:           Commission Approval
- Attachments:     6a\_Minutes Commission Meeting 5.24.17

#### ***Programming and Allocations Committee***

- 6b.     [17-2614](#)           MTC Resolution Nos. 3651, Revised and 3914, Revised. Allocation of \$2 million in Bridge Toll Capital funds to Transbay Joint Powers Authority for Construction of the Transbay Transit Center project.
- Action:           Commission Approval
- Presenter:       Craig Bosman
- Attachments:     [6b PAC 2b Reso 3651-3914 Transbay Transit Allocation](#)  
                              [2b Reso 3651-3914 Transbay Transit Allocation.pdf](#)

- 6c.**     [17-2615](#)     MTC Resolution Nos. 4035 Revised and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG 1) and One Bay Area Grant 2 (OBAG 2) programs.
- Action:**             Commission Approval
- Presenter:**       Mallory Atkinson
- Attachments:**    [6c PAC 2c Reso 4035-4202 OneBayAreaGrants](#)  
   [2c Reso 4035-4202 OneBayAreaGrants.pdf](#)
- 6d.**     [17-2616](#)     MTC Resolution Nos. 4216, Revised, and 4292. FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17 based on a revised regional apportionment.
- Action:**             Commission Approval
- Presenter:**       Rob Jaques
- Attachments:**    [6d PAC 2d Reso 4216-4292 FTA 5311 Program](#)  
   [2d Reso 4216-4292 FTA 5311 Program.pdf](#)
- 6e.**     [17-2617](#)     MTC Resolution No. 4228, Revised. Update to the FY2016-17 Regional Measure 2 (RM2) Operating Program to make minor program revisions.
- Action:**             Commission Approval
- Presenter:**       Cheryl Chi
- Attachments:**    [6e PAC 2e Reso-4228 RM2 Program Update](#)  
   [2e Reso-4228 RM2 Program Update.pdf](#)
- 6f.**     [17-2621](#)     MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-13.
- Action:**             Commission Approval
- Presenter:**       Adam Crenshaw
- Attachments:**    [6f PAC 2f Reso-4275 TIP Amend 2017-13](#)  
   [2f Reso-4275 TIP Amend 2017-13.pdf](#)
- 6g.**     [17-2622](#)     MTC Resolution No. 4287. Allocation of FY2017-18 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.
- Action:**             Commission Approval
- Presenter:**       Cheryl Chi
- Attachments:**    [6g PAC 2g Reso-4287 TDA Admin](#)  
   [2g Reso-4287 TDA Admin.pdf](#)

- 6h. [17-2623](#) MTC Resolution No. 4288. Allocation of \$4.9 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2017-18.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [6h PAC 2h Reso-4288 Transbay Terminal Allocation](#)  
[2h Reso-4288 Transbay Terminal Allocation.pdf](#)
- 6i. [17-2624](#) MTC Resolution No. 4289. Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.
- Action:** Commission Approval
- Presenter:** Raymond Odunlami
- Attachments:** [6i PAC 2i Reso-4289 STA Reg Coordination Plan](#)  
[2i Reso-4289 STA Reg Coordination Plan.pdf](#)
- 6j. [17-2625](#) MTC Resolution No. 4293. Programming for FY2017-18 and allocation of approximately \$2 million in Five Percent Unrestricted State Fund Revenues and \$2.4 million in Two Percent Bridge Toll Reserves for Water Emergency Transportation Authority (WETA) ferry operations and the San Francisco Bay Trail project.
- Action:** Commission Approval
- Presenter:** Christina Hohorst
- Attachments:** [6j PAC 2j Reso-4293 WETA-Ferry & SF Bay Trail](#)  
[2j Reso-4293 WETA-Ferry & SF Bay Trail.pdf](#)
- 6k. [17-2618](#) MTC Resolution No. 4250, Revised. Allocation of \$750,000 for Bay Bridge Forward Flexible Transit Services.
- Action:** Commission Approval
- Presenter:** Kenneth Kao
- Attachments:** [6k PAC 4c Reso-4250 Flex Transit Allocation](#)  
[6k PAC 4c Reso-4250 Flex Transit Allocation CORRESPONDENCE](#)  
[4c Reso-4250 Flex Transit Allocation.pdf](#)

## **Administration Committee**

- 6I. [17-2490](#) ABAG Staff Consolidation - Implementation Steps
- i. MTC Resolution No. 4173, Revised - Statement of Investment Policy
- A proposed revision to the Statement of Investment Policy to include the investment of funds for the Association of Bay Area Governments (ABAG) and to list the positions of authorized signers for financial accounts.
- ii. MTC Resolution No. 4265, Revised - MTC Debt Policy
- A proposed revision to the MTC Debt Policy to include the issuance and management of debts and other obligations for ABAG.
- iii. MTC Resolution No. 4291 - MTC Agency FY 2017-18 Pay Schedules
- A request for approval of MTC's agency pay schedules for FY 2017-18.
- Action:** Commission Approval
- Presenter:** Brian Mayhew and Alix Bockelman
- Attachments:** [6Ii Admin 3ci Reso-4173 Statement of Investment Policy](#)  
[6Iii Admin 3cii Reso-4265 MTC Debt Policy](#)  
[6Iiii Admin 3ciii Reso-4291 FY2017-18 Agency Pay Schedules.V2](#)  
[3ci Reso-4173 Statement of Investment Policy.pdf](#)  
[3cii Reso-4265 MTC Debt Policy.pdf](#)  
[3ciii Reso-4291 FY2017-18 Agency Pay Schedules.pdf](#)

## **Committee Reports**

### **7. Administration Committee – Glover**

- 7a. [17-2655](#) MTC Resolution No. 4280 - FY 2017-18 MTC Agency Budget
- A request to refer FY 2017-18 MTC Agency Budget, MTC Resolution No. 4280 to the Commission for approval.
- Action:** Commission Approval
- Presenter:** Brian Mayhew
- Attachments:** [7a Admin 3b Reso-4280 FY18 Agency Budget](#)  
[3b Reso-4280 FY18 Agency Budget.pdf](#)



## 8. Programming and Allocations Committee – Josefowitz

- 8a. [17-2627](#) MTC Resolution No. 4278. FY2017-18 RM2 Operating Program.
- Adopt the FY2017-18 RM2 Operating Program and provide an update about routes that are at risk of losing funds.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [8a PAC 4a Reso-4278 2017-18 RM2 Op Program](#)  
[4a Reso-4278 2017-18 RM2 Op Program.pdf](#)
- 8b. [17-2628](#) MTC Resolution Nos. 4279, 4284, and 4285.
- Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [8b PAC 4b Reso-4279-4284-4285 TransitOps & CapitalProjectsAllocation](#)  
[4b Reso-4279-4284-4285 TransitOps & CapitalProjectsAllocation.pdf](#)

## 9. Legislation Committee - Aguirre

- 9a. [17-2588](#) AB 544 (Bloom): Clean Air Vehicle Access to High-Occupancy Vehicle (HOV) Lanes
- Provides that the DMV-issued Clean Air Vehicle stickers to allow access to HOV lanes are valid for up to three years.
- Action:** Oppose Unless Amended / Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [9a LEG 5b AB 544 Bloom](#)  
[5b AB 544 Bloom.pdf](#)

- 9b. [17-2549](#) AB 686 (Santiago): Housing Discrimination - Affirmatively Further Fair Housing

Adds a requirement to the Sustainable Communities Strategy requiring that it identify specific actions to affirmatively further fair housing.

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

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [9b AB 686 \(Santiago\) Update.docx](#)  
[9a LEG 4b AB 686 \(Santiago\) Oppose Unless Amended](#)  
[4b AB 686 \(Santiago\) Oppose Unless Amended.pdf](#)

- 9c. [17-2721](#) Regional Measure 3 Update

Information on a proposed ballot measure under which voters could consider a bridge toll increase to fund congestion-relief projects and improve mobility in the bridge corridors.

**Action:** Information

**Attachments:** [9c Regional Measure 3](#)  
[9c\\_RM 3 Update Presentation.pdf](#)

## 10. Planning Committee - Spering

- 10a. [17-2536](#) MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program

Update on the RAMP Program efforts and proposed adoption of RAMP as the preferred mitigation strategy for the Bay Area.

**Action:** Commission Approval

**Presenter:** Ken Kirkey, MTC; Abigail Ramsden, The Nature Conservancy; and Laura Cholodenko, State Coastal Conservancy

**Attachments:** [10a PLNG 5a MTC Res No. 4290](#)  
[5a MTC Res. No. 4290.pdf](#)  
[5a Handout BIA Letter MTC Planning Committee June 5 2017 RAMP.pdf](#)  
[5a\\_highlighted tmp-4290.pdf](#)  
[5a Handout-PPT RAMP 20170609.pdf](#)

**10b.**    [17-2578](#)

MTC Resolution No. 4295 - Federal Performance Target-Setting Requirements

Overview of the federal performance target-setting requirements in MAP-21 and the FAST Act and will request authority to set future federal short-range targets to comply with statutory deadlines.

**Action:**                      Commission Approval

**Presenter:**                David Vautin and Shruti Hari, MTC

**Attachments:**            [10b\\_PLNG\\_5b\\_MTC Res. No. 4295](#)  
                                     [5b\\_MTC Res. No. 4295.pdf](#)

**11. Other Business / Public Comment**

**12. Adjournment / Next Meeting**

The next meeting of the Commission will be held on July 26, 2017 at 3:30 p.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 Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2614      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution Nos. 3651, Revised and 3914, Revised. Allocation of \$2 million in Bridge Toll Capital funds to Transbay Joint Powers Authority for Construction of the Transbay Transit Center project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b PAC 2b Reso 3651-3914 Transbay Transit Allocation](#)  
[2b Reso 3651-3914 Transbay Transit Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution Nos. 3651, Revised and 3914, Revised. Allocation of \$2 million in Bridge Toll Capital funds to Transbay Joint Powers Authority for Construction of the Transbay Transit Center project.

**Presenter:**

Craig Bosman

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2b

### MTC Resolution Nos. 3651, Revised and 3914, Revised

**Subject:** Allocation of \$2 million in Bridge Toll Capital funds to Transbay Joint Powers Authority for Construction of the Transbay Transit Center project.

**Background:** The Transbay Joint Powers Authority (TJPA) requests the allocation of approximately \$2 million in AB 1171 and Regional Measure 2 (RM2) bridge toll capital funds for the construction phase of the Transbay Transit Center. This action consists of the rescission of approximately \$853,000 in savings from previous allocations to the project, the re-allocation of the same amount to construction, and the allocation of approximately \$1.2 million in previously unallocated AB 1171 funds to construction, as detailed in the table below:

	<b>AB1171</b>	<b>RM2</b>	<b>Total</b>
Savings from Prior Allocations	\$828,842	\$24,309	\$853,151
Previously Unallocated Amount	\$1,199,673	-	\$1,199,673
Allocation Total	\$2,028,515	\$24,309	<b>\$2,052,824</b>

TJPA is targeting December 2017 for substantial completion of the Transbay Transit Center building, with transbay bus service into the Transbay Transit Center to begin in Spring 2018.

This action would fully allocate all capital bridge toll funds programmed to the project.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 3651, Revised and 3914, Revised to the Commission for approval.

**Attachments:** MTC Resolution Nos. 3651, Revised and 3914, Revised.

## COMMISSION AGENDA ITEM 6b

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 11/17/04-C 10/26/05-C  
05/24/06-C 02/28/07-C  
09/26/07-C 01/23/08-C  
03/26/08-C 05/28/08-C  
10/22/08-C 11/26/08-C  
04/22/09-C 06/24/09-C  
10/28/09-C 06/23/10-C  
07/24/13-C 02/26/14-C  
11/19/14-C 07/22/15-C  
06/28/17-C

### ABSTRACT

MTC Resolution No. 3651, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Transbay Terminal/Downtown Caltrain Extension project sponsored by and implemented by the Transbay Joint Powers Authority (TJPA).

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 TJPA's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on November 17, 2004 to accept the EIR and environmental findings as MTC's own for purposes of approving an allocation of \$16.125 million in RM2 funds to the finance portions of right-of-way phase, specifically the acquisition through condemnation of the property located at 80 Natoma Street.

This resolution was revised on October 26, 2005 to approve a \$12.875 million allocation for the right-of-way phase, to augment the previous right-of-way allocation for the 80 Natoma Street. Additional project specific conditions have been incorporated.

This resolution was revised on May 24, 2006 to approve a \$2.735 million allocation to allow the TJPA to continue ongoing professional contracts and PMPC work for preliminary engineering

**ABSTRACT**

MTC Resolution No. 3651, Revised

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work as well as to proceed with the BART connector study and Transbay travel model studies. Additional project specific conditions have been incorporated.

This resolution was revised on February 28, 2007 to allocate \$4.73 million for preliminary engineering funding for the utility relocation services, temporary terminal, and bus storage facilities. Additional project specific conditions have been incorporated.

This resolution was revised on September 26, 2007 to allocate \$1.319 million for final design on the temporary terminal.

This resolution was revised on January 23, 2008 to allocate \$28.299 million for a collection of right of way purchases, utility relocation (preliminary engineering) work, and program management and control costs.

This resolution was revised on March 26, 2008 to allocate a total of \$11.4 million for a collection of early works final design, permits, interagency agreements and early works construction management.

This resolution was revised on May 28, 2008 to allocate a total of \$21.8 million for the preliminary engineering of the Transbay Transit Center.

This resolution was revised on October 22, 2008 to allocate a total of \$23.5 million for the construction of the temporary terminal and funding for a commissioning agent for the new Transbay Terminal Center.

This resolution was revised on November 26, 2008 to amend the scope on a prior right-of-way allocation (Allocation no 08365110 - 01/23/08).

This resolution was revised on April 22, 2009 to allocate a total of \$5 million towards geotechnical shoring wall testing to determine the technical feasibility and effectiveness of alternate construction processes prior to finalizing design of soil improvements and foundation systems for the Transbay Transit Center.



**ABSTRACT**

MTC Resolution No. 3651, Revised

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This resolution was revised on June 24, 2009 to allocate a total of \$5.4 million towards the payment and performance bond premium for the construction of the Transbay Transit Center.

This resolution was revised on October 28, 2009 to rescind a total of \$750,000 from a prior construction allocation which has realized savings due to lower than anticipated contract costs, and to allocate a total of \$2.072 million (includes rescinded funds) to accommodate the expanded scope of CMGC services - owing to the inclusion of the “bottom up” approach which considers building the train box in Phase 1 construction.

This resolution was revised on June 23, 2010 to rescind a total of \$2.5 million from a prior design allocation owing to lower than anticipated contract costs and scope changes related to the bus storage facility, and reallocate the same amount towards Construction Manager/ General Contractor (CMGC) services for the construction of the Transbay Transit Center Building and Related Structures.

This resolution was revised on July 24, 2013 to rescind and amend prior allocations in order to allow unspent funds and savings to be made available for modified scope elements and/or future re-allocations.

This resolution was revised on February 26, 2014 to allocate \$2,375,673 towards Construction Manager/ General Contractor (CMGC) services for the construction of the Transbay Transit Center Building and Related Structures.

This resolution was revised on November 19, 2014 to modify a condition on the January 23, 2008 allocation for right of way purchases, to agree to move the quit claim deeds for two properties into a second priority position.

This resolution was revised on July 22, 2015 to modify a condition on the January 23, 2008 allocation for right of way purchases, to allow for the partial release of the quit claim deed for the 568 Howard Street property.

This resolution was revised on June 28, 2017 to rescind \$24,309 in savings from the February 28, 2007 allocation for preliminary engineering, and allocate the same amount for construction of the Transbay Transit Center Building and Related Structures.

**ABSTRACT**

MTC Resolution No. 3651, Revised

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Additional discussion of this allocation is contained in the Executive Director's memoranda to the MTC Programming and Allocations Committee dated September 8, 2004, November 10, 2004 and October 12, 2005, and PAC Summary Pages dated May 10, 2006, February 14, 2007, September 12, 2007, January 9, 2008, March 5, 2008, April 9, 2008, October 8, 2008, November 12, 2008, April 8, 2009, June 10, 2009, October 14, 2009, June 9, 2010, July 10, 2013, February 12, 2014, November 12, 2014, July 8, 2015, and June 14, 2017.

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Transbay Terminal/Downtown Caltrain Extension

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3651

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, Transbay Joint Powers Authority (TJPA) has submitted a request for the allocation of RM 2 funds for the Transbay Terminal/Downtown Caltrain Extension project; and

WHEREAS, Transbay Terminal/Downtown Caltrain Extension is identified as capital project number 22 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the TJPA 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 TJPA 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 TJPA's Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

RESOLVED, that MTC approves MTC staff's review of TJPA'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

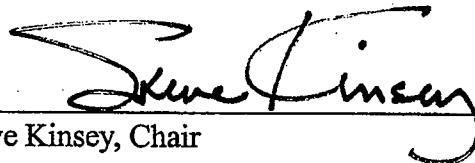
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon TJPA complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Transbay Terminal/Downtown Caltrain Extension  
 Sponsor: Transbay Joint Powers Authority  
 Project Number: 22.1

### Allocation No. 22.1-1

#### Activities to be funded with Allocation #1:

The RM2 funded component delivers Phase 1 of the Preliminary Engineering, consisting of the following activities and deliverables:

1. Program Update Report;
2. Design Criteria and Quality Guidelines;
3. Risk Analysis including identification of significant project elements that contribute to cost risk;
4. Program Implementation Plan and Cash Flow including phasing alternatives that consider expected availability of funding;
5. Preliminary engineering (roughly 10%) on project elements needed to better define cost;
6. Revised Cost Estimate Report;
7. Value Engineering Report; and
8. Program Scope Report for the Transbay Terminal element;
9. Conceptual Engineering for the Caltrain Downtown Extension element;
10. Revised Program Budget, Schedule and Cash Flow; and
11. Project Management/Project Control necessary to complete the items above.

#### Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
05365101	22-Sep-04	\$ 10,505,000	ENV	FY 2004-05	\$ 10,505,000
06365102	22-Sep-04	\$ 4,990,000	ENV	FY 2005-06	\$ 15,495,000

**Allocation No. 22.1-2****Activities to be funded with Allocation #2:**

Right-of-way acquisition of the 80 Natoma property in San Francisco, California.

The TJPA staff has provided MTC staff with a copy of the Project's environmental review documents, consisting of the Environmental Impact Statement/Environmental Impact Report and environmental findings of the San Francisco County Transportation Authority. Said documents have been reviewed by staff, and are herein incorporated by reference as though set forth at length. As lead agencies under CEQA, the City and County of San Francisco, the Peninsula Corridor Joint Powers Board (Caltrain) and the San Francisco Redevelopment Agency have certified that the Environmental Impact Report (EIR) for the Project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the applicable CEQA Guidelines.

The TJPA staff advises that the EIR for the Project is currently the subject of a number of pending lawsuits, but that there are no injunctions in place that would preclude the TJPA from proceeding with the Project. The TJPA staff further advises that the City and County of San Francisco, on behalf of the TJPA for purposes of implementing the Project, has initiated a condemnation action for the property located at 80 Natoma Street, and that this RM2 funding request is for purposes of providing part of the financing necessary to complete the right of way action.

Under these circumstances, for purposes of reviewing this request for an allocation of RM2 funds, MTC is a responsible agency under CEQA, and may accept that the EIR for the Project is in compliance with the provisions of CEQA and its applicable regulations. Staff recommends MTC's acceptance of the above referenced EIR and findings for the Project, and approval of the TJPA's RM2 funding request. MTC's acceptance of the EIR, and the findings as its own for purposes of approval of the funding request, will constitute MTC's permission for the TJPA to proceed with those elements of the Project funded in part with RM2 funds, but with the understanding that the TJPA will be proceeding with the Project at its own risk pending a final determination of the current judicial proceedings.

**Funding Information:**

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
05365103	17-Nov-04	\$ 16,125,000	ROW	FY 2004-05	\$ 31,620,000

**Allocation No. 22.1-3**

Activities to be funded with Allocation #3:

Additional funding for Right-of-way acquisition of the 80 Natoma property in San Francisco, California.

The TJPA finds that no new facts have arisen since the original certification of the Transbay Terminal EIR/EIS that would change the analysis or conclusions. MTC is a responsible agency under CEQA, and accepts that the EIR for the Project is in compliance with the provisions of CEQA and its applicable regulations.

MTC will be receiving two documents prior to processing payment for the property:

- 1) Settlement agreement between TJPA and the property owner.
- 2) Quitclaim deed (to protect MTC and the City and the San Francisco County Transportation Authority if the project fails).

**Funding Information:**

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
06365104	26-Oct-05	\$ 12,875,000	ROW	FY 2005-06	\$ 44,495,000

**Allocation No. 22.1-4**

Activities to be funded with Allocation #4:

- a) Ongoing professional service contracts for PE work and project controls and project management contracts through September (\$2.09 million)
- b) BART connection Study (\$600,000)
- c) Transbay travel model study (\$50,000)

**Funding Information:**

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
07365105	24-May-06	\$ 2,735,000	ENV	FY 2006-07	\$ 47,230,000

**Allocation No. 22.1-5**

Activities to be funded with Allocation #5:

- a) Preliminary Engineering (35%) for the Utility Relocation Services, Temporary Terminal, and Bus Storage facility

**Funding Information:**

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
07365106	28-Feb-07	\$ 4,730,000	ENV	FY 2006-07	\$ 51,960,000
07365106	24-Jul-13	\$ (850,000)	ENV	FY 2013-14	\$ 51,110,000
07365106	28-Jun-17	\$ (24,309)	ENV	FY 2016-17	\$ 51,085,691



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**Allocation No. 22.1-6**

Activities to be funded with Allocation #6:

a) Final Design for the Utility Relocation Services, Temporary Terminal, and Bus Storage facility

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08365107	26-Sep-07	\$ 1,319,000	PS&E	FY 2007-08	\$ 52,404,691

**Allocation No. 22.1-7**

Activities to be funded with Allocation #7:

a) Preliminary Design for the Utility Relocation Services (\$1.9 million)

b) Program Management and Program Controls (\$2.654 million)

c) Bundled Right-of-Way acquisitions related to the project, including but not limited to the following properties in downtown San Francisco until funds are expended:

272 Main, 200 Folsom, 90 Natoma, 564 Howard, 546 Howard, 57 Tehama, 60 Tehama, 81-83 Natoma, 77-79 Natoma, Natoma St., and 568-576 Howard. (\$23.745 million)

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08365108	23-Jan-08	\$ 2,654,000	ENV	FY 2007-08	\$ 55,058,691
08365109	23-Jan-08	\$ 1,900,000	ENV	FY 2007-08	\$ 56,958,691
08365110	23-Jan-08	\$ 23,745,000	ROW	FY 2007-08	\$ 80,703,691

**Allocation No. 22.1-8**

Activities to be funded with Allocation #8:

a) Final Design for the Bus Storage Facility and Utility Relocation, Permits, Fees and Interagency Agreements through CY 2008 and Construction Management for the Temporary Terminal and Bus Storage Facility (\$11.4 million)

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08365111	26-Mar-08	\$ 11,400,000	PS&E	FY 2007-08	\$ 92,103,691
08365111	23-Jun-10	\$ (2,500,000)	PS&E	FY 2009-10	\$ 89,603,691

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**Allocation No. 22.1-9**

Activities to be funded with Allocation #9:

- a) Preliminary Engineering of the Transbay Transit Center (\$ 21.25 million)
- b) Final Design of the Transbay Transit Center (550,000) - amended to add on July 24, 2013

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08365112	28-May-08	\$ 21,800,000	ENV	FY 2007-08	\$ 111,403,691

**Allocation No. 22.1-10**

Activities to be funded with Allocation #10:

- a) Construction of the Temporary Terminal (\$ 20.9 million)
- b) Funding for the Commissioning Agent for the Transbay Terminal Center (\$ 850,000)

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
09365113	22-Oct-08	\$ 23,500,000	CON	FY 2008-09	\$ 134,903,691
09365113	28-Oct-09	\$ (750,000)	CON	FY 2009-10	134,153,691
09365113	24-Jul-13	\$ (1,000,000)	CON	FY 2013-14	133,153,691

**Allocation No. 22.1-11**

Activities to be funded with Allocation #11:

- 1) Geotechnical shoring wall testing
- 2) Construction of test shafts to determine soil improvement procedures

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
09365114	22-Apr-09	\$ 5,000,000	ENV	FY 2008-09	\$ 138,153,691
09365114	24-Jul-13	\$ (525,673)	ENV	FY 2013-14	\$ 137,628,018

**Allocation No. 22.1-12**

Activities to be funded with Allocation #12:

Payment and performance bond premium for the construction of the Transbay Transit Center

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
09365115	24-Jun-09	\$ 5,400,000	CON	FY 2008-09	\$ 143,028,018

**Allocation No. 22.1-13**

Activities to be funded with Allocation #13:

Additional funds to accommodate the expanded scope of CMGC services owing to the inclusion of the "bottom up" approach, which considers building the train box in Phase 1 construction.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
10365116	28-Oct-09	\$ 2,072,000	CON	FY 2009-10	\$ 145,100,018

**Allocation No. 22.1-14**

Activities to be funded with Allocation #14:

Additional funds for CMGC services (especially pre-construction services) for the construction of the Transbay Transit Center Building and Related Structures.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
10365117	23-Jun-10	\$ 2,500,000	CON	FY 2009-10	\$ 147,600,018
14365117	26-Feb-14	\$ 2,375,673	CON	FY 2013-14	\$ 149,975,691

**Allocation No. 22.1-15**

Activities to be funded with Allocation #15:

Construction of the Transbay Transit Center Building and Related Structures.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17365118	28-Jun-17	\$ 24,309	CON	FY 2016-17	\$ 150,000,000

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## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: Transbay Terminal/Downtown Caltrain Extension  
Sponsor: Transbay Joint Powers Authority (TJPA)  
Project Number: 22.1

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

On September 22, 2004, the Commission approved the imposition of the following conditions pertaining to the overall project and all allocations:

1. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.
2. MTC certification of TJPA's evidence of allocation and commitment of complementary funds.
3. Adherence to the workplan exhibited by the "Transbay Terminal/Caltrain Downtown Extension Scope of Work" dated August 31, 2004, with its accompanying "Preliminary Engineering Part 1" progress schedule, attached.
4. The TJPA may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.

On November 17, 2004, the Commission approved the imposition of the following general concepts and conditions pertaining specifically to allocation #22.1-2 for the right-of-way phase and the TJPA has agreed to the following specific language:

5. General Concept:  
Require that the project sponsor TJPA deposit the full amount of RM2 funds directly into the account established by law for purposes of this condemnation action, and return interest on RM2 funds to MTC.

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### Specific Language:

The City and County of San Francisco has commenced an eminent domain action on behalf of the project sponsor TJPA to obtain Right-of-Way property needed for the project, and has committed to the TJPA's use of the property upon completion of the eminent domain action. TJPA, or MTC at the request of the project sponsor, shall deposit the RM2 grant funds directly into the account established by law for eminent domain funds. TJPA shall return to MTC the equivalent of any amount of interest earned at the account's interest rate and accrued in the account attributable to RM2 funds as of the date the funds are transferred to the condemnee. On or before the condemnee's receipt of eminent domain funds, the TJPA will deliver to MTC a report from counsel on the status of all pending litigation which might adversely effect the project or the ability of the TJPA to carry out the project.

### 6. General Concept:

Recapture RM2 investment plus any proportional increase in land value (including MTC's proportionate share of any improvements) if project not completed or land not used for project.

### Specific Language:

The TJPA has agreed that if Right-of-Way is acquired for the project and is not utilized for project purposes because the project is not completed or its scope is changed, MTC shall be reimbursed its proportional share of the fair market value of the property plus MTC's pro-rata share of any improvements, based on, (1) the net proceeds from the sale of the property or, (2) an appraisal of the property conducted at no cost to MTC. Any such appraisal shall be conducted within one (1) year from the date of the project sponsor's final determination that the project will not be completed or that the property is no longer needed for the project due to a change in scope. The date of valuation for purposes of any appraisal shall be the date on which such final determination is made.

### 7. General Concept:

Capture any savings if property is acquired for less than the appraised value at the time of grant application.

### Specific Language:

The TJPA has agreed that if the amount of RM2 funds deposited into the eminent domain account is higher than the RM2 proportional share of fair market value of the property as set forth in the final order of condemnation, the project sponsor shall return to MTC the difference between the amount deposited to the eminent domain account and the RM2 proportional share of the amount of the final order plus interest. If for any reason, the condemnation action is dismissed by a final judgment or abandoned, the RM2 funds deposited into the eminent domain account shall be returned to MTC plus accrued interest at the account's interest rate.

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8. General Concept:

Project sponsor agrees to request City to place a revocable lien on the property at the time of transfer of title in favor of the granting agencies, including but not limited to MTC, referencing these grant conditions. The lien shall be revocable after the project commences public operations.

Specific Language:

The TJPA and MTC have agreed that specific language is to be determined prior to completion of eminent domain action.

On October 26, 2005, the Commission approved the imposition of the following condition pertaining specifically to allocation #22.1-3 for the right-of-way phase. The conditions approved as part of 22.1-2 apply to this right-of-way allocation request.

9. MTC must receive the following two documents before any distribution of funds for the right-of-way purchase:
  - 1) Settlement agreement between TJPA and the property owner.
  - 2) Final quitclaim deed that conveys to MTC and the SFCTA, as joint tenants, title and interest in the property, to be held in trust, and to be recorded, should the TJPA abandon the Transbay Terminal project or the State of California terminate the project for failure to complete.
10. This allocation is contingent upon the approval of the allocation request by the TJPA Board of Directors and approval of the complementary funds by the SFCTA.

On May 24, 2006, the Commission approved the imposition of the following condition pertaining specifically to allocation #22.1-4 for the bridge-gap funding.

11. It is MTC's intent that there be no further RM2 allocations until the TJPA adopts an implementation strategy for the program.

On February 28, 2007, the Commission approved the following condition pertaining specifically to allocation #22.1-5.

12. MTC's allocation #5 for this project is contingent upon the San Francisco County Transportation Authority's (SFCTA) approval and authorization of expenditures of \$10.825 million for Project Management/ Project Controls and survey work, calendared for Authority Board consideration in February 2007.

On January 23, 2008, the Commission approved the following conditions pertaining specifically to allocation #22.1-7. Condition #14 was modified on November 19, 2014 to place two properties into a second priority position until a private loan by Goldman Sachs is paid off by TJPA. **Condition #14 was further modified on July 22, 2015 to allow for the partial release of the quit claim deed for the 568 Howard Street property.**

13. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

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14. MTC will execute Quit Claim Deeds for each property which is being purchased (fully or in part) with RM2 funds prior to transferring any funds to the TJPA for this purpose. The quit claim deeds for 75 Natoma Street and 546 Howard Street shall be held in abeyance until TJPA repays the private loan. The selection of parcels to be purchased with RM2 funds shall be clustered in location as much as possible. ***The quit claim deed for 568 Howard Street may be partially released to allow for a portion of that property to be included as part of the Parcel F land sale. TJPA staff is requested to provide a budget update to the Commission in July of 2015, as a condition of the partial release.***
15. MTC is allowing non-proportionate drawdowns from complementary fund sources for purposes of procuring right of way under this allocation, with the understanding that after all parcels have been acquired, RM2 funding will be approximately equal to complementary funding for right of way.

On March 26, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-8

16. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

On May 28, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-9

17. The disbursement of funds is contingent on the award of the Architectural & Engineering (A&E) contract to Pelli Clarke Pelli - Hines for design and development of the Transbay Terminal and Tower; furthermore, if the contract is not awarded within three months, staff will rescind the

On October 22, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-10

18. The allocation and reimbursement of RM2 funds are contingent upon the TJPA securing an investment grade rating from Fitch, submitting a TIFIA loan application, and approving the Exclusive Negotiations Agreement for the Transbay Transit Tower.

On June 23, 2010, the Commission approved the following condition pertaining specifically to allocation #22.1-14

19. The allocation and reimbursement of RM2 funds are contingent upon approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

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## Project Schedule

Prepared by the Transbay Joint Powers Authority

Pages 4 thru 6 of Attachment B to MTC Resolution No. 3651

See

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Attachment C

MTC Resolution No. 3651

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**RM2 Project Number: 22****Transbay Terminal/Downtown Caltrain Extension**

Lead Sponsor <b>Transbay Joint Powers Authority</b>	Other Sponsors(s) <b>N/A</b>	Implementing Agency (if applicable) <b>N/A</b>
<b>Legislated Project Description</b> A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisition required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Extension Project. The temporary terminal operation shall not exceed five years.		
RM2 Legislated Funding (in \$1,000) <b>Total Overall Funding: \$150,000</b>		Total Estimated Project Cost (in \$1,000) <b>\$4,495,400</b>
<b>Project Purpose and Description</b> The Transbay Terminal / Downtown Caltrain Extension Project consists of three major components: a new, multi-modal Transbay Terminal on the site of the present Transbay Terminal; the extension of Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath a proposed new Transbay Terminal; and the establishment of a Redevelopment Area with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal Transbay Terminal.		
<b>Funding Description</b> Committed Funds: The Project is divided into two phases: the Transbay Transit Center Phase 1, which is funded with committed revenues and future land sales.  Uncommitted Funds: The Caltrain Downtown Extension project (Phase 2) is estimated to cost \$2.6 billion and is not fully funded. The TJPA is working on securing additional revenues..  Operating Capacity: Operations for the Transbay Terminal are to be funded by revenue generated by the building leases, including rents from transit operators, retail establishments, a hotel; parking revenue; general advertising revenue; and the continuation of terminal operating funds from Bay Area Toll Authority funds. The operations of the Downtown Caltrain extension are to be fully funded by fare revenues.		

**Overall Project Cost and Schedule (Schedule: Phase 1)**

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document/ Preliminary Eng.	08/2000	12/2009	\$144,306
2	Plans, Specifications and Estimates	11/2007	09/2012	\$510,063
3	Right-of-Way	11/2005	06/2011	\$253,316
4	Construction	11/2008	12/2017	\$3,587,715

**Total: \$4,495,400****Defined Segment Funding Plan Total\*: \$2,259,400**

# COMMISSION AGENDA ITEM 6b

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Attachment C

MTC Resolution No. 3651

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## \* Defined Segment Funding Plan

(\$ thousands)

<b>Project Title</b>	Transbay Terminal/Downtown Caltrain Extension	<b>Project No.</b>	22
<b>Lead Sponsor</b>	Transbay Joint Powers Authority		

Fund Source	Phase	Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
<b>Committed</b>															
FTA Section 1601	ENV / PA&ED	8,795													8,795
RM-1	ENV / PA&ED	1,400		5,200											6,600
Lease Proceeds, TDR, M	ENV / PA&ED	799						7		61					867
RM-2	ENV / PA&ED	15,127	26,330												41,457
SF Prop K	ENV / PA&ED	16,659	9,886	86											26,630
San Mateo Sales Tax	ENV / PA&ED	4,497													4,497
SAFETEA-LU Grants	ENV / PA&ED	6,650	7,009	7,593											21,252
AB1171	ENV / PA&ED				5,226										5,226
SF Prop K	PS&E				18,200				13,455						31,655
Lease Proceeds, TDR	PS&E	46	307	592	650	471	486	633	788	1,108	763	1,093			6,937
TIFIA/Bridge Loan	PS&E									20,615		2,800			23,415
RM-2	PS&E		10,219	4,474											14,693
AB 1171	PS&E				10,700	22,074		29,069							61,843
SAFETEA-LU Grants	PS&E				32,344										32,344
RTIP	PS&E		4,000			2,762									6,762
ARRA-HSIPR	PS&E					70,465									70,465
RM-2	ROW	29,000	23,745												52,745
SF Prop K	ROW		20,376												20,376
RTIP	ROW		3,391												3,391
Lease Proceeds, TDR, M	ROW	37													37
RM-1	CON							47,800							47,800
RM-2	CON			27,150	4,572				2,376			24			34,122
AB 1171	CON					35,976		44,300	627			2,029			82,931
AC Transit Capital Cont.	CON					4,085	3,613	2,150	2,150	23,313	2,148	2,153	89		39,700
RTIP	CON														0
Land Sales	CON							191,816	73,891	70,000	180,161				515,868
SF Prop K	CON			7,999				33,042		14,220		5,422			60,683
OBAG								6,000							
Lease Proceeds, TDR, M	CON										5,456	5,943			11,399
TCDP Mello Roos CFD	CON											146,615			146,615
ARRA-HSIPR	CON					329,535									329,535
FRA Rail Relo	CON					2,650									2,650
TIFIA/ Bridge Loan	CON						0		132,889		168,200				301,089
City Financing	CON										241,022				241,022
<b>Segment Funding Total</b>		<b>83,010</b>	<b>105,262</b>	<b>53,094</b>	<b>71,692</b>	<b>468,018</b>	<b>4,098</b>	<b>315,767</b>	<b>129,959</b>	<b>250,301</b>	<b>197,354</b>	<b>420,724</b>	<b>160,122</b>	<b>0</b>	<b>2,259,401</b>

# COMMISSION AGENDA ITEM 6b

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Transbay Terminal/Downtown Caltrain Extension  
Sponsor: Transbay Joint Powers Authority  
RM2 Project Number: 22.1

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RM2 Project # 22.1	PRIOR	FY2017-18	Future	TOTAL
<b>RM2 Funds Total</b>	<b>148,210,000</b>	<b>1,790,000</b>	<b>-</b>	<b>150,000,000</b>
<b>Environmental (ENV)</b>	<b>58,618,000</b>	<b>247,000</b>	<b>0</b>	<b>58,865,000</b>
RM 2	48,192,000	247,000		48,439,000
AB1171	5,226,000			5,226,000
RM1	5,200,000			5,200,000
<b>Final Design (PS&amp;E)</b>	<b>74,704,000</b>	<b>1,832,000</b>	<b>0</b>	<b>76,536,000</b>
RM 2	13,738,000	955,000		14,693,000
AB1171	60,966,000	877,000		61,843,000
RM1	0			0
<b>Right of Way</b>	<b>52,745,000</b>	<b>0</b>		<b>52,745,000</b>
RM 2	52,745,000			52,745,000
AB1171				
RM1				
<b>Construction</b>	<b>161,050,886</b>	<b>3,803,114</b>	<b>0</b>	<b>164,854,000</b>
RM2	33,535,000	588,000		34,123,000
AB1171	79,715,886	3,215,114		82,931,000
RM1	47,800,000			47,800,000
<b>TOTAL FUNDING</b>				
Environmental	58,618,000	247,000	0	58,865,000
Final Design (PS&E)	74,704,000	1,832,000	0	76,536,000
Right of Way	52,745,000	0	0	52,745,000
Construction	161,050,886	3,803,114	0	164,854,000
<b>PROJECT TOTAL</b>	<b>347,117,886</b>	<b>5,882,114</b>	<b>0</b>	<b>353,000,000</b>

## COMMISSION AGENDA ITEM 6b

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

### ABSTRACT

Resolution No. 3914, Revised

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

This resolution includes the following attachments:

Attachment A – Allocations of AB 1171 Bridge Toll funds

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

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

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

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

**ABSTRACT**

MTC Resolution No. 3914, Revised

Page 2

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

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

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

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

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

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

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

**ABSTRACT**

MTC Resolution No. 3914, Revised

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

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

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

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

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

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

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

**ABSTRACT**

MTC Resolution No. 3914, Revised

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

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

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

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

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

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

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

**ABSTRACT**

MTC Resolution No. 3914, Revised

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

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

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

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

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

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

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

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



**ABSTRACT**

MTC Resolution No. 3914, Revised

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

This resolution was revised on June 28, 2017 to rescind \$331,157 from Allocation #21 and \$497,685 from Allocation #34 to the Transbay Transit Center project, and allocate \$2,028,515 for construction on the Transbay Transit Center project.

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, September 14, 2016, November 9, 2016, and June 14, 2017.

## COMMISSION AGENDA ITEM 6b

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

RE: Allocation of AB 1171 Bridge Toll funds

### METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 3914

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

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

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

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

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

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

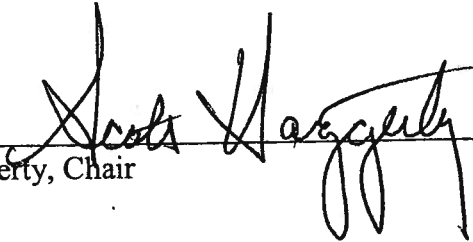
MTC Resolution No. 3914

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

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METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

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

# COMMISSION AGENDA ITEM 6b

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

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

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

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

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

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

Page 3 of 34

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

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

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

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

Page 5 of 34

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



**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

Page 6 of 34

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

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

Page 7 of 34

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$134,074,000	06/23/10	<p>Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: <i>Construction Management Oversight, Existing Terminal &amp; Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits &amp; Fees, PMPC, Utility Relocation, Buttress Shoring Wall &amp; Excavation and Construction Management General Contractor services.</i></p> <p>The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the TJPA board.</p> <p>b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project.</p> <p>The demolition and construction allocation of roughly \$112 million is conditioned on:</p> <p>a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1.</p> <p>(cont. next page)</p>

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

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Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08 (cont.)						<p>b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>*The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for \$400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.</p>
09	2010-11	BART	BART Warm Springs Extension	\$5,000,000	07/28/10  Conditions Revised 7/27/11	<p>Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received</p>

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

Page 9 of 34

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> <li>• The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding.</li> <li>• Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million.</li> <li>• Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011.</li> <li>• BART and the funding partners have agreed to proceed with the project using the available funding.</li> <li>• Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order:</li> </ul> <p>(cont. next page)</p>
						<ol style="list-style-type: none"> <li>1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011;</li> <li>2. Apply any savings from the LTSS construction contract or soft costs; and</li> <li>3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively).</li> </ol> <ul style="list-style-type: none"> <li>• Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the</li> </ul>

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

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Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>LTSS phase.</p> <p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p> <p>d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.</p>

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

Page 11 of 34

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

**COMMISSION AGENDA ITEM 6b**

Attachment A

Resolution No. 3914

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

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



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16	2010-11	CCTA	e-BART	\$19,000,000	03/23/11	<p>Scope of work: This allocation will fund \$19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160.</p> <p>Allocation is conditioned on concurrence by the BART board with the IPR package.</p> <p>Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$76,024,000)	05/25/11	<p>This rescission of \$76,024,000 reduces Allocation #8 to \$58,050,000 for final design and construction of the Transit Center building, including:</p> <p>Construction Management Oversight</p> <p>Demolition of the Transbay Terminal and ramps</p> <p>Transit Center Final Design</p> <p>City Agency Inspection</p> <p>Transit Center Permits and Fees</p> <p>Program Management / Program Controls (PMPC)</p> <p>Utility Relocation</p> <p>Buttress, Shoring Wall and Excavation (BSE) construction</p> <p>Construction Management / General Contractor (CMGC) services</p> <p>The remaining \$58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	\$26,400,000	06/22/11	<p>Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.</p> <p><i>Conditions:</i> Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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18	2011-12	CCTA	e-BART	\$27,100,000	09/28/11	<p>Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
19	2011-12	VTA	Mission/Warren/ Truck-Rail Facility	\$6,500,000	11/16/11	<p>Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project.</p> <p><i>Conditions:</i> The \$6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of \$148 million project. If the project cost is less than the \$148 million, MTC would rescind or reduce this allocation.</p> <p>Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	(\$3,817,000)	03/28/12	This rescission of \$3,817,000 reduces Allocation #17 to \$22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining \$22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$14,280,000	03/28/12	<p>Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project.</p> <p><i>Note:</i> Allocation was reduced by \$1,142,000 on 05/25/16. New allocation amount is \$13,138,000. See page 31.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

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

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



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

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

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

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

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

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



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37	2014-15	BART	e-BART	\$500,000	12/17/14	<p>Scope of Work: This allocation is for Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <p>a) Approval of local support resolution by CCTA and BART Boards.</p> <p>b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$2,189,000)	01/27/16	<p>This rescission of \$2,189,000 reduces Allocation #30 to \$26,259,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$26,259,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

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38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$2,189,000	01/27/16	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange).</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/16	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/16	<p>Scope of work: This allocation funds the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p><b>Note: Allocation was reduced by \$251,607 on 11/16/16. New allocation amount is \$890,393. See page 32.</b></p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

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40	2016-17	BART	BART To Livermore Extension Project	\$1,632,000	09/28/16	<p>Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <p>a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$125,206)	11/16/16	<p>This rescission of \$125,206 reduces Allocation #25 to \$5,670,794 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$5,670,794 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$251,607)	11/16/16	<p>This rescission of \$251,607 reduces Allocation #39 to \$890,393 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3.</p> <p>The remaining \$890,393 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.</p>

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41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$376,813	11/16/16	<p>Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$331,157)	6/28/17	<p>This rescission of \$331,157 reduces Allocation #21 to \$73,368,843.</p> <p>The remaining \$73,368,843 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #25.</p>
34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$497,685)	6/28/17	<p>This rescission of \$497,695 reduces Allocation #34 to \$626,642.</p> <p>The remaining \$626,642 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
42	2016-17	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$2,028,515	6/28/17	<p>Scope of work: This allocation funds construction of the Transbay Transit Center Building and Related Structures.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
Total Allocated				\$486,681,700		

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

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

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2b

## MTC Resolution Nos. 3651, Revised and 3914, Revised

**Subject:** Allocation of \$2 million in Bridge Toll Capital funds to Transbay Joint Powers Authority for Construction of the Transbay Transit Center project.

**Background:** The Transbay Joint Powers Authority (TJPA) requests the allocation of approximately \$2 million in AB 1171 and Regional Measure 2 (RM2) bridge toll capital funds for the construction phase of the Transbay Transit Center. This action consists of the rescission of approximately \$853,000 in savings from previous allocations to the project, the re-allocation of the same amount to construction, and the allocation of approximately \$1.2 million in previously unallocated AB 1171 funds to construction, as detailed in the table below:

	<b>AB1171</b>	<b>RM2</b>	<b>Total</b>
Savings from Prior Allocations	\$828,842	\$24,309	\$853,151
Previously Unallocated Amount	\$1,199,673	-	\$1,199,673
Allocation Total	\$2,028,515	\$24,309	<b>\$2,052,824</b>

TJPA is targeting December 2017 for substantial completion of the Transbay Transit Center building, with transbay bus service into the Transbay Transit Center to begin in Spring 2018.

This action would fully allocate all capital bridge toll funds programmed to the project.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 3651, Revised and 3914, Revised to the Commission for approval.

**Attachments:** MTC Resolution Nos. 3651, Revised and 3914, Revised.

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 11/17/04-C 10/26/05-C  
05/24/06-C 02/28/07-C  
09/26/07-C 01/23/08-C  
03/26/08-C 05/28/08-C  
10/22/08-C 11/26/08-C  
04/22/09-C 06/24/09-C  
10/28/09-C 06/23/10-C  
07/24/13-C 02/26/14-C  
11/19/14-C 07/22/15-C  
06/28/17-C

### ABSTRACT

MTC Resolution No. 3651, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Transbay Terminal/Downtown Caltrain Extension project sponsored by and implemented by the Transbay Joint Powers Authority (TJPA).

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 TJPA's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on November 17, 2004 to accept the EIR and environmental findings as MTC's own for purposes of approving an allocation of \$16.125 million in RM2 funds to the finance portions of right-of-way phase, specifically the acquisition through condemnation of the property located at 80 Natoma Street.

This resolution was revised on October 26, 2005 to approve a \$12.875 million allocation for the right-of-way phase, to augment the previous right-of-way allocation for the 80 Natoma Street. Additional project specific conditions have been incorporated.

This resolution was revised on May 24, 2006 to approve a \$2.735 million allocation to allow the TJPA to continue ongoing professional contracts and PMPC work for preliminary engineering

## ABSTRACT

MTC Resolution No. 3651, Revised

Page 2

work as well as to proceed with the BART connector study and Transbay travel model studies. Additional project specific conditions have been incorporated.

This resolution was revised on February 28, 2007 to allocate \$4.73 million for preliminary engineering funding for the utility relocation services, temporary terminal, and bus storage facilities. Additional project specific conditions have been incorporated.

This resolution was revised on September 26, 2007 to allocate \$1.319 million for final design on the temporary terminal.

This resolution was revised on January 23, 2008 to allocate \$28.299 million for a collection of right of way purchases, utility relocation (preliminary engineering) work, and program management and control costs.

This resolution was revised on March 26, 2008 to allocate a total of \$11.4 million for a collection of early works final design, permits, interagency agreements and early works construction management.

This resolution was revised on May 28, 2008 to allocate a total of \$21.8 million for the preliminary engineering of the Transbay Transit Center.

This resolution was revised on October 22, 2008 to allocate a total of \$23.5 million for the construction of the temporary terminal and funding for a commissioning agent for the new Transbay Terminal Center.

This resolution was revised on November 26, 2008 to amend the scope on a prior right-of-way allocation (Allocation no 08365110 - 01/23/08).

This resolution was revised on April 22, 2009 to allocate a total of \$5 million towards geotechnical shoring wall testing to determine the technical feasibility and effectiveness of alternate construction processes prior to finalizing design of soil improvements and foundation systems for the Transbay Transit Center.



## ABSTRACT

MTC Resolution No. 3651, Revised

Page 3

This resolution was revised on June 24, 2009 to allocate a total of \$5.4 million towards the payment and performance bond premium for the construction of the Transbay Transit Center.

This resolution was revised on October 28, 2009 to rescind a total of \$750,000 from a prior construction allocation which has realized savings due to lower than anticipated contract costs, and to allocate a total of \$2.072 million (includes rescinded funds) to accommodate the expanded scope of CMGC services - owing to the inclusion of the “bottom up” approach which considers building the train box in Phase 1 construction.

This resolution was revised on June 23, 2010 to rescind a total of \$2.5 million from a prior design allocation owing to lower than anticipated contract costs and scope changes related to the bus storage facility, and reallocate the same amount towards Construction Manager/ General Contractor (CMGC) services for the construction of the Transbay Transit Center Building and Related Structures.

This resolution was revised on July 24, 2013 to rescind and amend prior allocations in order to allow unspent funds and savings to be made available for modified scope elements and/or future re-allocations.

This resolution was revised on February 26, 2014 to allocate \$2,375,673 towards Construction Manager/ General Contractor (CMGC) services for the construction of the Transbay Transit Center Building and Related Structures.

This resolution was revised on November 19, 2014 to modify a condition on the January 23, 2008 allocation for right of way purchases, to agree to move the quit claim deeds for two properties into a second priority position.

This resolution was revised on July 22, 2015 to modify a condition on the January 23, 2008 allocation for right of way purchases, to allow for the partial release of the quit claim deed for the 568 Howard Street property.

This resolution was revised on June 28, 2017 to rescind \$24,309 in savings from the February 28, 2007 allocation for preliminary engineering, and allocate the same amount for construction of the Transbay Transit Center Building and Related Structures.

## ABSTRACT

MTC Resolution No. 3651, Revised

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Additional discussion of this allocation is contained in the Executive Director's memoranda to the MTC Programming and Allocations Committee dated September 8, 2004, November 10, 2004 and October 12, 2005, and PAC Summary Pages dated May 10, 2006, February 14, 2007, September 12, 2007, January 9, 2008, March 5, 2008, April 9, 2008, October 8, 2008, November 12, 2008, April 8, 2009, June 10, 2009, October 14, 2009, June 9, 2010, July 10, 2013, February 12, 2014, November 12, 2014, July 8, 2015, and June 14, 2017.

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Transbay Terminal/Downtown Caltrain Extension

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3651

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, Transbay Joint Powers Authority (TJPA) has submitted a request for the allocation of RM 2 funds for the Transbay Terminal/Downtown Caltrain Extension project; and

WHEREAS, Transbay Terminal/Downtown Caltrain Extension is identified as capital project number 22 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the TJPA 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 TJPA 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 TJPA's Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

RESOLVED, that MTC approves MTC staff's review of TJPA'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 TJPA complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

September 22, 2004

Attachment A

MTC Resolution No. 3651

Org Key #840-8822-01

Pg 1 of 6

Revised: 11/17/04-C 05/24/06-C

02/28/07-C 09/26/07-C

01/23/08-C 03/26/08-C

05/28/08-C 10/22/08-C

11/26/08-C 04/22/09-C

06/24/09-C 10/28/09-C

06/23/10-C 07/24/13-C 02/16/14-C

06/28/17-C

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Transbay Terminal/Downtown Caltrain Extension

Sponsor: Transbay Joint Powers Authority

Project Number: 22.1

### Allocation No. 22.1-1

#### Activities to be funded with Allocation #1:

The RM2 funded component delivers Phase 1 of the Preliminary Engineering, consisting of the following activities and deliverables:

1. Program Update Report;
2. Design Criteria and Quality Guidelines;
3. Risk Analysis including identification of significant project elements that contribute to cost risk;
4. Program Implementation Plan and Cash Flow including phasing alternatives that consider expected availability of funding;
5. Preliminary engineering (roughly 10%) on project elements needed to better define cost;
6. Revised Cost Estimate Report;
7. Value Engineering Report; and
8. Program Scope Report for the Transbay Terminal element;
9. Conceptual Engineering for the Caltrain Downtown Extension element;
10. Revised Program Budget, Schedule and Cash Flow; and
11. Project Management/Project Control necessary to complete the items above.

#### Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
05365101	22-Sep-04	\$ 10,505,000	ENV	FY 2004-05	\$ 10,505,000
06365102	22-Sep-04	\$ 4,990,000	ENV	FY 2005-06	\$ 15,495,000

September 22, 2004

Attachment A

MTC Resolution No. 3651

Org Key #840-8822-01

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Revised: 11/17/04-C 05/24/06-C

02/28/07-C 09/26/07-C

01/23/08-C 03/26/08-C

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11/26/08-C 04/22/09-C

06/24/09-C 10/28/09-C

06/23/10-C 07/24/13-C 02/16/14-C

06/28/17-C

#### Allocation No. 22.1-2

##### Activities to be funded with Allocation #2:

Right-of-way acquisition of the 80 Natoma property in San Francisco, California.

The TJPA staff has provided MTC staff with a copy of the Project's environmental review documents, consisting of the Environmental Impact Statement/Environmental Impact Report and environmental findings of the San Francisco County Transportation Authority. Said documents have been reviewed by staff, and are herein incorporated by reference as though set forth at length. As lead agencies under CEQA, the City and County of San Francisco, the Peninsula Corridor Joint Powers Board (Caltrain) and the San Francisco Redevelopment Agency have certified that the Environmental Impact Report (EIR) for the Project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the applicable CEQA Guidelines.

The TJPA staff advises that the EIR for the Project is currently the subject of a number of pending lawsuits, but that there are no injunctions in place that would preclude the TJPA from proceeding with the Project. The TJPA staff further advises that the City and County of San Francisco, on behalf of the TJPA for purposes of implementing the Project, has initiated a condemnation action for the property located at 80 Natoma Street, and that this RM2 funding request is for purposes of providing part of the financing necessary to complete the right of way action.

Under these circumstances, for purposes of reviewing this request for an allocation of RM2 funds, MTC is a responsible agency under CEQA, and may accept that the EIR for the Project is in compliance with the provisions of CEQA and its applicable regulations. Staff recommends MTC's acceptance of the above referenced EIR and findings for the Project, and approval of the TJPA's RM2 funding request. MTC's acceptance of the EIR, and the findings as its own for purposes of approval of the funding request, will constitute MTC's permission for the TJPA to proceed with those elements of the Project funded in part with RM2 funds, but with the understanding that the TJPA will be proceeding with the Project at its own risk pending a final determination of the current judicial proceedings.

##### Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
05365103	17-Nov-04	\$ 16,125,000	ROW	FY 2004-05	\$ 31,620,000

**Allocation No. 22.1-3**

Activities to be funded with Allocation #3:

Additional funding for Right-of-way acquisition of the 80 Natoma property in San Francisco, California.

The TJPA finds that no new facts have arisen since the original certification of the Transbay Terminal EIR/EIS that would change the analysis or conclusions. MTC is a responsible agency under CEQA, and accepts that the EIR for the Project is in compliance with the provisions of CEQA and its applicable regulations.

MTC will be receiving two documents prior to processing payment for the property:

- 1) Settlement agreement between TJPA and the property owner.
- 2) Quitclaim deed (to protect MTC and the City and the San Francisco County Transportation Authority if the project fails).

**Funding Information:**

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
06365104	26-Oct-05	\$ 12,875,000	ROW	FY 2005-06	\$ 44,495,000

**Allocation No. 22.1-4**

Activities to be funded with Allocation #4:

- a) Ongoing professional service contracts for PE work and project controls and project management contracts through September (\$2.09 million)
- b) BART connection Study (\$600,000)
- c) Transbay travel model study (\$50,000)

**Funding Information:**

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
07365105	24-May-06	\$ 2,735,000	ENV	FY 2006-07	\$ 47,230,000

**Allocation No. 22.1-5**

Activities to be funded with Allocation #5:

- a) Preliminary Engineering (35%) for the Utility Relocation Services, Temporary Terminal, and Bus Storage facility

**Funding Information:**

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
07365106	28-Feb-07	\$ 4,730,000	ENV	FY 2006-07	\$ 51,960,000
07365106	24-Jul-13	\$ (850,000)	ENV	FY 2013-14	\$ 51,110,000
07365106	28-Jun-17	\$ (24,309)	ENV	FY 2016-17	\$ 51,085,691



Allocation No. 22.1-6						
Activities to be funded with Allocation #6:						
a) Final Design for the Utility Relocation Services, Temporary Terminal, and Bus Storage facility						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365107	26-Sep-07	\$ 1,319,000	PS&E	FY 2007-08	\$	52,404,691

Allocation No. 22.1-7						
Activities to be funded with Allocation #7:						
a) Preliminary Design for the Utility Relocation Services (\$1.9 million)						
b) Program Management and Program Controls (\$2.654 million)						
c) Bundled Right-of-Way acquisitions related to the project, including but not limited to the following properties in downtown San Francisco until funds are expended: 272 Main, 200 Folsom, 90 Natoma, 564 Howard, 546 Howard, 57 Tehama, 60 Tehama, 81-83 Natoma, 77-79 Natoma, Natoma St., and 568-576 Howard. (\$23.745 million)						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365108	23-Jan-08	\$ 2,654,000	ENV	FY 2007-08	\$	55,058,691
08365109	23-Jan-08	\$ 1,900,000	ENV	FY 2007-08	\$	56,958,691
08365110	23-Jan-08	\$ 23,745,000	ROW	FY 2007-08	\$	80,703,691

Allocation No. 22.1-8						
Activities to be funded with Allocation #8:						
a) Final Design for the Bus Storage Facility and Utility Relocation, Permits, Fees and Interagency Agreements through CY 2008 and Construction Management for the Temporary Terminal and Bus Storage Facility (\$11.4 million)						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365111	26-Mar-08	\$ 11,400,000	PS&E	FY 2007-08	\$	92,103,691
08365111	23-Jun-10	\$ (2,500,000)	PS&E	FY 2009-10	\$	89,603,691

Revised: 11/17/04-C 05/24/06-C

02/28/07-C 09/26/07-C

01/23/08-C 03/26/08-C

05/28/08-C 10/22/08-C

11/26/08-C 04/22/09-C

06/24/09-C 10/28/09-C

06/23/10-C 07/24/13-C 02/16/14-C

06/28/17-C

<b>Allocation No. 22.1-9</b>						
Activities to be funded with Allocation #9:						
a) Preliminary Engineering of the Transbay Transit Center (\$ 21.25 million)						
b) Final Design of the Transbay Transit Center (550,000) - amended to add on July 24, 2013						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08365112	28-May-08	\$ 21,800,000	ENV	FY 2007-08	\$	111,403,691

<b>Allocation No. 22.1-10</b>						
Activities to be funded with Allocation #10:						
a) Construction of the Temporary Terminal (\$ 20.9 million)						
b) Funding for the Commissioning Agent for the Transbay Terminal Center (\$ 850,000)						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09365113	22-Oct-08	\$ 23,500,000	CON	FY 2008-09	\$	134,903,691
09365113	28-Oct-09	\$ (750,000)	CON	FY 2009-10		134,153,691
09365113	24-Jul-13	\$ (1,000,000)	CON	FY 2013-14		133,153,691

<b>Allocation No. 22.1-11</b>						
Activities to be funded with Allocation #11:						
1) Geotechnical shoring wall testing						
2) Construction of test shafts to determine soil improvement procedures						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09365114	22-Apr-09	\$ 5,000,000	ENV	FY 2008-09	\$	138,153,691
09365114	24-Jul-13	\$ (525,673)	ENV	FY 2013-14	\$	137,628,018

Allocation No. 22.1-12						
Activities to be funded with Allocation #12:						
Payment and performance bond premium for the construction of the Transbay Transit Center						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
09365115	24-Jun-09	\$	5,400,000	CON	FY 2008-09	\$ 143,028,018

Allocation No. 22.1-13						
Activities to be funded with Allocation #13:						
Additional funds to accommodate the expanded scope of CMGC services owing to the inclusion of the "bottom up" approach, which considers building the train box in Phase 1 construction.						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
10365116	28-Oct-09	\$	2,072,000	CON	FY 2009-10	\$ 145,100,018

Allocation No. 22.1-14						
Activities to be funded with Allocation #14:						
Additional funds for CMGC services (especially pre-construction services) for the construction of the Transbay Transit Center Building and Related Structures.						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
10365117	23-Jun-10	\$	2,500,000	CON	FY 2009-10	\$ 147,600,018
14365117	26-Feb-14	\$	2,375,673	CON	FY 2013-14	\$ 149,975,691

Allocation No. 22.1-15						
Activities to be funded with Allocation #15:						
Construction of the Transbay Transit Center Building and Related Structures.						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
17365118	28-Jun-17	\$	24,309	CON	FY 2016-17	\$ 150,000,000

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: Transbay Terminal/Downtown Caltrain Extension  
Sponsor: Transbay Joint Powers Authority (TJPA)  
Project Number: 22.1

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

On September 22, 2004, the Commission approved the imposition of the following conditions pertaining to the overall project and all allocations:

1. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.
2. MTC certification of TJPA's evidence of allocation and commitment of complementary funds.
3. Adherence to the workplan exhibited by the "Transbay Terminal/Caltrain Downtown Extension Scope of Work" dated August 31, 2004, with its accompanying "Preliminary Engineering Part 1" progress schedule, attached.
4. The TJPA may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.

On November 17, 2004, the Commission approved the imposition of the following general concepts and conditions pertaining specifically to allocation #22.1-2 for the right-of-way phase and the TJPA has agreed to the following specific language:

5. General Concept:  
Require that the project sponsor TJPA deposit the full amount of RM2 funds directly into the account established by law for purposes of this condemnation action, and return interest on RM2 funds to MTC.

Specific Language:

The City and County of San Francisco has commenced an eminent domain action on behalf of the project sponsor TJPA to obtain Right-of-Way property needed for the project, and has committed to the TJPA's use of the property upon completion of the eminent domain action. TJPA, or MTC at the request of the project sponsor, shall deposit the RM2 grant funds directly into the account established by law for eminent domain funds. TJPA shall return to MTC the equivalent of any amount of interest earned at the account's interest rate and accrued in the account attributable to RM2 funds as of the date the funds are transferred to the condemnee. On or before the condemnee's receipt of eminent domain funds, the TJPA will deliver to MTC a report from counsel on the status of all pending litigation which might adversely effect the project or the ability of the TJPA to carry out the project.

6. General Concept:

Recapture RM2 investment plus any proportional increase in land value (including MTC's proportionate share of any improvements) if project not completed or land not used for project.

Specific Language:

The TJPA has agreed that if Right-of-Way is acquired for the project and is not utilized for project purposes because the project is not completed or its scope is changed, MTC shall be reimbursed its proportional share of the fair market value of the property plus MTC's pro-rata share of any improvements, based on, (1) the net proceeds from the sale of the property or, (2) an appraisal of the property conducted at no cost to MTC. Any such appraisal shall be conducted within one (1) year from the date of the project sponsor's final determination that the project will not be completed or that the property is no longer needed for the project due to a change in scope. The date of valuation for purposes of any appraisal shall be the date on which such final determination is made.

7. General Concept:

Capture any savings if property is acquired for less than the appraised value at the time of grant application.

Specific Language:

The TJPA has agreed that if the amount of RM2 funds deposited into the eminent domain account is higher than the RM2 proportional share of fair market value of the property as set forth in the final order of condemnation, the project sponsor shall return to MTC the difference between the amount deposited to the eminent domain account and the RM2 proportional share of the amount of the final order plus interest. If for any reason, the condemnation action is dismissed by a final judgment or abandoned, the RM2 funds deposited into the eminent domain account shall be returned to MTC plus accrued interest at the account's interest rate.

8. General Concept:

Project sponsor agrees to request City to place a revocable lien on the property at the time of transfer of title in favor of the granting agencies, including but not limited to MTC, referencing these grant conditions. The lien shall be revocable after the project commences public operations.

Specific Language:

The TJPA and MTC have agreed that specific language is to be determined prior to completion of eminent domain action.

On October 26, 2005, the Commission approved the imposition of the following condition pertaining specifically to allocation #22.1-3 for the right-of-way phase. The conditions approved as part of 22.1-2 apply to this right-of-way allocation request.

9. MTC must receive the following two documents before any distribution of funds for the right-of-way purchase:
  - 1) Settlement agreement between TJPA and the property owner.
  - 2) Final quitclaim deed that conveys to MTC and the SFCTA, as joint tenants, title and interest in the property, to be held in trust, and to be recorded, should the TJPA abandon the Transbay Terminal project or the State of California terminate the project for failure to complete.
10. This allocation is contingent upon the approval of the allocation request by the TJPA Board of Directors and approval of the complementary funds by the SFCTA.

On May 24, 2006, the Commission approved the imposition of the following condition pertaining specifically to allocation #22.1-4 for the bridge-gap funding.

11. It is MTCs intent that there be no further RM2 allocations until the TJPA adopts an implementation strategy for the program.

On February 28, 2007, the Commission approved the following condition pertaining specifically to allocation #22.1-5.

12. MTC's allocation #5 for this project is contingent upon the San Francisco County Transportation Authority's (SFCTA) approval and authorization of expenditures of \$10.825 million for Project Management/ Project Controls and survey work, calendared for Authority Board consideration in February 2007.

On January 23, 2008, the Commission approved the following conditions pertaining specifically to allocation #22.1-7. Condition #14 was modified on November 19, 2014 to place two properties into a second priority position until a private loan by Goldman Sachs is paid off by TJPA. **Condition #14 was further modified on July 22, 2015 to allow for the partial release of the quit claim deed for the 568 Howard Street property.**

13. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

14. MTC will execute Quit Claim Deeds for each property which is being purchased (fully or in part) with RM2 funds prior to transferring any funds to the TJPA for this purpose. The quit claim deeds for 75 Natoma Street and 546 Howard Street shall be held in abeyance until TJPA repays the private loan. The selection of parcels to be purchased with RM2 funds shall be clustered in location as much as possible. ***The quit claim deed for 568 Howard Street may be partially released to allow for a portion of that property to be included as part of the Parcel F land sale. TJPA staff is requested to provide a budget update to the Commission in July of 2015, as a condition of the partial release.***
15. MTC is allowing non-proportionate drawdowns from complementary fund sources for purposes of procuring right of way under this allocation, with the understanding that after all parcels have been acquired, RM2 funding will be approximately equal to complementary funding for right of way.

On March 26, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-8

16. Approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

On May 28, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-9

17. The disbursement of funds is contingent on the award of the Architectural & Engineering (A&E) contract to Pelli Clarke Pelli - Hines for design and development of the Transbay Terminal and Tower; furthermore, if the contract is not awarded within three months, staff will rescind the

On October 22, 2008, the Commission approved the following condition pertaining specifically to allocation #22.1-10

18. The allocation and reimbursement of RM2 funds are contingent upon the TJPA securing an investment grade rating from Fitch, submitting a TIFIA loan application, and approving the Exclusive Negotiations Agreement for the Transbay Transit Tower.

On June 23, 2010, the Commission approved the following condition pertaining specifically to allocation #22.1-14

19. The allocation and reimbursement of RM2 funds are contingent upon approval of the allocation package by the Transbay Joint Powers Authority Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

September 22, 2004

Attachment B

MTC Resolution No. 3651

Page 5

Revised: 11/17/04-C 10/26/05-C

05/24/06-C 02/28/07-C

01/23/08-C 03/26/08-C

05/28/08-C 10/22/08-C

06/23/10-C 11/19/14-C

07/22/15-C

## Project Schedule

Prepared by the Transbay Joint Powers Authority

Pages 4 thru 6 of Attachment B to MTC Resolution No. 3651

See

J:/ Section / Allstaff / Resolutions /  
MTC Resolutions / RES-3651\_Att-B-pg5-7.pdf



**RM2 Project Number: 22**

**Transbay Terminal/Downtown Caltrain Extension**

Lead Sponsor <b>Transbay Joint Powers Authority</b>	Other Sponsors(s) <b>N/A</b>	Implementing Agency (if applicable) <b>N/A</b>
<p>Legislated Project Description</p> <p>A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisition required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Extension Project. The temporary terminal operation shall not exceed five years.</p>		
RM2 Legislated Funding (in \$1,000)		Total Estimated Project Cost (in \$1,000)
<b>Total Overall Funding: \$150,000</b>		<b>\$4,495,400</b>
<p>Project Purpose and Description</p> <p>The Transbay Terminal / Downtown Caltrain Extension Project consists of three major components: a new, multi-modal Transbay Terminal on the site of the present Transbay Terminal; the extension of Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath a proposed new Transbay Terminal; and the establishment of a Redevelopment Area with related development projects, including transit-oriented development on publicly owned land in the vicinity of the new multi-modal Transbay Terminal.</p>		
<p>Funding Description</p> <p>Committed Funds: The Project is divided into two phases: the Transbay Transit Center Phase 1, which is funded with committed revenues and future land sales.</p> <p>Uncommitted Funds: The Caltrain Downtown Extension project (Phase 2) is estimated to cost \$2.6 billion and is not fully funded. The TJPA is working on securing additional revenues..</p> <p>Operating Capacity: Operations for the Transbay Terminal are to be funded by revenue generated by the building leases, including rents from transit operators, retail establishments, a hotel; parking revenue; general advertising revenue; and the continuation of terminal operating funds from Bay Area Toll Authority funds. The operations of the Downtown Caltrain extension are to be fully funded by fare revenues.</p>		

**Overall Project Cost and Schedule (Schedule: Phase 1)**

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document/ Preliminary Eng.	08/2000	12/2009	\$144,306
2	Plans, Specifications and Estimates	11/2007	09/2012	\$510,063
3	Right-of-Way	11/2005	06/2011	\$253,316
4	Construction	11/2008	12/2017	\$3,587,715

**Total: \$4,495,400**

**Defined Segment Funding Plan Total\*: \$2,259,400**

# \* Defined Segment Funding Plan

(\$ thousands)

September 22, 2004

Attachment C

MTC Resolution No. 3651

Revised: 10/26/05-C 02/28/07-C  
01/23/08-C 03/26/08-C 05/28/08-C  
10/22/08-C 04/22/09-C 06/24/09-C  
10/28/09-C 06/23/10-C 02/26/14-C  
06/28/17-C

<b>Project Title</b>	Transbay Terminal/Downtown Caltrain Extension	<b>Project No.</b>	22
<b>Lead Sponsor</b>	Transbay Joint Powers Authority		

Fund Source	Phase	Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
<b>Committed</b>															
FTA Section 1601	ENV / PA&ED	8,795													8,795
RM-1	ENV / PA&ED	1,400		5,200											6,600
Lease Proceeds, TDR, M	ENV / PA&ED	799							7		61				867
RM-2	ENV / PA&ED	15,127	26,330												41,457
SF Prop K	ENV / PA&ED	16,659	9,886	86											26,630
San Mateo Sales Tax	ENV / PA&ED	4,497													4,497
SAFETEA-LU Grants	ENV / PA&ED	6,650	7,009	7,593											21,252
AB1171	ENV / PA&ED				5,226										5,226
SF Prop K	PS&E				18,200				13,455						31,655
Lease Proceeds, TDR	PS&E	46	307	592	650	471	486	633	788	1,108	763	1,093			6,937
TIFIA/Bridge Loan	PS&E									20,615		2,800			23,415
RM-2	PS&E		10,219	4,474											14,693
AB 1171	PS&E				10,700	22,074		29,069							61,843
SAFETEA-LU Grants	PS&E				32,344										32,344
RTIP	PS&E		4,000			2,762									6,762
ARRA-HSIPR	PS&E					70,465									70,465
RM-2	ROW	29,000	23,745												52,745
SF Prop K	ROW		20,376												20,376
RTIP	ROW		3,391												3,391
Lease Proceeds, TDR, M	ROW	37													37
RM-1	CON							47,800							47,800
RM-2	CON			27,150	4,572					2,376			24		34,122
AB 1171	CON					35,976		44,300	627				2,029		82,931
AC Transit Capital Cont.	CON					4,085	3,613	2,150	2,150	23,313	2,148	2,153	89		39,700
RTIP	CON														0
Land Sales	CON							191,816	73,891	70,000	180,161				515,868
SF Prop K	CON			7,999					33,042		14,220		5,422		60,683
OBAG								6,000							
Lease Proceeds, TDR, M	CON											5,456	5,943		11,399
TCDP Mello Roos CFD	CON												146,615		146,615
ARRA-HSIPR	CON					329,535									329,535
FRA Rail Relo	CON					2,650									2,650
TIFIA/ Bridge Loan	CON						0			132,889		168,200			301,089
City Financing	CON											241,022			241,022
<b>Segment Funding Total</b>		<b>83,010</b>	<b>105,262</b>	<b>53,094</b>	<b>71,692</b>	<b>468,018</b>	<b>4,098</b>	<b>315,767</b>	<b>129,959</b>	<b>250,301</b>	<b>197,354</b>	<b>420,724</b>	<b>160,122</b>	<b>0</b>	<b>2,259,401</b>

**REGIONAL MEASURE 2 PROGRAM**  
**Project Cash Flow Plan**

Project Title: Transbay Terminal/Downtown Caltrain Extension  
Sponsor: Transbay Joint Powers Authority  
RM2 Project Number: 22.1

September 22, 2004  
Attachment D  
MTC Resolution No. 3651  
Org Key #840-8822-01

Pg 1 of 1

Revised: 11/17/04-C 05/24/06-C  
01/28/07-C 09/26/07-C  
01/23/08-C 03/26/08-C  
05/28/08-C 10/22/08-C  
04/22/09-C 06/24/09-C  
10/28/09-C 06/23/10-C

07/24/13-C 02/26/14-C  
06/28/17-C

RM2 Project # 22.1	PRIOR	FY2017-18	Future	TOTAL
<b>RM2 Funds Total</b>	<b>148,210,000</b>	<b>1,790,000</b>	<b>-</b>	<b>150,000,000</b>
<b>Environmental (ENV)</b>	<b>58,618,000</b>	<b>247,000</b>	<b>0</b>	<b>58,865,000</b>
RM 2	48,192,000	247,000		48,439,000
AB1171	5,226,000			5,226,000
RM1	5,200,000			5,200,000
<b>Final Design (PS&amp;E)</b>	<b>74,704,000</b>	<b>1,832,000</b>	<b>0</b>	<b>76,536,000</b>
RM 2	13,738,000	955,000		14,693,000
AB1171	60,966,000	877,000		61,843,000
RM1	0			0
<b>Right of Way</b>	<b>52,745,000</b>	<b>0</b>		<b>52,745,000</b>
RM 2	52,745,000			52,745,000
AB1171				
RM1				
<b>Construction</b>	<b>161,050,886</b>	<b>3,803,114</b>	<b>0</b>	<b>164,854,000</b>
RM2	33,535,000	588,000		34,123,000
AB1171	79,715,886	3,215,114		82,931,000
RM1	47,800,000			47,800,000
<b>TOTAL FUNDING</b>				
Environmental	58,618,000	247,000	0	58,865,000
Final Design (PS&E)	74,704,000	1,832,000	0	76,536,000
Right of Way	52,745,000	0	0	52,745,000
Construction	161,050,886	3,803,114	0	164,854,000
<b>PROJECT TOTAL</b>	<b>347,117,886</b>	<b>5,882,114</b>	<b>0</b>	<b>353,000,000</b>

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

### ABSTRACT

Resolution No. 3914, Revised

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

This resolution includes the following attachments:

#### Attachment A – Allocations of AB 1171 Bridge Toll funds

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

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

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

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

## ABSTRACT

MTC Resolution No. 3914, Revised

Page 2

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3914, Revised

Page 3

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3914, Revised

Page 4

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3914, Revised

Page 5

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

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

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

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

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

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

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

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



## ABSTRACT

MTC Resolution No. 3914, Revised

Page 6

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

This resolution was revised on June 28, 2017 to rescind \$331,157 from Allocation #21 and \$497,685 from Allocation #34 to the Transbay Transit Center project, and allocate \$2,028,515 for construction on the Transbay Transit Center project.

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, September 14, 2016, November 9, 2016, and June 14, 2017.

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

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3914

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

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

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

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

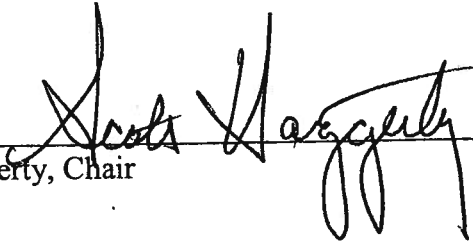
RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

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

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METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

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

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

Attachment A  
 Resolution No. 3914  
 Page 1 of 34

ALLOCATION OF AB 1171 Bridge Toll Funds  
 Allocation Authorization: S&H § 31010(b)

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

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

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

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

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



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

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$134,074,000	06/23/10	<p>Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: <i>Construction Management Oversight, Existing Terminal &amp; Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits &amp; Fees, PMPC, Utility Relocation, Buttress Shoring Wall &amp; Excavation and Construction Management General Contractor services.</i></p> <p>The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the TJPA board.</p> <p>b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project.</p> <p>The demolition and construction allocation of roughly \$112 million is conditioned on:</p> <p>a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1.</p> <p>(cont. next page)</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08 (cont.)						<p>b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>*The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for \$400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.</p>
09	2010-11	BART	BART Warm Springs Extension	\$5,000,000	07/28/10  Conditions Revised 7/27/11	<p>Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> <li>• The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding.</li> <li>• Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million.</li> <li>• Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011.</li> <li>• BART and the funding partners have agreed to proceed with the project using the available funding.</li> <li>• Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order:</li> </ul> <p>(cont. next page)</p>
						<ol style="list-style-type: none"> <li>1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011;</li> <li>2. Apply any savings from the LTSS construction contract or soft costs; and</li> <li>3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively).</li> </ol> <ul style="list-style-type: none"> <li>• Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the</li> </ul>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>LTSS phase.</p> <p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p> <p>d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.</p>

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

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

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



16	2010-11	CCTA	e-BART	\$19,000,000	03/23/11	<p>Scope of work: This allocation will fund \$19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160.</p> <p>Allocation is conditioned on concurrence by the BART board with the IPR package.</p> <p>Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$76,024,000)	05/25/11	<p>This rescission of \$76,024,000 reduces Allocation #8 to \$58,050,000 for final design and construction of the Transit Center building, including:</p> <ul style="list-style-type: none"> <li>Construction Management Oversight</li> <li>Demolition of the Transbay Terminal and ramps</li> <li>Transit Center Final Design</li> <li>City Agency Inspection</li> <li>Transit Center Permits and Fees</li> <li>Program Management / Program Controls (PMPC)</li> <li>Utility Relocation</li> <li>Buttress, Shoring Wall and Excavation (BSE) construction</li> <li>Construction Management / General Contractor (CMGC) services</li> </ul> <p>The remaining \$58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	\$26,400,000	06/22/11	<p>Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.</p> <p><i>Conditions:</i> Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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18	2011-12	CCTA	e-BART	\$27,100,000	09/28/11	<p>Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
19	2011-12	VTa	Mission/Warren/ Truck-Rail Facility	\$6,500,000	11/16/11	<p>Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project.</p> <p><i>Conditions:</i> The \$6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of \$148 million project. If the project cost is less than the \$148 million, MTC would rescind or reduce this allocation.</p> <p>Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	(\$3,817,000)	03/28/12	This rescission of \$3,817,000 reduces Allocation #17 to \$22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining \$22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$14,280,000	03/28/12	<p>Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project.</p> <p><i>Note:</i> Allocation was reduced by \$1,142,000 on 05/25/16. New allocation amount is \$13,138,000. See page 31.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

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

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



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

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

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

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

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

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



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

38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$2,189,000	01/27/16	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange).</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/16	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/16	<p>Scope of work: This allocation funds the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p><b>Note: Allocation was reduced by \$251,607 on 11/16/16. New allocation amount is \$890,393. See page 32.</b></p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

40	2016-17	BART	BART To Livermore Extension Project	\$1,632,000	09/28/16	<p>Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <p>a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$125,206)	11/16/16	<p>This rescission of \$125,206 reduces Allocation #25 to \$5,670,794 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$5,670,794 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$251,607)	11/16/16	<p>This rescission of \$251,607 reduces Allocation #39 to \$890,393 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3.</p> <p>The remaining \$890,393 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.</p>

41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$376,813	11/16/16	<p>Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$331,157)	6/28/17	<p>This rescission of \$331,157 reduces Allocation #21 to \$73,368,843.</p> <p>The remaining \$73,368,843 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #25.</p>
34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$497,685)	6/28/17	<p>This rescission of \$497,695 reduces Allocation #34 to \$626,642.</p> <p>The remaining \$626,642 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
42	2016-17	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$2,028,515	6/28/17	<p>Scope of work: This allocation funds construction of the Transbay Transit Center Building and Related Structures.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
Total Allocated				\$486,681,700		

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2615      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution Nos. 4035 Revised and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG 1) and One Bay Area Grant 2 (OBAG 2) programs.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6c PAC 2c Reso 4035-4202 OneBayAreaGrants](#)  
[2c Reso 4035-4202 OneBayAreaGrants.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**  
MTC Resolution Nos. 4035 Revised and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG 1) and One Bay Area Grant 2 (OBAG 2) programs.

**Presenter:**

Mallory Atkinson

**Recommended Action:**  
Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2c

### MTC Resolution Nos. 4035, Revised, and 4202, Revised

**Subject:** Revisions to the One Bay Area Grant 1 (OBAG 1) and One Bay Area Grant 2 (OBAG 2) programs.

**Background:** The OBAG programs establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2012-13 through FY2021-22.

This month, staff recommends the following changes to regional and county programs:

#### 1. **Priority Development Area (PDA) Planning and Implementation**

In the OBAG 1 Local PDA Planning Program, the Santa Clara Valley Transportation Authority (VTA) has requested redirecting \$265,000 from Palo Alto PDA Planning to VTA's Local PDA Planning in Santa Clara County. The Palo Alto PDA Planning project is no longer being pursued.

#### 2. **Climate Initiatives**

In the OBAG 2 program, the Transportation Authority of Marin (TAM) has requested reprogramming \$1 million from SMART for the Multi-Use Pathway – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements, to enable the Multi-Use Pathway project to advance with non-federal funds.

#### 3. **Regional Active Operational Management**

Within the OBAG 2 program, split out \$8.7 million from MTC's 511 Next Gen program for 511 Implementation to cover program staff costs through FY2021-22.

#### 4. **County Programs**

The Congestion Management Agencies (CMAs) for the counties noted below have requested the following changes:

- a. **Alameda County:** Redirect roughly \$0.4 million in cost savings from Fremont's Various Streets and Roads Preservation project to the Fremont City Center Multi-Modal Improvements project within OBAG 1.
- b. **Marin County:** Program approximately \$1.3 million to Golden Gate Bridge Highway and Transportation District (GGBHTD) for the Bettini Transit Center as part of the OBAG 2 Marin County Program. TAM has requested programming of this project in advance of the remainder of the OBAG 2 County Program in order to keep this priority project on schedule. Environmental and design work for the replacement/relocation project is anticipated to begin this fall.

- c. **San Mateo County:** Program \$2.6 million in Safe Routes to School (SRTS) funds to the San Mateo County Office of Education within OBAG 2. This includes \$0.2 million in supplemental funding for SRTS from the County's discretionary balance.
- d. **Sonoma County:** Redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS Program supplemental funding to an unprogrammed balance anticipated to be programmed by SCTA as part of their OBAG 2 County Program adoption. As part of this action, revise the title of the SRTS Program to indicate that the remaining balance will supplement the OBAG 2 SRTS program.

**Issues:** The reprogramming of \$1 million in OBAG 2 funds from SMART's Multi-Use Pathway to San Rafael's Grand Ave Bike/Pedestrian Improvements project is conditioned on the City of San Rafael committing to redirect \$1 million in non-federal funds from the Grand Ave project to the Multi-Use Pathway and adopt a resolution of local support for the use of federal funds on the Grand Ave project. The reprogramming between these projects is also contingent upon the TAM Board approval of San Rafael's proposal to shift \$288,000 in local measure funds between projects. The City of San Rafael and TAM are anticipated to take these actions at their June 5, 2017 and June 22, 2017 meetings, respectively.

**Recommendation:** Refer MTC Resolution Nos. 4035, Revised, and 4202, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4035, Revised, Attachments B-1 and B-2  
MTC Resolution No. 4202, Revised, Attachments B-1 and B-2



## COMMISSION AGENDA ITEM 6c

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    04/26/17-C    05/24/17-C  
06/28/17-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 – OBAG 2 Project Selection Criteria and Programming Policy

Attachment B-1 – OBAG 2 Regional Program Project List

Attachment B-2 – OBAG 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

**ABSTRACT**

MTC Resolution No. 4202, Revised

Page 2

with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$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.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

**ABSTRACT**

MTC Resolution No. 4202, Revised

Page 3

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

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), March 8, 2017, April 12, 2017, May 10, 2017, and June 14, 2017.

## COMMISSION AGENDA ITEM 6c

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



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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

# COMMISSION AGENDA ITEM 6c

## Attachment B-1 MTC Resolution No. 4202 OBAG 2 Regional Programs FY 2017-18 through FY 2021-22 June 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  
05/24/17-C 06/28/17-C

### OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
<b>OBAG 2 REGIONAL PROGRAMS*</b>			<b>\$475,905,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	Regionwide	MTC	\$9,555,000
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
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
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>
<b>4. CLIMATE INITIATIVES</b>			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000
<b>Grand Ave Bike/Ped Imps (for SMART Multi-Use Pathway - 2nd to Ande</b>	Marin	<b>San Rafael SMART</b>	<b>\$1,000,000</b>
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$24,417,000</b>
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
AOM Implementation	Regionwide	MTC	\$23,737,000
511 Next Gen	Regionwide	MTC	<b>\$27,249,000</b>
<b>511 Implementation</b>	<b>Regionwide</b>	<b>MTC</b>	<b>\$8,729,000</b>
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
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000
Next Gen Arterial Operations Program (NGAOP)	Regionwide	MTC	\$13,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System			
TMS Implementation	Regionwide	MTC	\$2,910,000
Performance-Based ITS Device Maintenance & Rehabilitation	Regionwide	MTC	\$5,940,000
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$4,000,000
Detection Technology Pilot	Regionwide	MTC	\$5,000,000
Incident Management	Regionwide	MTC	\$13,000,000
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>TOTAL:</b>	<b>\$177,000,000</b>
<b>6. TRANSIT PRIORITIES</b>			
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
<i>Unprogrammed Balance</i>			\$15,283,000
<b>6. TRANSIT CAPITAL PRIORITIES</b>		<b>TOTAL:</b>	<b>\$189,283,000</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			

## COMMISSION AGENDA ITEM 6c

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**June 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  
05/24/17-C 06/28/17-C

### OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
<b>OBAG 2 REGIONAL PROGRAMS*</b>			<b>\$475,905,000</b>
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<b>Local Northbay PCA Program</b>			
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
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL: \$16,400,000</b>
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			<b>TOTAL: \$30,000,000</b>
<b>OBAG 2 REGIONAL PROGRAMS *</b>			<b>TOTAL: \$475,905,000</b>

# COMMISSION AGENDA ITEM 6c

## Attachment B-2 MTC Resolution No. 4202 OBAG 2 County Programs FY 2017-18 through FY 2021-22 June 2017

MTC Res. No. 4202 Attachment B-2  
Adopted: 11/18/15-C  
Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C

### OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
<b>ALAMEDA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Alameda County Safe Routes To School (SRTS) Program	Alameda	ACTC	\$5,340,000
Alameda County Safe Routes To School - Supplemental	Alameda	ACTC	\$650,000
TBD	Alameda	TBD	\$63,397,000
<b>ALAMEDA COUNTY</b>		<b>TOTAL:</b>	<b>\$76,655,000</b>
<b>CONTRA COSTA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,342,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	\$4,088,000
TBD	Contra Costa	TBD	\$46,363,000
<b>CONTRA COSTA COUNTY</b>		<b>TOTAL:</b>	<b>\$56,136,000</b>
<b>MARIN COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	\$864,000
<b>San Rafael: Bettini Transit Center</b>	<b>Marin</b>	<b>GGBHTD</b>	<b>\$1,250,000</b>
TBD	Marin	TBD	<b>\$4,096,000</b>
<b>MARIN COUNTY</b>		<b>TOTAL:</b>	<b>\$10,870,000</b>
<b>NAPA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Napa	NCTPA	\$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA/Various	\$515,000
TBD	Napa	TBD	\$2,624,000
<b>NAPA COUNTY</b>		<b>TOTAL:</b>	<b>\$8,150,000</b>
<b>SAN FRANCISCO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,997,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,389,000
<b>SAN FRANCISCO COUNTY</b>		<b>TOTAL:</b>	<b>\$48,183,000</b>
<b>SAN MATEO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Mateo	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)	San Mateo	<b>CCAG/COE/Various</b>	\$2,394,000
<b>Safe Routes To School - Supplemental</b>	<b>San Mateo</b>	<b>CCAG/COE</b>	<b>\$223,000</b>
TBD	San Mateo	TBD	<b>\$25,214,000</b>
<b>SAN MATEO COUNTY</b>		<b>TOTAL:</b>	<b>\$32,545,000</b>
<b>SANTA CLARA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	\$6,878,000
TBD	Santa Clara	TBD	\$89,416,000
<b>SANTA CLARA COUNTY</b>		<b>TOTAL:</b>	<b>\$104,073,000</b>
<b>SOLANO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Solano	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	\$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	\$1,469,000
TBD	Solano	TBD	\$14,380,000
<b>SOLANO COUNTY</b>		<b>TOTAL:</b>	<b>\$21,177,000</b>
<b>SONOMA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000



## COMMISSION AGENDA ITEM 6c

**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2017**

MTC Res. No. 4202 Attachment B-2  
Adopted: 11/18/15-C  
Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C

### OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000
SONOMA COUNTY			<b>TOTAL: \$27,723,000</b>
OBAG 2 COUNTY PROGRAMS			<b>TOTAL: \$385,512,000</b>

## COMMISSION AGENDA ITEM 6c

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C 11/28/12-C 12/19/12-C  
01/23/13-C 02/27/13-C 05/22/13-C  
09/25/13-C 11/20/13-C 12/18/13-C  
01/22/14-C 02/26/14-C 03/26/14-C  
04/23/14-C 05/28/14-C 06/25/14-C  
07/23/14-C 09/24/14-C 12/17/14-C  
03/25/15-C 05/27/15-C 06/24/15-C  
07/22/15-C 09/23/15-C 10/28/15-C  
11/18/15-C 12/16/15-C 01/27/16-C  
02/24/16-C 03/23/16-C 05/25/16-C  
07/27/16-C 12/21/16-C 01/25/17-C  
04/26/17-C 05/24/17-C 06/28/17-C

### ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs

assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

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

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

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

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment

project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue



Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and re-name San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, and June 14, 2017.

## COMMISSION AGENDA ITEM 6c

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

### METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 4035

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

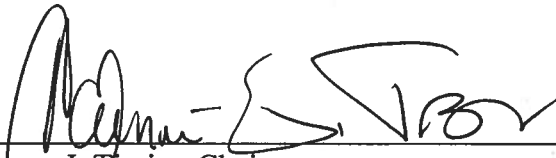
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

# COMMISSION AGENDA ITEM 6c

## Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:</b>		<b>\$8,487,000</b>	<b>\$0</b>	<b>\$8,487,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$78,920,000</b>	<b>\$0</b>	<b>\$78,920,000</b>
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
<b>SUBTOTAL</b>		<b>\$25,819,000</b>	<b>\$0</b>	<b>\$25,819,000</b>
<b>2. REGIONAL OPERATIONS (RO) TOTAL:</b>		<b>\$104,739,000</b>	<b>\$0</b>	<b>\$104,739,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$3,620,000	\$0	\$3,620,000
CC-I-80 San Pablo Dam Rd I/C (for BBF Commuter Parking Initiative)	CCTA	\$1,100,000	\$0	\$1,100,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
<b>SUBTOTAL</b>		<b>\$29,950,000</b>	<b>\$0</b>	<b>\$29,950,000</b>
<b>Ramp Metering and TOS Elements - MTC Program</b>				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
<b>SUBTOTAL</b>		<b>\$15,358,000</b>	<b>\$34,000,000</b>	<b>\$49,358,000</b>
<b>Ramp Metering and TOS Elements - Caltrans Program</b>				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW)	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:</b>		<b>\$65,308,000</b>	<b>\$34,000,000</b>	<b>\$99,308,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:</b>		<b>\$9,100,000</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
<b>SUBTOTAL</b>		<b>\$2,068,228</b>	<b>\$0</b>	<b>\$2,068,228</b>
<b>Affordable Housing Jumpstart Program</b>				
SF Park Parking Pricing (Affordable Housing Jumpstart Program Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>		<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000

# COMMISSION AGENDA ITEM 6c

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## Attachment B-1

### OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

#### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
<b>Local PDA Planning - Palo Alto</b>	<b>Palo Alto</b>	<b>\$265,000</b>	<b>\$0</b>	<b>\$265,000</b>
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	<b>\$3,647,103</b>	<b>\$0</b>	<b>\$3,647,103</b>
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>

<b>Regional PDA Planning</b>				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
<b>SUBTOTAL</b>		<b>\$7,931,772</b>	<b>\$0</b>	<b>\$7,931,772</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$40,000,000</b>	<b>\$0</b>
				<b>\$40,000,000</b>

<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000

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### OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

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<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	MTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>		<b>TOTAL: \$8,812,000</b>	<b>\$6,000,000</b>	<b>\$14,812,000</b>
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMAAs</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NVTA	\$105,000	\$0	\$105,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Cavallero Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>		<b>TOTAL: \$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>
<b>Transit Performance Initiative (TPI) Incentive Program</b>				



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11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
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05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRCA/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,091,162	\$0	\$4,091,162
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>		<b>TOTAL: \$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>				
<b>TPI - Capital Investment Program</b>				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$0	\$4,000,000
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI-3 - AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
TPI-3 - BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239



# COMMISSION AGENDA ITEM 6c

## Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
TPI-3 - SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$9,609,241	\$0	\$9,609,241
TPI-3 - SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
TPI-3 - VTA Santa Clara Pocket Track Light Rail Interlocking	VTA	\$500,000	\$0	\$500,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$2,322,073	\$0	\$2,322,073
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035\_ongoing\{tmp-4035\_Attach\_B-1\_6-28-17.xlsx}Attach B-1 6-28-17

# COMMISSION AGENDA ITEM 6c

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

## Attachment B-2

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

#### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
<b>ALAMEDA COUNTY</b>				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Fremont Various Streets and Roads Preservation	Fremont	<b>\$1,693,000</b>	<b>\$0</b>	<b>\$1,693,000</b>
Fremont City Center Multi-Modal Imps	Fremont	<b>\$6,267,000</b>	<b>\$0</b>	<b>\$6,267,000</b>
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
<b>ALAMEDA COUNTY</b>	<b>TOTAL:</b>	<b>\$60,273,000</b>	<b>\$3,726,000</b>	<b>\$63,999,000</b>
<b>CONTRA COSTA COUNTY</b>				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	TBD	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
<b>CONTRA COSTA COUNTY</b>	<b>TOTAL:</b>	<b>\$43,638,000</b>	<b>\$2,384,000</b>	<b>\$46,022,000</b>

# COMMISSION AGENDA ITEM 6c

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

## Attachment B-2

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

#### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>

#### MARIN COUNTY

<i>Specific projects TBD by Marin CMA</i>	TBD			
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
<b>MARIN COUNTY</b>	<b>TOTAL:</b>	<b>\$10,041,000</b>	<b>\$707,000</b>	<b>\$10,748,000</b>

#### NAPA COUNTY

<i>Specific projects TBD by Napa - NCTPA</i>	TBD			
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
<b>NAPA COUNTY</b>	<b>TOTAL:</b>	<b>\$6,950,000</b>	<b>\$431,000</b>	<b>\$7,381,000</b>

#### SAN FRANCISCO COUNTY

		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>				
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$37,427,000</b>	<b>\$1,910,000</b>	<b>\$39,337,000</b>

#### SAN MATEO COUNTY

<i>Specific projects TBD by San Mateo CMA</i>				
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolyn Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000

# COMMISSION AGENDA ITEM 6c

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

## Attachment B-2

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

#### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
Millbrae Various Streets and Roads Prerservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
<b>SAN MATEO COUNTY TOTAL:</b>		<b>\$25,253,000</b>	<b>\$1,991,000</b>	<b>\$27,244,000</b>
<b>SANTA CLARA COUNTY</b>				
<i>Specific projects TBD by Santa Clara CMA</i>				
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Montague Expressway Pedestrian Bridge at Milpitas BART	Milpitas	\$3,440,000	\$0	\$3,440,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	\$0	\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Almaden Ave & Vine St Safety Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,799,072	\$0	\$7,799,072
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$8,285,928	\$0	\$8,285,928
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,352,935	\$0	\$1,352,935
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

# COMMISSION AGENDA ITEM 6c

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

## Attachment B-2

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

#### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$918,065	\$0	\$918,065
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$84,921,000</b>	<b>\$4,350,000</b>	<b>\$89,271,000</b>
<b>SOLANO COUNTY</b>				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$584,000	\$0	\$584,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SSCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulati Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$18,348,000</b>	<b>\$1,141,000</b>	<b>\$19,489,000</b>
<b>SONOMA COUNTY</b>				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
<b>Sonoma County Safe Routes to School - FY18-22 Supplemental</b>	<b>SCTA</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$100,000	\$0	\$100,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	<b>\$2,196,000</b>	<b>\$0</b>	<b>\$2,196,000</b>
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List



## COMMISSION AGENDA ITEM 6c

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### Attachment B-2

#### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

#### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
<b>TBD - Unprogrammed balance</b>	<b>SCTA</b>	<b>\$364,000</b>		<b>\$364,000</b>
<b>TOTAL:</b>		<b>\$22,363,000</b>	<b>\$1,396,000</b>	<b>\$23,759,000</b>
<b>Cycle 2 Total</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035\_ongoing\[tmp-4035\_Attach\_B-2\_6-28-17.xlsx]Attach B-2 6-28-17

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2c

## MTC Resolution Nos. 4035, Revised, and 4202, Revised

**Subject:** Revisions to the One Bay Area Grant 1 (OBAG 1) and One Bay Area Grant 2 (OBAG 2) programs.

**Background:** The OBAG programs establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2012-13 through FY2021-22.

This month, staff recommends the following changes to regional and county programs:

### 1. **Priority Development Area (PDA) Planning and Implementation**

In the OBAG 1 Local PDA Planning Program, the Santa Clara Valley Transportation Authority (VTA) has requested redirecting \$265,000 from Palo Alto PDA Planning to VTA's Local PDA Planning in Santa Clara County. The Palo Alto PDA Planning project is no longer being pursued.

### 2. **Climate Initiatives**

In the OBAG 2 program, the Transportation Authority of Marin (TAM) has requested reprogramming \$1 million from SMART for the Multi-Use Pathway – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements, to enable the Multi-Use Pathway project to advance with non-federal funds.

### 3. **Regional Active Operational Management**

Within the OBAG 2 program, split out \$8.7 million from MTC's 511 Next Gen program for 511 Implementation to cover program staff costs through FY2021-22.

### 4. **County Programs**

The Congestion Management Agencies (CMAs) for the counties noted below have requested the following changes:

- a. **Alameda County:** Redirect roughly \$0.4 million in cost savings from Fremont's Various Streets and Roads Preservation project to the Fremont City Center Multi-Modal Improvements project within OBAG 1.
- b. **Marin County:** Program approximately \$1.3 million to Golden Gate Bridge Highway and Transportation District (GGBHTD) for the Bettini Transit Center as part of the OBAG 2 Marin County Program. TAM has requested programming of this project in advance of the remainder of the OBAG 2 County Program in order to keep this priority project on schedule. Environmental and design work for the replacement/relocation project is anticipated to begin this fall.

- c. **San Mateo County:** Program \$2.6 million in Safe Routes to School (SRTS) funds to the San Mateo County Office of Education within OBAG 2. This includes \$0.2 million in supplemental funding for SRTS from the County's discretionary balance.
- d. **Sonoma County:** Redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS Program supplemental funding to an unprogrammed balance anticipated to be programmed by SCTA as part of their OBAG 2 County Program adoption. As part of this action, revise the title of the SRTS Program to indicate that the remaining balance will supplement the OBAG 2 SRTS program.

**Issues:** The reprogramming of \$1 million in OBAG 2 funds from SMART's Multi-Use Pathway to San Rafael's Grand Ave Bike/Pedestrian Improvements project is conditioned on the City of San Rafael committing to redirect \$1 million in non-federal funds from the Grand Ave project to the Multi-Use Pathway and adopt a resolution of local support for the use of federal funds on the Grand Ave project. The reprogramming between these projects is also contingent upon the TAM Board approval of San Rafael's proposal to shift \$288,000 in local measure funds between projects. The City of San Rafael and TAM are anticipated to take these actions at their June 5, 2017 and June 22, 2017 meetings, respectively.

**Recommendation:** Refer MTC Resolution Nos. 4035, Revised, and 4202, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4035, Revised, Attachments B-1 and B-2  
MTC Resolution No. 4202, Revised, Attachments B-1 and B-2



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 04/26/17-C 05/24/17-C  
06/28/17-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 – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$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.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

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), March 8, 2017, April 12, 2017, May 10, 2017, and June 14, 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



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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**  
**June 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  
 05/24/17-C 06/28/17-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
<b>OBAG 2 REGIONAL PROGRAMS*</b>			<b>\$475,905,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>			
Regional Planning	Regionwide	MTC	\$9,555,000
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>			
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
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>
<b>4. CLIMATE INITIATIVES</b>			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000
<b>Grand Ave Bike/Ped Imps (for SMART Multi-Use Pathway - 2nd to Ande</b>	Marin	<b>San Rafael SMART</b>	<b>\$1,000,000</b>
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$24,417,000</b>
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			
AOM Implementation	Regionwide	MTC	\$23,737,000
511 Next Gen	Regionwide	MTC	<b>\$27,249,000</b>
<b>511 Implementation</b>	<b>Regionwide</b>	<b>MTC</b>	<b>\$8,729,000</b>
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
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000
Next Gen Arterial Operations Program (NGAOP)	Regionwide	MTC	\$13,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System			
TMS Implementation	Regionwide	MTC	\$2,910,000
Performance-Based ITS Device Maintenance & Rehabilitation	Regionwide	MTC	\$5,940,000
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$4,000,000
Detection Technology Pilot	Regionwide	MTC	\$5,000,000
Incident Management	Regionwide	MTC	\$13,000,000
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>TOTAL:</b>	<b>\$177,000,000</b>
<b>6. TRANSIT PRIORITIES</b>			
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
<i>Unprogrammed Balance</i>			\$15,283,000
<b>6. TRANSIT CAPITAL PRIORITIES</b>		<b>TOTAL:</b>	<b>\$189,283,000</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>			

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**FY 2017-18 through FY 2021-22**  
**June 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  
 05/24/17-C 06/28/17-C

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
<b>OBAG 2 REGIONAL PROGRAMS*</b>			<b>\$475,905,000</b>
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
<b>Local Northbay PCA Program</b>			
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
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL: \$16,400,000</b>
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			<b>TOTAL: \$30,000,000</b>
<b>OBAG 2 REGIONAL PROGRAMS *</b>			<b>TOTAL: \$475,905,000</b>

**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**June 2017**

MTC Res. No. 4202 Attachment B-2  
 Adopted: 11/18/15-C  
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C

**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
<b>ALAMEDA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Alameda County Safe Routes To School (SRTS) Program	Alameda	ACTC	\$5,340,000
Alameda County Safe Routes To School - Supplemental	Alameda	ACTC	\$650,000
TBD	Alameda	TBD	\$63,397,000
<b>ALAMEDA COUNTY</b>			<b>TOTAL: \$76,655,000</b>
<b>CONTRA COSTA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,342,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	\$4,088,000
TBD	Contra Costa	TBD	\$46,363,000
<b>CONTRA COSTA COUNTY</b>			<b>TOTAL: \$56,136,000</b>
<b>MARIN COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	\$864,000
<u>San Rafael: Bettini Transit Center</u>	<u>Marin</u>	<u>GGBHTD</u>	<u>\$1,250,000</u>
TBD	Marin	TBD	<u>\$4,096,000</u>
<b>MARIN COUNTY</b>			<b>TOTAL: \$10,870,000</b>
<b>NAPA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Napa	NCTPA	\$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA/Various	\$515,000
TBD	Napa	TBD	\$2,624,000
<b>NAPA COUNTY</b>			<b>TOTAL: \$8,150,000</b>
<b>SAN FRANCISCO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,997,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,389,000
<b>SAN FRANCISCO COUNTY</b>			<b>TOTAL: \$48,183,000</b>
<b>SAN MATEO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	San Mateo	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)	San Mateo	<u>CCAG/COE/Various</u>	\$2,394,000
<u>Safe Routes To School - Supplemental</u>	<u>San Mateo</u>	<u>CCAG/COE</u>	<u>\$223,000</u>
TBD	San Mateo	TBD	<u>\$25,214,000</u>
<b>SAN MATEO COUNTY</b>			<b>TOTAL: \$32,545,000</b>
<b>SANTA CLARA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	\$6,878,000
TBD	Santa Clara	TBD	\$89,416,000
<b>SANTA CLARA COUNTY</b>			<b>TOTAL: \$104,073,000</b>
<b>SOLANO COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Solano	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	\$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	\$1,469,000
TBD	Solano	TBD	\$14,380,000
<b>SOLANO COUNTY</b>			<b>TOTAL: \$21,177,000</b>
<b>SONOMA COUNTY</b>			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000



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 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C

**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>\$385,512,000</b>
Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000
<b>SONOMA COUNTY</b>			<b>TOTAL: \$27,723,000</b>
<b>OBAG 2 COUNTY PROGRAMS</b>			<b>TOTAL: \$385,512,000</b>

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C 11/28/12-C 12/19/12-C  
01/23/13-C 02/27/13-C 05/22/13-C  
09/25/13-C 11/20/13-C 12/18/13-C  
01/22/14-C 02/26/14-C 03/26/14-C  
04/23/14-C 05/28/14-C 06/25/14-C  
07/23/14-C 09/24/14-C 12/17/14-C  
03/25/15-C 05/27/15-C 06/24/15-C  
07/22/15-C 09/23/15-C 10/28/15-C  
11/18/15-C 12/16/15-C 01/27/16-C  
02/24/16-C 03/23/16-C 05/25/16-C  
07/27/16-C 12/21/16-C 01/25/17-C  
04/26/17-C 05/24/17-C 06/28/17-C

### ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscol Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs

assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

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

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

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

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment

project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue



Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and re-name San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, and June 14, 2017.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

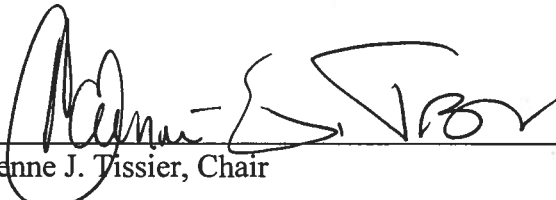
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:</b>		<b>\$8,487,000</b>	<b>\$0</b>	<b>\$8,487,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$78,920,000</b>	<b>\$0</b>	<b>\$78,920,000</b>
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
<b>SUBTOTAL</b>		<b>\$25,819,000</b>	<b>\$0</b>	<b>\$25,819,000</b>
<b>2. REGIONAL OPERATIONS (RO) TOTAL:</b>		<b>\$104,739,000</b>	<b>\$0</b>	<b>\$104,739,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$3,620,000	\$0	\$3,620,000
CC-I-80 San Pablo Dam Rd I/C (for BBF Commuter Parking Initiative)	CCTA	\$1,100,000	\$0	\$1,100,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
<b>SUBTOTAL</b>		<b>\$29,950,000</b>	<b>\$0</b>	<b>\$29,950,000</b>
<b>Ramp Metering and TOS Elements - MTC Program</b>				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
<b>SUBTOTAL</b>		<b>\$15,358,000</b>	<b>\$34,000,000</b>	<b>\$49,358,000</b>
<b>Ramp Metering and TOS Elements - Caltrans Program</b>				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW)	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:</b>		<b>\$65,308,000</b>	<b>\$34,000,000</b>	<b>\$99,308,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:</b>		<b>\$9,100,000</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
<b>SUBTOTAL</b>		<b>\$2,068,228</b>	<b>\$0</b>	<b>\$2,068,228</b>
<b>Affordable Housing Jumpstart Program</b>				
SF Park Parking Pricing (Affordable Housing Jumpstart Program Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>		<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C

11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C

06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C

05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C

01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C

01/25/17-C 04/26/17-C 06/28/17-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
<b>Local PDA Planning - Palo Alto</b>	<b>Palo Alto</b>	<b>\$265,000</b>	<b>\$0</b>	<b>\$265,000</b>
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	<b>\$3,647,103</b>	<b>\$0</b>	<b>\$3,647,103</b>
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>

<b>Regional PDA Planning</b>				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
<b>SUBTOTAL</b>		<b>\$7,931,772</b>	<b>\$0</b>	<b>\$7,931,772</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$40,000,000</b>	<b>\$0</b>
			<b>\$0</b>	<b>\$40,000,000</b>

<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000

# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
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05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>		<b>TOTAL: \$8,812,000</b>	<b>\$6,000,000</b>	<b>\$14,812,000</b>
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMA's</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NVTA	\$105,000	\$0	\$105,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Cavallio Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>		<b>TOTAL: \$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
<b>Transit Performance Initiative (TPI) Incentive Program</b>				



# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRCA/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,091,162	\$0	\$4,091,162
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
<b>SUBTOTAL</b>		<b>\$60,000,000</b>	<b>\$0</b>	<b>\$60,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>	<b>TOTAL:</b>	<b>\$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>				
<b>TPI - Capital Investment Program</b>				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$0	\$4,000,000
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI-3 - AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
TPI-3 - BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239



# Attachment B-1

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 June 2017

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>
TPI-3 - SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$9,609,241	\$0	\$9,609,241
TPI-3 - SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
TPI-3 - VTA Santa Clara Pocket Track Light Rail Interlocking	VTA	\$500,000	\$0	\$500,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$2,322,073	\$0	\$2,322,073
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$450,946,000</b>	<b>\$40,000,000</b>	<b>\$490,946,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035\_ongoing\{tmp-4035\_Attach\_B-1\_6-28-17.xlsx}Attach B-1 6-28-17

## Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C  
09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C  
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C  
12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
<b>ALAMEDA COUNTY</b>				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Fremont Various Streets and Roads Preservation	Fremont	<b>\$1,693,000</b>	<b>\$0</b>	<b>\$1,693,000</b>
Fremont City Center Multi-Modal Imps	Fremont	<b>\$6,267,000</b>	<b>\$0</b>	<b>\$6,267,000</b>
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
<b>ALAMEDA COUNTY</b>	<b>TOTAL:</b>	<b>\$60,273,000</b>	<b>\$3,726,000</b>	<b>\$63,999,000</b>
<b>CONTRA COSTA COUNTY</b>				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	TBD	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
<b>CONTRA COSTA COUNTY</b>	<b>TOTAL:</b>	<b>\$43,638,000</b>	<b>\$2,384,000</b>	<b>\$46,022,000</b>

## Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C  
09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C  
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C  
12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>

#### MARIN COUNTY

<i>Specific projects TBD by Marin CMA</i>	TBD			
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
<b>MARIN COUNTY</b>	<b>TOTAL:</b>	<b>\$10,041,000</b>	<b>\$707,000</b>	<b>\$10,748,000</b>

#### NAPA COUNTY

<i>Specific projects TBD by Napa - NCTPA</i>	TBD			
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
<b>NAPA COUNTY</b>	<b>TOTAL:</b>	<b>\$6,950,000</b>	<b>\$431,000</b>	<b>\$7,381,000</b>

#### SAN FRANCISCO COUNTY

		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>				
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$37,427,000</b>	<b>\$1,910,000</b>	<b>\$39,337,000</b>

#### SAN MATEO COUNTY

<i>Specific projects TBD by San Mateo CMA</i>				
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolyn Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000

## Attachment B-2

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
Millbrae Various Streets and Roads Prerservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
<b>SAN MATEO COUNTY TOTAL:</b>		<b>\$25,253,000</b>	<b>\$1,991,000</b>	<b>\$27,244,000</b>
<b>SANTA CLARA COUNTY</b>				
<i>Specific projects TBD by Santa Clara CMA</i>				
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Montague Expressway Pedestrian Bridge at Milpitas BART	Milpitas	\$3,440,000	\$0	\$3,440,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	\$0	\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Almaden Ave & Vine St Safety Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,799,072	\$0	\$7,799,072
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$8,285,928	\$0	\$8,285,928
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,352,935	\$0	\$1,352,935
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

## Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$918,065	\$0	\$918,065
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
<b>SANTA CLARA COUNTY TOTAL:</b>		<b>\$84,921,000</b>	<b>\$4,350,000</b>	<b>\$89,271,000</b>
<b>SOLANO COUNTY</b>				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$584,000	\$0	\$584,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SSCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulati Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
<b>SOLANO COUNTY TOTAL:</b>		<b>\$18,348,000</b>	<b>\$1,141,000</b>	<b>\$19,489,000</b>
<b>SONOMA COUNTY</b>				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
<b>Sonoma County Safe Routes to School - FY18-22 Supplemental</b>	<b>SCTA</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$100,000	\$0	\$100,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	<b>\$2,196,000</b>	<b>\$0</b>	<b>\$2,196,000</b>
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List



## Attachment B-2

### OBAG 1 County Program FY 2012-13 through FY 2016-17 June 2017

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

### OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>COUNTY OBAG 1 PROGRAMMING</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>
<b>TBD - Unprogrammed balance</b>	<b>SCTA</b>	<b>\$364,000</b>		<b>\$364,000</b>
<b>TOTAL:</b>		<b>\$22,363,000</b>	<b>\$1,396,000</b>	<b>\$23,759,000</b>
<b>Cycle 2 Total</b>		<b>\$309,214,000</b>	<b>\$18,036,000</b>	<b>\$327,250,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035\_ongoing\[tmp-4035\_Attach\_B-2\_6-28-17.xlsx]Attach B-2 6-28-17



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2616      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution Nos. 4216, Revised, and 4292. FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17 based on a revised regional apportionment.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6d PAC 2d Reso 4216-4292 FTA 5311 Program](#)  
[2d Reso 4216-4292 FTA 5311 Program.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution Nos. 4216, Revised, and 4292. FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17 based on a revised regional apportionment.

**Presenter:**

Rob Jaques

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2d

### MTC Resolution Nos. 4216, Revised, and 4292

**Subject:** FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17 based on a revised regional apportionment.

**Background:** The Federal Transit Administration (FTA) Rural Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in rural areas. MTC annually develops a regional Program of Projects for submittal to Caltrans. Caltrans then submits a statewide program to FTA for approval. MTC's objective is to program capital and operating funds to maintain needed transit services in the rural areas of the MTC region.

#### Funding Availability

Caltrans has provided FY2016-17 and FY2017-18 fund estimates for the 5311 program based on the partial-year apportionment amounts for FY2016-17 and FAST Act Authorization for FY2017-18. The estimated amount of Rural Area funds available for the MTC region is approximately \$1.5 million in each fiscal year, or \$3.1 million over the two-year period. These estimates were developed based on the partial-year apportionments for FY2016-17. Should the actual regional apportionments be higher (or lower) than the amount estimated to be available, project sponsors will be notified and adjustments may be made in order to financially constrain the program.

#### Programming Process

MTC Resolution No. 4036, the FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria, states that the region's Section 5311 funds will be distributed to transit operators using a formula based on rural area population and rural area route miles. Consistent with the Funding Objectives and Criteria, MTC requires recipients to give the highest priority to the replacement of capital equipment. If recipients request funds for operations, they are required to submit documentation explaining why the funds are not needed for capital replacement. Furthermore, if an operator does not want to participate in the Section 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they are able to opt out of the program, and their share of the funds is then redistributed to other eligible operators.

Per the request of the Solano Transportation Authority (STA), MTC provides a target programming amount for all of Solano County, and STA works with the Solano County transit operators to determine individual shares.



**Recommended Program of Projects**

MTC conducted a call for projects in April and May of 2017. Some eligible operators did elect to opt out. Most operators who applied for funds are requesting operating rather than capital support, and submitted the required justification. Attachment A lists the amounts recommended for the FY2017-18 program of projects.

**Revisions to the FY2016-17 Program**

The FY2016-17 program of projects was approved by the Commission in January 2016, and was based on Caltrans' estimates of apportionments based on the FY2015-16 amounts. Since that time, Caltrans has updated their estimates and asked that MTC develop a revised program using the new, lower, Caltrans amounts.

To revise the FY2016-17 program, staff coordinated with the operators who had funding in that year to confirm project amounts. Due to service changes, LAVTA now requested not to pursue 5311 funds for FY2016-17. The proposed revisions, which reflect a reduction of roughly \$70,000 in total, are summarized in Attachment A.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 4216, Revised, and 4292 to the Commission for approval.

**Attachments:** Attachment A – Program Summaries  
MTC Resolution Nos. 4216, Revised, and 4292.

## Program Summaries

### Proposed FY2017-18 Program of Projects

Sponsoring Agency	Project Title	Purpose	5311 Amount (\$)
County Connection	Rural Contra Costa County	Operating	50,412
Marin Transit	West Marin Stagecoach	Operating	207,226
NVTA	Northern Napa County	Operating	206,567
SamTrans	Coastside, Rt. 17	Operating	152,613
<i>Solano County</i>			
Dixon	Readi-Ride	Operating	298,122
Fairfield	Route 30	Operating	100,000
Sonoma County Transit	Vehicle Replacements	Capital	472,790
VTA	Route 68	Operating	78,824
<i>Total</i>			<i>1,566,554</i>

### Proposed FY2016-17 Program of Projects

Sponsoring Agency	Project Title	Purpose	Previously Approved 5311 Amount (\$)	Proposed Revised 5311 Amount (\$)
LAVTA	Routes 2, 11, 12, 20	Operating	43,683	0
Marin Transit	West Marin Stagecoach	Operating	210,793	206,437
NVTA	Northern Napa County	Operating	211,771	208,403
SamTrans	Coastside, Rt. 17	Operating	156,796	154,508
<i>Solano County</i>				
Dixon	Readi-Ride	Operating	240,590	237,107
Fairfield	Route 30	Operating	100,000	100,000
Rio Vista	Delta Breeze	Operating	68,500	68,500
Sonoma County Transit	Vehicle Replacements	Capital	485,124	477,666
VTA	Route 68	Operating	80,450	78,952
<i>Total</i>			<i>1,597,707</i>	<i>1,531,573</i>

## COMMISSION AGENDA ITEM 6d

Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC  
Revised: 04/27/16-C  
06/28/16-C

### ABSTRACT

Resolution No. 4216, Revised

This resolution adopts the FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2015-16 and  
FY2016-17

This resolution was amended by Commission Action on April 27, 2016 to revise the FY2015-16 program based on a revised regional apportionment received from Caltrans.

This resolution was amended by Commission Action on June 28, 2017 to revise the FY2016-17 program based on a revised regional apportionment from Caltrans.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheets dated January 13, 2016, April 13, 2016, and June 14, 2017.

**COMMISSION AGENDA ITEM 6d**

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

Re: Program of Projects in the San Francisco Bay Area for the FY2015-16 and FY2016-17  
Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

**METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4216**

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 San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, a FY2015-16 and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects for the San

and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2015-16 and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2015-16 and FY2016-17 Program of Projects as listed on Attachment A to match the actual FTA Rural Area Formula fund appropriation if needed; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



---

Dave Cortese, Chair

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

# COMMISSION AGENDA ITEM 6d

Date: January 27, 2015  
W.I.: 1512  
Referred by: PAC  
Revised: 04/27/16-C  
06/28/17-C

Attachment A  
Resolution No. 4216  
Page 1 of 1

## Federal Transit Administration Section 5311 Rural Area Formula Program FY2015-16 and FY2016-17

### FY2015-16 Funding Available:

Estimated Apportionments	\$ 1,516,380
Prior Year Carryover:	\$ -
<b>Total Funding Available:</b>	<b>\$ 1,516,380</b>

### FY 2015-16 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
Dixon	Operating Assistance (Readi-Ride)	\$ 183,266	\$ 381,206	\$ 564,472
Fairfield	Operating Assistance (Rt. 30)	\$ 100,000	\$ 229,003	\$ 329,003
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	\$ 41,460	\$ 35,267	\$ 76,727
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 200,063	\$ 170,181	\$ 370,244
NCTPA	Operating Assistance (Northern Napa Co.)	\$ 200,991	\$ 170,971	\$ 371,962
Rio Vista	Operating Assistance (Delta Breeze)	\$ 105,000	\$ 290,700	\$ 395,700
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 148,815	\$ 126,587	\$ 275,402
Sonoma County Transit	Vehicle Replacements	\$ 460,430	\$ 62,853	\$ 523,283
VTA	Operating Assistance (Rt. 68)	\$ 76,355	\$ 64,950	\$ 141,305
Total Programming		\$ 1,516,380	\$ 1,531,718	\$ 3,048,098
Total Available		\$ 1,516,380		
Available for Carryover		\$ -		

### FY2016-17 Funding Available:

Estimated Apportionments:	\$ 1,531,573
Prior Year Carryover:	\$ -
<b>Total Funding Available:</b>	<b>\$ 1,531,573</b>

### FY 2016-17 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
Dixon	Operating Assistance (Readi-Ride)	\$ 237,107	\$ 191,425	\$ 428,532
Fairfield	Operating Assistance (Rt. 30)	\$ 100,000	\$ 80,734	\$ 180,734
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	\$ -	\$ -	\$ -
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 206,437	\$ 166,664	\$ 373,101
NCTPA	Operating Assistance (Northern Napa Co.)	\$ 208,403	\$ 168,252	\$ 376,655
Rio Vista	Operating Assistance (Delta Breeze)	\$ 68,500	\$ 55,303	\$ 123,803
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 154,508	\$ 124,740	\$ 279,248
Sonoma County Transit	Vehicle Replacements	\$ 477,666	\$ 61,887	\$ 539,553
VTA	Operating Assistance (Rt. 68)	\$ 78,952	\$ 63,741	\$ 142,693
Total Programming		\$ 1,531,573	\$ 912,746	\$ 2,444,319
Total Available		\$ 1,531,573		
Available for Carryover		\$ -		

**COMMISSION AGENDA ITEM 6d**

Date: June 28, 2017  
W.I.: 1512  
Referred By: PAC

**ABSTRACT**

Resolution No. 4292

This resolution adopts the FY2017-18 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2017-18

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1512  
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2017-18 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

**METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4292**

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 San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and



WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, a FY2017-18 FTA Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2017-18 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2017-18 Program of Projects as listed on Attachment A to match the actual FTA Rural Area Formula fund appropriation if needed; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to Caltrans, 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 June 28, 2017.

# COMMISSION AGENDA ITEM 6d

Date: June 28, 2017

W.I.: 1512

Referred by: PAC

Attachment A

Resolution No. 4292

Page 1 of 1

**Federal Transit Administration**  
**Section 5311 Rural Area Formula Program**  
**FY2017-18**

**FY2017-18 Funding Available:**

**Estimated Apportionments**

#####

**Prior Year Carryover:**

\$ -

**Total Funding Available:**

#####

**FY 2017-18 Programming:**

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
County Connection	Operating Assistance (Rural Contra Costa County)	\$ 50,412	\$ 40,700	\$ 91,112
Dixon	Operating Assistance (Readi-Ride)	\$ 298,122	\$ 240,685	\$ 538,807
Fairfield	Operating Assistance (Rt. 30)	\$ 100,000	\$ 80,734	\$ 180,734
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 207,226	\$ 167,301	\$ 374,527
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SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 152,613	\$ 123,210	\$ 275,823
Sonoma County Transit	Vehicle Replacements	\$ 472,790	\$ 61,255	\$ 534,045
VTA	Operating Assistance (Rt. 68)	\$ 78,824	\$ 63,638	\$ 142,462
Total Programming		\$ 1,566,554	\$ 944,292	\$ 2,510,846
Total Available		\$ 1,566,554		
Available for Carryover		\$ -		

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2d

## MTC Resolution Nos. 4216, Revised, and 4292

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**Subject:** FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17 based on a revised regional apportionment.

**Background:** The Federal Transit Administration (FTA) Rural Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in rural areas. MTC annually develops a regional Program of Projects for submittal to Caltrans. Caltrans then submits a statewide program to FTA for approval. MTC's objective is to program capital and operating funds to maintain needed transit services in the rural areas of the MTC region.

### Funding Availability

Caltrans has provided FY2016-17 and FY2017-18 fund estimates for the 5311 program based on the partial-year apportionment amounts for FY2016-17 and FAST Act Authorization for FY2017-18. The estimated amount of Rural Area funds available for the MTC region is approximately \$1.5 million in each fiscal year, or \$3.1 million over the two-year period. These estimates were developed based on the partial-year apportionments for FY2016-17. Should the actual regional apportionments be higher (or lower) than the amount estimated to be available, project sponsors will be notified and adjustments may be made in order to financially constrain the program.

### Programming Process

MTC Resolution No. 4036, the FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria, states that the region's Section 5311 funds will be distributed to transit operators using a formula based on rural area population and rural area route miles. Consistent with the Funding Objectives and Criteria, MTC requires recipients to give the highest priority to the replacement of capital equipment. If recipients request funds for operations, they are required to submit documentation explaining why the funds are not needed for capital replacement. Furthermore, if an operator does not want to participate in the Section 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they are able to opt out of the program, and their share of the funds is then redistributed to other eligible operators.

Per the request of the Solano Transportation Authority (STA), MTC provides a target programming amount for all of Solano County, and STA works with the Solano County transit operators to determine individual shares.

**Recommended Program of Projects**

MTC conducted a call for projects in April and May of 2017. Some eligible operators did elect to opt out. Most operators who applied for funds are requesting operating rather than capital support, and submitted the required justification. Attachment A lists the amounts recommended for the FY2017-18 program of projects.

**Revisions to the FY2016-17 Program**

The FY2016-17 program of projects was approved by the Commission in January 2016, and was based on Caltrans' estimates of apportionments based on the FY2015-16 amounts. Since that time, Caltrans has updated their estimates and asked that MTC develop a revised program using the new, lower, Caltrans amounts.

To revise the FY2016-17 program, staff coordinated with the operators who had funding in that year to confirm project amounts. Due to service changes, LAVTA now requested not to pursue 5311 funds for FY2016-17. The proposed revisions, which reflect a reduction of roughly \$70,000 in total, are summarized in Attachment A.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 4216, Revised, and 4292 to the Commission for approval.

**Attachments:** Attachment A – Program Summaries  
MTC Resolution Nos. 4216, Revised, and 4292.

## Program Summaries

### Proposed FY2017-18 Program of Projects

Sponsoring Agency	Project Title	Purpose	5311 Amount (\$)
County Connection	Rural Contra Costa County	Operating	50,412
Marin Transit	West Marin Stagecoach	Operating	207,226
NVTA	Northern Napa County	Operating	206,567
SamTrans	Coastside, Rt. 17	Operating	152,613
<i>Solano County</i>			
Dixon	Readi-Ride	Operating	298,122
Fairfield	Route 30	Operating	100,000
Sonoma County Transit	Vehicle Replacements	Capital	472,790
VTA	Route 68	Operating	78,824
<i>Total</i>			<i>1,566,554</i>

### Proposed FY2016-17 Program of Projects

Sponsoring Agency	Project Title	Purpose	Previously Approved 5311 Amount (\$)	Proposed Revised 5311 Amount (\$)
LAVTA	Routes 2, 11, 12, 20	Operating	43,683	0
Marin Transit	West Marin Stagecoach	Operating	210,793	206,437
NVTA	Northern Napa County	Operating	211,771	208,403
SamTrans	Coastside, Rt. 17	Operating	156,796	154,508
<i>Solano County</i>				
Dixon	Readi-Ride	Operating	240,590	237,107
Fairfield	Route 30	Operating	100,000	100,000
Rio Vista	Delta Breeze	Operating	68,500	68,500
Sonoma County Transit	Vehicle Replacements	Capital	485,124	477,666
VTA	Route 68	Operating	80,450	78,952
<i>Total</i>			<i>1,597,707</i>	<i>1,531,573</i>

Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC  
Revised: 04/27/16-C  
06/28/16-C

ABSTRACT

Resolution No. 4216, Revised

This resolution adopts the FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2015-16 and  
FY2016-17

This resolution was amended by Commission Action on April 27, 2016 to revise the FY2015-16 program based on a revised regional apportionment received from Caltrans.

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

Re: Program of Projects in the San Francisco Bay Area for the FY2015-16 and FY2016-17  
Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4216

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 San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

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and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2015-16 and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



---

Dave Cortese, Chair

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



**Federal Transit Administration**  
**Section 5311 Rural Area Formula Program**  
**FY2015-16 and FY2016-17**

**FY2015-16 Funding Available:**

Estimated Apportionments	\$ 1,516,380
Prior Year Carryover:	\$ -
<b>Total Funding Available:</b>	<b>\$ 1,516,380</b>

**FY 2015-16 Programming:**

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
Dixon	Operating Assistance (Readi-Ride)	\$ 183,266	\$ 381,206	\$ 564,472
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Sonoma County Transit	Vehicle Replacements	\$ 460,430	\$ 62,853	\$ 523,283
VTA	Operating Assistance (Rt. 68)	\$ 76,355	\$ 64,950	\$ 141,305
Total Programming		\$ 1,516,380	\$ 1,531,718	\$ 3,048,098
Total Available		\$ 1,516,380		
Available for Carryover		\$ -		

**FY2016-17 Funding Available:**

Estimated Apportionments:	\$ 1,531,573
Prior Year Carryover:	\$ -
<b>Total Funding Available:</b>	<b>\$ 1,531,573</b>

**FY 2016-17 Programming:**

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
Dixon	Operating Assistance (Readi-Ride)	\$ 237,107	\$ 191,425	\$ 428,532
Fairfield	Operating Assistance (Rt. 30)	\$ 100,000	\$ 80,734	\$ 180,734
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Total Programming		\$ 1,531,573	\$ 912,746	\$ 2,444,319
Total Available		\$ 1,531,573		
Available for Carryover		\$ -		

Date: June 28, 2017  
W.I.: 1512  
Referred By: PAC

ABSTRACT

Resolution No. 4292

This resolution adopts the FY2017-18 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2017-18

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1512  
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2017-18 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4292

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 San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, a FY2017-18 FTA Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2017-18 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2017-18 Program of Projects as listed on Attachment A to match the actual FTA Rural Area Formula fund appropriation if needed; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to Caltrans, 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 June 28, 2017.

**Federal Transit Administration**  
**Section 5311 Rural Area Formula Program**  
**FY2017-18**

**FY2017-18 Funding Available:**

Estimated Apportionments	#####
Prior Year Carryover:	\$ -
Total Funding Available:	#####

**FY 2017-18 Programming:**

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311</u> <u>Program</u>	<u>Local</u> <u>Match</u>	<u>Total</u> <u>Project Cost</u>
County Connection	Operating Assistance (Rural Contra Costa County)	\$ 50,412	\$ 40,700	\$ 91,112
Dixon	Operating Assistance (Readi-Ride)	\$ 298,122	\$ 240,685	\$ 538,807
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SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 152,613	\$ 123,210	\$ 275,823
Sonoma County Transit	Vehicle Replacements	\$ 472,790	\$ 61,255	\$ 534,045
VTA	Operating Assistance (Rt. 68)	\$ 78,824	\$ 63,638	\$ 142,462
Total Programming		\$ 1,566,554	\$ 944,292	\$ 2,510,846
Total Available		\$ 1,566,554		
Available for Carryover		\$ -		



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2617      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4228, Revised. Update to the FY2016-17 Regional Measure 2 (RM2) Operating Program to make minor program revisions.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6e PAC 2e Reso-4228 RM2 Program Update](#)  
[2e Reso-4228 RM2 Program Update.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4228, Revised. Update to the FY2016-17 Regional Measure 2 (RM2) Operating Program to make minor program revisions.

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2e

### Resolution No. 4228, Revised

**Subject:** Update to the FY2016-17 Regional Measure 2 (RM2) Operating Program to make minor program revisions.

**Background:** This item revises the FY2016-17 Regional Measure 2 (RM2) Operating Program to identify remaining Express Bus North programming, make other minor adjustments to projects, and program marketing funds to the Napa Valley Transportation Authority (NVTa).

In May 2015, the Commission approved additional funding for the RM2 Operating Program starting in FY 2015-16 by applying an inflation escalation to certain projects as allowed by Streets and Highways Code Section 30914(d). Most of the funds were programmed previously, however project sponsors continue to request minor revisions as they adjust their services.

In the Express Bus North project, approximately \$92,000 in funds are still unprogrammed. Working with operators in the county, Solano Transportation Authority has identified projects for the funding as follows:

- \$15,000 to pilot an Express Bus Service to replace WETA's Route 200; and
- \$77,000 shared between Soltrans and FAST to market new and existing services.

In the Richmond Bridge Express Bus project, funds are being shifted from Route 40x to Route 40 to reflect the funding needs of the pilot express service. Funding for the WestCat LYNX is being adjusted to shift \$15,000 from bus operations to project start-up costs to support the purchase of computer aided dispatch and automated vehicle location devices for buses on the route. Finally, NVTa will receive \$20,000 to support marketing of Route 29 from previously unprogrammed marketing funds.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4228, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4228, Revised

## COMMISSION AGENDA ITEM 6e

Date: May 25, 2016  
W.I.: 1255  
Referred by: PAC  
Revised: 10/26/16-C  
06/28/17-C

### ABSTRACT

Resolution No. 4228, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2016-17.

This resolution was revised on October 26, 2016 to program additional funds to the Water Emergency Transportation Authority (WETA) and to shift funds between Golden Gate Transit routes.

This resolution was revised on June 28, 2017 to program remaining funds in Express Bus North, make minor adjustments to various projects including the Richmond Bridge Express Bus and WestCat LYNX in Express Bus South, and program marketing funds to Napa Valley Transportation Authority.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated May 11, 2016, October 12, 2016, and June 14, 2017.



Date: May 25, 2016  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2016-17 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4228

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2016-17, as outlined in Attachment A and incorporated herewith as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on May 25, 2016.

# COMMISSION AGENDA ITEM 6e

Date: May 25, 2016

W.I.: 1255

Referred by: PAC

Revised: 10/26/16-C

06/28/17-C

Attachment A

MTC Resolution No. 4228

Page 1 of 2

## FY 2016-17 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Route	Programmed (1,2)	Notes
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	2,091,980	
		Golden Gate Transit	Route 40 Express Service Pilot	255,321	
		Golden Gate Transit	Route 580	126,424	
			<b>Total</b>	<b>2,473,725</b>	
2	Napa VINE Service	NCTPA	Route 29	426,400	
			<b>Total</b>	<b>426,400</b>	
3	Express Bus North	SolTrans	Route 78	731,700	
		SolTrans	Route 80	578,000	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	433,100	
		Fairfield/Suisun Transit	Route 90	636,600	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		Fairfield/Suisun Transit	Solano Express Marketing	38,367	
		SolTrans	Solano Express Marketing	38,367	
		SolTrans	Route 82 Pilot	15,000	
			<b>Total</b>	<b>3,750,608</b>	
4	Express Bus South	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	789,550	
		WestCat	New Service Start-up	130,000	
		LAVTA	Rapid	580,836	
			<b>Total</b>	<b>7,073,629</b>	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,382,828	
			Route DB1	1,634,148	
			<b>Total</b>	<b>3,016,976</b>	
6	Ferry Service	WETA	Alameda Harbor Bay	1,097,900	
		WETA	Alameda/Oakland	4,518,000	
		WETA	Vallejo	6,748,400	
		WETA	South San Francisco	2,935,700	
		WETA	Pilot Ferry Service	1,200,000	
			<b>Total</b>	<b>16,500,000</b>	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		AC Transit	Route 800 Service Enhancements	177,000	
			<b>Total</b>	<b>2,004,000</b>	
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/		
			Oakland/San Leandro Corridor	3,000,000	
11	WETA planning	WETA	Planning and operations	3,000,000	
<b>Grand Total</b>				<b>43,745,338</b>	

## COMMISSION AGENDA ITEM 6e

Attachment A  
MTC Resolution No. 4228  
Page 2 of 2

### RM2 Marketing Assistance Program (4)

Project Name	Operator	Description	Programmed (4)	Notes
Clipper®	MTC	Public Information and Marketing	2,950,000	
511 Real Time Transit	MTC	Public Information and Marketing	150,000	
Seamless Transit Map	MTC	Public Information and Wayfinding	150,000	
Regional Resource Center	MTC	Center Operations	100,000	
New SMART Service	SMART	Public Information and Marketing	100,000	
Late Night Service	San Francisco/BART	Public Information and Marketing	150,000	
Route 29 Promotion	NVTA	Public Information and Marketing	20,000	
<b>Grand Total</b>			<b>3,620,000</b>	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
  2. Amounts shown are subject to approval of the FY 2016-17 BATA Budget.
  3. The funding for Route DB1 is consistent with the cost to provide full-day service for one fiscal year. Future funding levels are contingent upon successful performance of all-day service, i.e., satisfactory cost/passenger ratio.
  4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2e

## Resolution No. 4228, Revised

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**Subject:** Update to the FY2016-17 Regional Measure 2 (RM2) Operating Program to make minor program revisions.

**Background:** This item revises the FY2016-17 Regional Measure 2 (RM2) Operating Program to identify remaining Express Bus North programming, make other minor adjustments to projects, and program marketing funds to the Napa Valley Transportation Authority (NVTa).

In May 2015, the Commission approved additional funding for the RM2 Operating Program starting in FY 2015-16 by applying an inflation escalation to certain projects as allowed by Streets and Highways Code Section 30914(d). Most of the funds were programmed previously, however project sponsors continue to request minor revisions as they adjust their services.

In the Express Bus North project, approximately \$92,000 in funds are still unprogrammed. Working with operators in the county, Solano Transportation Authority has identified projects for the funding as follows:

- \$15,000 to pilot an Express Bus Service to replace WETA's Route 200; and
- \$77,000 shared between Soltrans and FAST to market new and existing services.

In the Richmond Bridge Express Bus project, funds are being shifted from Route 40x to Route 40 to reflect the funding needs of the pilot express service. Funding for the WestCat LYNX is being adjusted to shift \$15,000 from bus operations to project start-up costs to support the purchase of computer aided dispatch and automated vehicle location devices for buses on the route. Finally, NVTa will receive \$20,000 to support marketing of Route 29 from previously unprogrammed marketing funds.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4228, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4228, Revised

Date: May 25, 2016  
W.I.: 1255  
Referred by: PAC  
Revised: 10/26/16-C  
06/28/17-C

ABSTRACT

Resolution No. 4228, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2016-17.

This resolution was revised on October 26, 2016 to program additional funds to the Water Emergency Transportation Authority (WETA) and to shift funds between Golden Gate Transit routes.

This resolution was revised on June 28, 2017 to program remaining funds in Express Bus North, make minor adjustments to various projects including the Richmond Bridge Express Bus and WestCat LYNX in Express Bus South, and program marketing funds to Napa Valley Transportation Authority.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated May 11, 2016, October 12, 2016, and June 14, 2017.

Date: May 25, 2016  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2016-17 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4228

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2016-17, as outlined in Attachment A and incorporated herewith as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



---

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on May 25, 2016.



**FY 2016-17 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)**

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>	<b>Programmed (1,2)</b>	<b>Notes</b>
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	2,091,980	
		Golden Gate Transit	Route 40 Express Service Pilot	255,321	
		Golden Gate Transit	Route 580	126,424	
			<b>Total</b>	<b>2,473,725</b>	
2	Napa VINE Service	NCTPA	Route 29	426,400	
			<b>Total</b>	<b>426,400</b>	
3	Express Bus North	SolTrans	Route 78	731,700	
		SolTrans	Route 80	578,000	
		SolTrans	Route 85	201,741	
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		Fairfield/Suisun Transit	Solano Express Marketing	38,367	
		SolTrans	Solano Express Marketing	38,367	
		SolTrans	Route 82 Pilot	15,000	
			<b>Total</b>	<b>3,750,608</b>	
4	Express Bus South	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
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		WestCat	Hercules LYNX/JX	789,550	
		WestCat	New Service Start-up	130,000	
		LAVTA	Rapid	580,836	
			<b>Total</b>	<b>7,073,629</b>	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,382,828	
			Route DB1	1,634,148	
			<b>Total</b>	<b>3,016,976</b>	
6	Ferry Service	WETA	Alameda Harbor Bay	1,097,900	
		WETA	Alameda/Oakland	4,518,000	
		WETA	Vallejo	6,748,400	
		WETA	South San Francisco	2,935,700	
		WETA	Pilot Ferry Service	1,200,000	
			<b>Total</b>	<b>16,500,000</b>	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		AC Transit	Route 800 Service Enhancements	177,000	
			<b>Total</b>	<b>2,004,000</b>	
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/		
			Oakland/San Leandro Corridor	3,000,000	
11	WETA planning	WETA	Planning and operations	3,000,000	
<b>Grand Total</b>				<b>43,745,338</b>	

**RM2 Marketing Assistance Program (4)**

<b>Project Name</b>	<b>Operator</b>	<b>Description</b>	<b>Programmed (4)</b>	<b>Notes</b>
Clipper®	MTC	Public Information and Marketing	2,950,000	
511 Real Time Transit	MTC	Public Information and Marketing	150,000	
Seamless Transit Map	MTC	Public Information and Wayfinding	150,000	
Regional Resource Center	MTC	Center Operations	100,000	
New SMART Service	SMART	Public Information and Marketing	100,000	
Late Night Service	San Francisco/BART	Public Information and Marketing	150,000	
Route 29 Promotion	NVTA	Public Information and Marketing	20,000	
<b>Grand Total</b>			<b>3,620,000</b>	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
  2. Amounts shown are subject to approval of the FY 2016-17 BATA Budget.
  3. The funding for Route DB1 is consistent with the cost to provide full-day service for one fiscal year. Future funding levels are contingent upon successful performance of all-day service, i.e., satisfactory cost/passenger ratio.
  4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2621      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-13.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6f PAC 2f Reso-4275 TIP Amend 2017-13](#)  
[2f Reso-4275 TIP Amend 2017-13.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**  
MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-13.

**Presenter:**

Adam Crenshaw

**Recommended Action:**  
Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2f

### MTC Resolution No. 4275, Revised

**Subject:** 2017 Transportation Improvement Program (TIP) Amendment 2017-13.

**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 2017-13 makes revisions to 48 projects with a net increase in funding of approximately \$221 million. Among other changes, the revision:

- Amends 13 new exempt projects and one new non-exempt, not regionally significant project into the TIP and updates the funding plans of two existing projects to reflect the programming of Cycle 3 of the Active Transportation Program;
- Amends four new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded exempt projects into the TIP, updates the funding plans of three other STP/CMAQ funded projects and deletes one STP/CMAQ funded project to reflect changes in the One Bay Area Grant programs;
- Amends three new grouped listings into the TIP to reflect the programming of Federal Transit Administration Section 5310, 5311, and 5311(f) funds;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing to reflect the latest information from Caltrans;
- Splits two projects out of the Highway Safety Improvement Program grouped listings and updates their project scopes to include road diet elements;
- Updates the scope of the City/County Association of Governments of San Mateo County's US-101 High Occupancy Vehicle/High Occupancy Toll Lane project to change the northern project limit to match the most recent cooperative agreement;
- Splits the Bay Area Rapid Transit District's Go Uptown project out of their Station Modernization Program;
- Amends one new San Francisco Municipal Transportation Agency project into the TIP to reflect the award of \$11 million in Advanced Transportation and Congestion Management Technologies Deployment Program funds;

- Amends one new exempt project into the TIP and updates the funding plan on one existing project to reflect changes in the Transit Capital Priorities program;
- Amends two additional new exempt projects in the TIP; and
- Archives six projects as they have 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, subject to the determination of the regional Air Quality Conformity Task Force at their June 22, 2017 meeting, 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:**

Elements of this revision are contingent upon Commission approval of programming changes included in the following Programming and Allocations Committee Items:

- Item 2c, MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG1) and One Bay Area Grant 2 (OBAG2) programs; and
- Item 2d, MTC Resolution Nos. 4216, Revised, and 4292. FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17.

This revision also contains programming changes that are contingent upon the Regional Air Quality Conformity Task Force's concurrence on the regional air quality conformity status of City/County Association of Governments of San Mateo County's US-101 HOV/HOT from Santa Clara to South of Grand Ave project as well as the projects being added through this amendment. While staff does not expect a negative finding on these projects, the task force will not meet until June 22, 2017. If the Task Force does make a negative finding for these projects, the changes will be removed from this revision to the 2017 TIP prior to Commission approval.

This revision is also contingent upon the California Transportation Commission approving the FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program at their meeting on June 28-29.

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

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-13  
MTC Resolution No. 4275, Revised

**TIP Revision Summary  
2017-13**

**COMMISSION AGENDA ITEM 6f**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview Sidwklmp	Update the funding plan to add \$1.3M in ATP funds and \$227K in Local funds to CON FY20, add \$212K in Local funds to CON FY21, and add \$8.3M in RTP-LRP funds to CON FY22	\$10,051,000	116.0%
ALA150010	Oakland	International Boulevard Improvement Project	Update project description to include improvements on E. 12th St.	\$0	0.0%
ALA170047	Alameda County	Active Oakland: A Comprehensive SR2S Program	Amend a new exempt project into the TIP with \$977K in ATP funds	\$977,000	~%
ALA170051	Oakland	Fruitvale Alive Gap Closure Project	Amend a new exempt project into the TIP with \$5.9M in ATP funding and \$2.7M in Local funding	\$8,541,000	~%
ALA170052	Oakland	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	Split this project out of VAR170002 along with \$1.1M in HSIP and \$361K in Local funds and update the project description to include road diet improvements	\$1,466,507	~%
ALA170053	Oakland	Oakland 35th Ave Bike/Ped Improvements H8-04-015	Split this project out from VAR170002 along with \$2.2M in HSIP and \$715K in Local funds and update the project description to include road diet improvements	\$2,903,800	~%
ALA170054	Berkeley	John Muir Safe Routes to School	Amend a new exempt project into the TIP with \$270K in ATP funding and \$66K in Local funding	\$336,000	~%
CC-070078	Brentwood	John Muir Parkway Extension: Ph. II	Update the funding plan to reprogram CON from FY16 to FY17	\$0	0.0%
CC-130032	San Pablo	San Pablo Avenue Bicycle and Ped Improvements	Update the project scope to include new and modified signals, modified medians, retaining walls, lighting and landscaping	\$0	0.0%
CC-170020	Contra Costa County	Fred Jackson Way First Mile/Last Mile Connection	Amend a new exempt project into the TIP with \$3.3M in ATP funds and \$1M in Local funds	\$4,298,000	~%
CC-170021	Contra Costa County	Pacheco Blvd Sidewalk Gap Closure Phase 3	Amend a new exempt project into the TIP with \$619K in ATP funds, and \$657K in Local funds	\$1,276,000	~%
CC-170022	Concord	Commerce Ave Complete Streets	Amend a new exempt project to the TIP with \$1.44M in STP and \$500K in Other Local funds	\$1,940,000	~%
MRN170012	San Rafael	Francisco Boulevard East Sidewalk Widening	Amend a new exempt project into the TIP with \$4M in ATP funds, \$2.1M in RTP-LRP funds, and \$707K in Local funds	\$6,832,000	~%
REG170010	Metropolitan Transportation Commission (MTC)	Reg. Prog. for Arterial System Synchronization	Amend a new exempt project into the TIP with \$5M in FY18 CON CMAQ and \$650K in Local funds	\$5,650,000	~%
SCL170017	Sunnyvale	Sunnyvale SNAIL Neighborhood Improvements	Amend a new exempt project into the TIP with \$4.8M in ATP funding and \$1.2M in General funds	\$6,059,000	~%
SF-170012	Port of San Francisco	Cargo Way and Amador Street Improvements	Amend a new exempt project into the TIP with \$2M in Local funds and \$28M in RTP-LRP	\$30,000,000	~%

**TIP Revision Summary  
2017-13**

**COMMISSION AGENDA ITEM 6f**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-170014	San Francisco Municipal Transport Agency (SFMTA)	SF - Powell Street Safety Project	Amend a new exempt project into the TIP with \$4.4M in ATP funds, \$5M in Local funds, and \$500K in Prop 1B funds	\$9,889,000	~%
SF-170015	San Francisco Municipal Transport Agency (SFMTA)	SF - Adv Transportation and Congestion Management	Amend a new exempt project into the TIP with \$11M in Other Federal (Advanced Transportation and Congestion Management Technologies Deployment Program) funds and \$11M in Private funds	\$21,981,520	~%
SM-110022	San Mateo CCAG	San Mateo County SR2S Program	Update the funding plan to add \$2.6M in CMAQ and \$340K in Other Local funds to FY18 CON	\$2,957,000	60.4%
SOL170006	Fairfield	East Tabor Tolenas SR2S Sidewalk Gap Closure	Amend a new exempt project into the TIP with \$1.7M in ATP funding and \$269K in Local funding	\$1,969,000	~%
SON170009	Sonoma County Transportation Authority (SCTA)	Sonoma County - County-Wide SRTS Program	Amend a new exempt project to the TIP with \$1.7M in FY18 CON CMAQ, \$345K in FY18 CON CMAQ, and \$50K in FY18 CON STP, with Toll Credits being applied in lieu of match; \$260K in Sales Tax funds are non-participating.	\$2,310,000	~%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan to reflect the latest information from Caltrans including the addition of \$11.3M in funding	\$11,290,954	2.1%
<b>System: Public Lands/Trails</b>					
ALA170050	Emeryville	Emeryville Greenway Crossing Improvements	Amend a new exempt project into the TIP with \$265K in ATP funding, \$40K in Local funding and \$25K in State Office of Transportation Safety funding	\$330,000	~%
NAP130004	Napa (City)	State Route 29 Bicycle & Pedestrian Undercrossing	Update the funding plan to remove \$3K in Local funds and \$425K in RTP-LRP and add \$531K in ATP and \$114K in TFCA in various years	\$217,000	41.3%
SCL130031	Sunnyvale	Sunnyvale East and West Channel Multi-Use Trails	Remove \$3.44M in CMAQ and \$1.3M in local funds as they are being transferred to SCL130040 and delete this project as it will not move forward	-\$4,745,000	-100.0%
SOL170007	Suisun City	McCoy Creek Trail - Phase 2	Amend a new exempt project into the TIP with \$1.8M in ATP funding, \$582K in TDA funding, \$498K in RTP-LRP funding, and \$150K in Local funding	\$3,000,000	~%
SOL170008	Vallejo	Vallejo Bay Trail / Vine Trail Gap Closure	Amend a new exempt project into the TIP with \$4.2M in ATP funds and \$912K in Local funds	\$5,128,000	~%
<b>System: State Highway</b>					
ALA170049	Alameda (City)	Central Avenue Safety Improvements	Amend a new exempt project into the TIP with \$7.3M in ATP funding and \$4.9M in Local funding	\$12,214,000	~%
SM-150017	San Mateo CCAG	US 101 HOV/HOT from Santa Clara to S of Grand Ave	Update the project scope to change the northern project limit from I-380 to 0.3 mile south of Grand Ave Interchange to match coop agreement and Supplemental PSR-PDS	\$0	0.0%
SM-170009	Woodside	Woodside School Safety Pathway Phase 3	Amend a new exempt project into the TIP with \$528K in ATP funds and \$221K in Local funds	\$749,000	~%
VAR170002	Caltrans	GL: Highway Safety Improvement Program	Update the funding plan and back-up listing to split out scope and funding to ALA170052 and ALA170053	-\$4,370,300	-7.9%
<b>System: Transit</b>					



**TIP Revision Summary  
2017-13**

**COMMISSION AGENDA ITEM 6f**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170048	Altamont Commuter Express (ACE)	ACE Fixed Guideway (Capital Lease)	Amend a new exempt project into the TIP with \$1.36M in 5307, \$132K in 5337 and \$1.49M in Local funds	\$2,980,000	~%
ALA170055	Bay Area Rapid Transit District (BART)	BART - GO Uptown	Split some 19th St BART Station improvements out of CC-130048 along with \$17.5M in Prop-1B-PTMISEA and \$6.3M in TIGER funds, update the project scope to include streetscape improvements near the station and add \$98K in Local funds	\$23,911,688	~%
ALA170056	Altamont Commuter Express (ACE)	Locomotive Procurement	Amend a new exempt project into the TIP with \$2M in CARB funds and \$5.5M in RTP-LRP funds	\$7,500,000	~%
CC-130048	Bay Area Rapid Transit District (BART)	BART Station Modernization Program	Split some 19th St BART Station improvements out to ALA170055 along with \$17.5M in Prop-1B-PTMISEA and \$6.3M in TIGER funds	-\$23,813,688	-10.4%
CC-99T001	Central Contra Costa Transit Agency (CCCTA)	CCCTA: ADA Paratransit Assistance	Update the funding plan to add \$1.2M in FY17 CON 5307 and \$302K in FY17 CON Local funds	\$1,509,778	10.2%
MRN170013	Golden Gate Bridge, Highway and Transit District	San Rafael Transit Center Relocation	Amend a new exempt project into the TIP with \$1.3M in CMAQ and \$162K in Other Local to FY18 PE	\$46,412,000	~%
SCL130040	Santa Clara Valley Transportation Authority (VTA)	Montague Expy Ped Bridge at Milpitas BART	Update funding plan to add \$3.44M in FY18 CON CMAQ and \$1.3M in Local, as funds are being transferred from SCL130031; add \$2.5M in Local funds remove; \$8.7M in RTP-LRP funds; and reprogram between years and phases	-\$1,517,543	-11.9%
SON090030	Petaluma	Petaluma Transit: AVL System	Archive the project as complete.	\$0	0.0%
SON150004	Petaluma	Petaluma Transit: Purchase (1) Fixed Route Bus	Archive the project as complete.	\$0	0.0%
SON150005	Petaluma	Petaluma Transit: (3) Digital Two-Way Radios	Archive the project as complete.	\$0	0.0%
SON150014	Petaluma	Petaluma Transit: Purchase (2) Fixed Route Buses	Archive the project as complete.	\$0	0.0%
SON150015	Petaluma	Petaluma Transit: Clipper Equip for Fixed Route Buses	Archive the project as complete.	\$0	0.0%
SON150016	Petaluma	Petaluma Transit: Comm Equip for 3 Fixed Route Buses	Archive the project as complete.	\$0	0.0%
SON150019	Santa Rosa City Bus	Implementation of Reimagining CityBus	Update the funding plan to add \$526K in CMAQ and \$80K in Other Local funds to FY18 CON	\$605,787	342.9%
VAR170018	Metropolitan Transportation Commission (MTC)	GL: FTA 5311 Rural Area FY17	Amend a new grouped listing into the TIP with \$1.5M in 5311, \$300K in 5311f, and \$1.2M in Other Local funds	\$2,986,520	~%
VAR170019	Metropolitan Transportation Commission (MTC)	GL: FTA 5311 Rural Area FY18	Amend a new grouped listing into the TIP with \$1.6M in 5311, \$222K in 5311f and \$944K in Local funds	\$2,912,075	~%



TIP Revision Summary  
2017-13

COMMISSION AGENDA ITEM 6f

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
VAR170020	Metropolitan Transportation Commission (MTC)	GL: FTA Section 5310 Program FY15, FY16 and FY17	Amend a new exempt project into the TIP with \$10.5M in 5310 and \$4M in Local funds	\$14,607,044	~%
Total Funding Change:				\$221,344,142	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$601,740,734	\$214,922,982	\$0	\$234,111,825	\$1,050,775,541	\$264,424,806
Proposed:	\$652,348,774	\$259,341,983	\$114,000	\$360,314,926	\$1,272,119,683	\$371,417,940
Delta:	\$50,608,040	\$44,419,001	\$114,000	\$126,203,101	\$221,344,142	\$106,993,134

**COMMISSION AGENDA ITEM 6f**

Date: September 28, 2016

W.I.: 1512

Referred by: PAC

Revised: 12/21/16-C 02/22/17-C 03/22/17-C  
04/26/17-C 06/28/17-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, March 8, 2017, April 12, 2017, and June 14, 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	15	-\$111,504	3/6/2017	3/6/2017
17-05	Admin. Modification	12	\$22,741,790	4/5/2017	4/5/2017
17-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
17-07	Admin. Modification	15	-\$8,341,530	4/28/2017	4/28/2017
17-08	Amendment	73	\$840,375,166	3/22/2017	4/14/2017
17-09	Admin. Modification	Pending	Pending	Pending	Pending
17-10	Amendment	14	\$101,213,635	4/26/2017	Pending
17-11	Admin. Modification	Pending	Pending	Pending	Pending
17-12	Admin. Modification	Pending	Pending	Pending	Pending

## ABSTRACT

MTC Resolution No. 4275, Revised

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Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-13	Amendment	48	\$221,344,142	6/28/2017	Pending
Net Funding Change		324	\$2,061,958,977		
Absolute Funding Change			\$2,086,512,579		

**COMMISSION AGENDA ITEM 6f**

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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 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



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Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

## **COMMISSION AGENDA ITEM 6f**

Date: September 28, 2016  
W.I.: 1512  
Referred by: PAC

Attachment A  
Resolution No. 4275  
Page 1 of 1

### **2017 Transportation Improvement Program**

The 2017 Transportation Improvement Program for the San Francisco Bay Area, adopted September 28, 2016, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2017 TIP Investment Analysis: Focus on Low-Income and Minority Communities



Date: September 28, 2016

W.I.: 1512

Referred by: PAC

Revised: 12/21/16-C 02/22/17-C 03/22/17-C  
04/26/17-C 06/28/17-C

Attachment B

Resolution No. 4275, Revised

Page 1 of 6

## 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 an administrative modification that revises 15 projects with a net funding decrease of \$111,504. The revision was approved into the Federal-Statewide TIP by the deputy executive director on March 6, 2017. Among other changes, this revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect programming decisions and past and planned obligations;
- Updates the funding plans of three other federally funded projects to reflect planned obligations;
- Updates the funding plan of the Sonoma County Transportation Authority's portion of the US 101 Marin/Sonoma Narrows project to reflect the programming of \$15 million in repurposed federal earmark funds;
- Splits out the I-880 Integrated Corridor Management project from the region-wide Incident Management Program; and
- Updates the funding plan and back-up listing of the Caltrans managed Highway Maintenance Program grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2 million in High Priority Project Earmark funds, \$15 million in repurposed earmark funds, \$665,042 in Federal Highway Administration Ferry Boat Program funds, and \$3 million in Trade Corridors Improvement Fund funds. MTC's 2017 TIP, as revised with Revision No. 2017-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 17-05** is an administrative modification that revises 12 projects with a net funding increase of \$22.7 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 5, 2017. Among other changes, this revision:

- Updates the funding plans of seven projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program;
- Updates the funding plans of two Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;
- Updates the funding plan of the Metropolitan Transportation Commission's Clipper Fare Collection System project to reflect the programming of \$7.4 million in bridge toll funds; and

- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Emergency Response grouped listing to reflect the latest information from Caltrans, including the addition of \$5.3 million to the SHOPP.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$5.3 million in SHOPP funds. MTC's 2017 TIP, as revised with Revision No. 2017-05, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 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 was received on March 14, 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 an administrative modification that revises 15 projects with a net funding decrease of \$8.3 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 28, 2017. Among other changes, this revision:

- Updates the funding plans of three projects to reflect the programming of funds for the Federal Highway Administration's 2016 Earmark Repurposing transfer requests;
- Updates the funding plan and back-up listing of the Caltrans managed Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of \$476,000 for two HBP projects in Santa Clara County;
- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Pavement Resurfacing/Rehabilitation grouped listing, including the removal of \$7.5 million from the SHOPP;
- Updates the funding plans of five Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations; and
- Reprograms \$20 million in Federal Transit Administration (FTA) Small Starts program funds for the Sonoma Marin Area Rail Transit Corridor project from prior years to fiscal year 2016/17 to reflect a planned FTA grant.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$20 million in FTA Small Starts funds, \$476,000 in HBP funds, and \$7.5 million in State STP funds. MTC's 2017 TIP, as revised with Revision No. 2017-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 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 was received on March 29, 2017, and final federal approval was received on April 14, 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.

**Revision 17-09** is a pending administrative modification.

**Revision 17-10** is an amendment that revises 14 projects with a net funding increase of approximately \$101 million. The revision was referred by the Programming and Allocations Committee on April 12, 2017, and approved by the MTC Commission on April 26, 2017. Caltrans approval was received on May 11, 2017, and final federal approval is expected in mid-June, 2017. Among other changes, this revision:

- Amends three new exempt Transit Performance Initiative Program funded projects into the TIP;
- Updates the funding plans of two projects to reflect the programming of funds from fiscal year 2016-17 of the Transit Capital Priorities program;
- Updates the funding plans and back-up listings of two grouped listings and adds one new grouped listing to reflect the latest information from Caltrans including the addition of \$55.8 million in State Highway Operation and Protection Program funds and \$3.8 million in Section 130 Railroad/Highway Crossing funds;
- Amends AC Transit's Five Battery-Electric Bus Purchase project into the TIP to reflect the recent award of \$1.5 million in Federal Transit Administration (FTA) Low or No Emission Vehicle Deployment Program funds;
- Amends Bay Area Rapid Transit's Integrated Carpool to Transit Access Program into the TIP to reflect the award of \$358,000 in FTA Mobility on Demand Sandbox Program funds; and
- Amends one new exempt and one previously archived project into the TIP.

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

**Revision 17-11** is a pending administrative modification.

**Revision 17-12** is a pending administrative modification.

**Revision 17-13** is an amendment that revises 48 projects with a net funding increase of approximately \$221 million. The revision was referred by the Programming and Allocations Committee on June 14, 2017, and approved by the MTC Commission on June 28, 2017. Caltrans approval is expected in mid-July, 2017, and final federal approval is expected in mid-August, 2017. Among other changes, this revision:

- Amends 13 new exempt projects and one new non-exempt, not regionally significant project into the TIP and updates the funding plans of two existing projects to reflect the programming of Cycle 3 of the Active Transportation Program;
- Amends four new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded exempt projects into the TIP, updates the funding plans of three other STP/CMAQ funded projects and deletes one STP/CMAQ funded project to reflect changes in the One Bay Area Grant programs;
- Amends three new grouped listings into the TIP to reflect the programming of Federal Transit Administration Section 5310, 5311 and 5311(f) funds. The FTA Section 5310 listing is contingent upon the California Transportation Commission approval on June 28 & 29, 2017;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing to reflect the latest information from Caltrans;
- Splits two projects out of the Highway Safety Improvement Program grouped listings and updates their project scopes to include road diet elements;
- Updates the scope of the City/County Association of Governments of San Mateo County's US-101 High Occupancy Vehicle/High Occupancy Toll Lane project to change the northern project limit to match the most recent cooperative agreement;
- Splits the Bay Area Rapid Transit District's Go Uptown project out of their Station Modernization Program;
- Amends one new San Francisco Municipal Transportation Agency project into the TIP to reflect the award of \$11 million in Advanced Transportation and Congestion Management Technologies Deployment Program funds;
- Amends one new exempt project into the TIP and updates the funding plan on one existing project to reflect changes in the Transit Capital Priorities program;
- Amends two additional exempt projects in the TIP; and
- Archives six projects as they have been completed.

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

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2f

## MTC Resolution No. 4275, Revised

**Subject:** 2017 Transportation Improvement Program (TIP) Amendment 2017-13.

**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 2017-13 makes revisions to 48 projects with a net increase in funding of approximately \$221 million. Among other changes, the revision:

- Amends 13 new exempt projects and one new non-exempt, not regionally significant project into the TIP and updates the funding plans of two existing projects to reflect the programming of Cycle 3 of the Active Transportation Program;
- Amends four new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded exempt projects into the TIP, updates the funding plans of three other STP/CMAQ funded projects and deletes one STP/CMAQ funded project to reflect changes in the One Bay Area Grant programs;
- Amends three new grouped listings into the TIP to reflect the programming of Federal Transit Administration Section 5310, 5311, and 5311(f) funds;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing to reflect the latest information from Caltrans;
- Splits two projects out of the Highway Safety Improvement Program grouped listings and updates their project scopes to include road diet elements;
- Updates the scope of the City/County Association of Governments of San Mateo County's US-101 High Occupancy Vehicle/High Occupancy Toll Lane project to change the northern project limit to match the most recent cooperative agreement;
- Splits the Bay Area Rapid Transit District's Go Uptown project out of their Station Modernization Program;
- Amends one new San Francisco Municipal Transportation Agency project into the TIP to reflect the award of \$11 million in Advanced Transportation and Congestion Management Technologies Deployment Program funds;

- Amends one new exempt project into the TIP and updates the funding plan on one existing project to reflect changes in the Transit Capital Priorities program;
- Amends two additional new exempt projects in the TIP; and
- Archives six projects as they have 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, subject to the determination of the regional Air Quality Conformity Task Force at their June 22, 2017 meeting, 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:**

Elements of this revision are contingent upon Commission approval of programming changes included in the following Programming and Allocations Committee Items:

- Item 2c, MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG1) and One Bay Area Grant 2 (OBAG2) programs; and
- Item 2d, MTC Resolution Nos. 4216, Revised, and 4292. FTA Section 5311 Rural Area Program of Projects for FY2017-18 and revisions to the Program for FY2016-17.

This revision also contains programming changes that are contingent upon the Regional Air Quality Conformity Task Force's concurrence on the regional air quality conformity status of City/County Association of Governments of San Mateo County's US-101 HOV/HOT from Santa Clara to South of Grand Ave project as well as the projects being added through this amendment. While staff does not expect a negative finding on these projects, the task force will not meet until June 22, 2017. If the Task Force does make a negative finding for these projects, the changes will be removed from this revision to the 2017 TIP prior to Commission approval.

This revision is also contingent upon the California Transportation Commission approving the FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program at their meeting on June 28-29.

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

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-13  
MTC Resolution No. 4275, Revised



**TIP Revision Summary  
2017-13**

**Attachment A**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview Sidwklmp	Update the funding plan to add \$1.3M in ATP funds and \$227K in Local funds to CON FY20, add \$212K in Local funds to CON FY21, and add \$8.3M in RTP-LRP funds to CON FY22	\$10,051,000	116.0%
ALA150010	Oakland	International Boulevard Improvement Project	Update project description to include improvements on E. 12th St.	\$0	0.0%
ALA170047	Alameda County	Active Oakland: A Comprehensive SR2S Program	Amend a new exempt project into the TIP with \$977K in ATP funds	\$977,000	~%
ALA170051	Oakland	Fruitvale Alive Gap Closure Project	Amend a new exempt project into the TIP with \$5.9M in ATP funding and \$2.7M in Local funding	\$8,541,000	~%
ALA170052	Oakland	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	Split this project out of VAR170002 along with \$1.1M in HSIP and \$361K in Local funds and update the project description to include road diet improvements	\$1,466,507	~%
ALA170053	Oakland	Oakland 35th Ave Bike/Ped Improvements H8-04-015	Split this project out from VAR170002 along with \$2.2M in HSIP and \$715K in Local funds and update the project description to include road diet improvements	\$2,903,800	~%
ALA170054	Berkeley	John Muir Safe Routes to School	Amend a new exempt project into the TIP with \$270K in ATP funding and \$66K in Local funding	\$336,000	~%
CC-070078	Brentwood	John Muir Parkway Extension: Ph. II	Update the funding plan to reprogram CON from FY16 to FY17	\$0	0.0%
CC-130032	San Pablo	San Pablo Avenue Bicycle and Ped Improvements	Update the project scope to include new and modified signals, modified medians, retaining walls, lighting and landscaping	\$0	0.0%
CC-170020	Contra Costa County	Fred Jackson Way First Mile/Last Mile Connection	Amend a new exempt project into the TIP with \$3.3M in ATP funds and \$1M in Local funds	\$4,298,000	~%
CC-170021	Contra Costa County	Pacheco Blvd Sidewalk Gap Closure Phase 3	Amend a new exempt project into the TIP with \$619K in ATP funds, and \$657K in Local funds	\$1,276,000	~%
CC-170022	Concord	Commerce Ave Complete Streets	Amend a new exempt project to the TIP with \$1.44M in STP and \$500K in Other Local funds	\$1,940,000	~%
MRN170012	San Rafael	Francisco Boulevard East Sidewalk Widening	Amend a new exempt project into the TIP with \$4M in ATP funds, \$2.1M in RTP-LRP funds, and \$707K in Local funds	\$6,832,000	~%
REG170010	Metropolitan Transportation Commission (MTC)	Reg. Prog. for Arterial System Synchronization	Amend a new exempt project into the TIP with \$5M in FY18 CON CMAQ and \$650K in Local funds	\$5,650,000	~%
SCL170017	Sunnyvale	Sunnyvale SNAIL Neighborhood Improvements	Amend a new exempt project into the TIP with \$4.8M in ATP funding and \$1.2M in General funds	\$6,059,000	~%
SF-170012	Port of San Francisco	Cargo Way and Amador Street Improvements	Amend a new exempt project into the TIP with \$2M in Local funds and \$28M in RTP-LRP	\$30,000,000	~%

**TIP Revision Summary  
2017-13**

**Attachment A**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-170014	San Francisco Municipal Transport Agency (SFMTA)	SF - Powell Street Safety Project	Amend a new exempt project into the TIP with \$4.4M in ATP funds, \$5M in Local funds, and \$500K in Prop 1B funds	\$9,889,000	~%
SF-170015	San Francisco Municipal Transport Agency (SFMTA)	SF - Adv Transportation and Congestion Management	Amend a new exempt project into the TIP with \$11M in Other Federal (Advanced Transportation and Congestion Management Technologies Deployment Program) funds and \$11M in Private funds	\$21,981,520	~%
SM-110022	San Mateo CCAG	San Mateo County SR2S Program	Update the funding plan to add \$2.6M in CMAQ and \$340K in Other Local funds to FY18 CON	\$2,957,000	60.4%
SOL170006	Fairfield	East Tabor Tolenas SR2S Sidewalk Gap Closure	Amend a new exempt project into the TIP with \$1.7M in ATP funding and \$269K in Local funding	\$1,969,000	~%
SON170009	Sonoma County Transportation Authority (SCTA)	Sonoma County - County-Wide SRTS Program	Amend a new exempt project to the TIP with \$1.7M in FY18 CON CMAQ, \$345K in FY18 CON CMAQ, and \$50K in FY18 CON STP, with Toll Credits being applied in lieu of match; \$260K in Sales Tax funds are non-participating.	\$2,310,000	~%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan to reflect the latest information from Caltrans including the addition of \$11.3M in funding	\$11,290,954	2.1%
<b>System: Public Lands/Trails</b>					
ALA170050	Emeryville	Emeryville Greenway Crossing Improvements	Amend a new exempt project into the TIP with \$265K in ATP funding, \$40K in Local funding and \$25K in State Office of Transportation Safety funding	\$330,000	~%
NAP130004	Napa (City)	State Route 29 Bicycle & Pedestrian Undercrossing	Update the funding plan to remove \$3K in Local funds and \$425K in RTP-LRP and add \$531K in ATP and \$114K in TFCA in various years	\$217,000	41.3%
SCL130031	Sunnyvale	Sunnyvale East and West Channel Multi-Use Trails	Remove \$3.44M in CMAQ and \$1.3M in local funds as they are being transferred to SCL130040 and delete this project as it will not move forward	-\$4,745,000	-100.0%
SOL170007	Suisun City	McCoy Creek Trail - Phase 2	Amend a new exempt project into the TIP with \$1.8M in ATP funding, \$582K in TDA funding, \$498K in RTP-LRP funding, and \$150K in Local funding	\$3,000,000	~%
SOL170008	Vallejo	Vallejo Bay Trail / Vine Trail Gap Closure	Amend a new exempt project into the TIP with \$4.2M in ATP funds and \$912K in Local funds	\$5,128,000	~%
<b>System: State Highway</b>					
ALA170049	Alameda (City)	Central Avenue Safety Improvements	Amend a new exempt project into the TIP with \$7.3M in ATP funding and \$4.9M in Local funding	\$12,214,000	~%
SM-150017	San Mateo CCAG	US 101 HOV/HOT from Santa Clara to S of Grand Ave	Update the project scope to change the northern project limit from I-380 to 0.3 mile south of Grand Ave Interchange to match coop agreement and Supplemental PSR-PDS	\$0	0.0%
SM-170009	Woodside	Woodside School Safety Pathway Phase 3	Amend a new exempt project into the TIP with \$528K in ATP funds and \$221K in Local funds	\$749,000	~%
VAR170002	Caltrans	GL: Highway Safety Improvement Program	Update the funding plan and back-up listing to split out scope and funding to ALA170052 and ALA170053	-\$4,370,300	-7.9%
<b>System: Transit</b>					

**TIP Revision Summary  
2017-13**

**Attachment A**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170048	Altamont Commuter Express (ACE)	ACE Fixed Guideway (Capital Lease)	Amend a new exempt project into the TIP with \$1.36M in 5307, \$132K in 5337 and \$1.49M in Local funds	\$2,980,000	~%
ALA170055	Bay Area Rapid Transit District (BART)	BART - GO Uptown	Split some 19th St BART Station improvements out of CC-130048 along with \$17.5M in Prop-1B-PTMISEA and \$6.3M in TIGER funds, update the project scope to include streetscape improvements near the station and add \$98K in Local funds	\$23,911,688	~%
ALA170056	Altamont Commuter Express (ACE)	Locomotive Procurement	Amend a new exempt project into the TIP with \$2M in CARB funds and \$5.5M in RTP-LRP funds	\$7,500,000	~%
CC-130048	Bay Area Rapid Transit District (BART)	BART Station Modernization Program	Split some 19th St BART Station improvements out to ALA170055 along with \$17.5M in Prop-1B-PTMISEA and \$6.3M in TIGER funds	-\$23,813,688	-10.4%
CC-99T001	Central Contra Costa Transit Agency (CCCTA)	CCCTA: ADA Paratransit Assistance	Update the funding plan to add \$1.2M in FY17 CON 5307 and \$302K in FY17 CON Local funds	\$1,509,778	10.2%
MRN170013	Golden Gate Bridge, Highway and Transit District	San Rafael Transit Center Relocation	Amend a new exempt project into the TIP with \$1.3M in CMAQ and \$162K in Other Local to FY18 PE	\$46,412,000	~%
SCL130040	Santa Clara Valley Transportation Authority (VTA)	Montague Expy Ped Bridge at Milpitas BART	Update funding plan to add \$3.44M in FY18 CON CMAQ and \$1.3M in Local, as funds are being transferred from SCL130031; add \$2.5M in Local funds remove; \$8.7M in RTP-LRP funds; and reprogram between years and phases	-\$1,517,543	-11.9%
SON090030	Petaluma	Petaluma Transit: AVL System	Archive the project as complete.	\$0	0.0%
SON150004	Petaluma	Petaluma Transit: Purchase (1) Fixed Route Bus	Archive the project as complete.	\$0	0.0%
SON150005	Petaluma	Petaluma Transit: (3) Digital Two-Way Radios	Archive the project as complete.	\$0	0.0%
SON150014	Petaluma	Petaluma Transit: Purchase (2) Fixed Route Buses	Archive the project as complete.	\$0	0.0%
SON150015	Petaluma	Petaluma Transit: Clipper Equip for Fixed Route Buses	Archive the project as complete.	\$0	0.0%
SON150016	Petaluma	Petaluma Transit: Comm Equip for 3 Fixed Route Buses	Archive the project as complete.	\$0	0.0%
SON150019	Santa Rosa City Bus	Implementation of Reimagining CityBus	Update the funding plan to add \$526K in CMAQ and \$80K in Other Local funds to FY18 CON	\$605,787	342.9%
VAR170018	Metropolitan Transportation Commission (MTC)	GL: FTA 5311 Rural Area FY17	Amend a new grouped listing into the TIP with \$1.5M in 5311, \$300K in 5311f, and \$1.2M in Other Local funds	\$2,986,520	~%
VAR170019	Metropolitan Transportation Commission (MTC)	GL: FTA 5311 Rural Area FY18	Amend a new grouped listing into the TIP with \$1.6M in 5311, \$222K in 5311f and \$944K in Local funds	\$2,912,075	~%

TIP Revision Summary  
2017-13

Attachment A

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
VAR170020	Metropolitan Transportation Commission (MTC)	GL: FTA Section 5310 Program FY15, FY16 and FY17	Amend a new exempt project into the TIP with \$10.5M in 5310 and \$4M in Local funds	\$14,607,044	~%
Total Funding Change:				\$221,344,142	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$601,740,734	\$214,922,982	\$0	\$234,111,825	\$1,050,775,541	\$264,424,806
Proposed:	\$652,348,774	\$259,341,983	\$114,000	\$360,314,926	\$1,272,119,683	\$371,417,940
Delta:	\$50,608,040	\$44,419,001	\$114,000	\$126,203,101	\$221,344,142	\$106,993,134

Date: September 28, 2016  
 W.I.: 1512  
 Referred by: PAC  
 Revised: 12/21/16-C 02/22/17-C 03/22/17-C  
 04/26/17-C 06/28/17-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, March 8, 2017, April 12, 2017, and June 14, 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	15	-\$111,504	3/6/2017	3/6/2017
17-05	Admin. Modification	12	\$22,741,790	4/5/2017	4/5/2017
17-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
17-07	Admin. Modification	15	-\$8,341,530	4/28/2017	4/28/2017
17-08	Amendment	73	\$840,375,166	3/22/2017	4/14/2017
17-09	Admin. Modification	Pending	Pending	Pending	Pending
17-10	Amendment	14	\$101,213,635	4/26/2017	Pending
17-11	Admin. Modification	Pending	Pending	Pending	Pending
17-12	Admin. Modification	Pending	Pending	Pending	Pending

ABSTRACT

MTC Resolution No. 4275, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-13	Amendment	48	\$221,344,142	6/28/2017	Pending
Net Funding Change		324	\$2,061,958,977		
Absolute Funding Change			\$2,086,512,579		

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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 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



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Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

Date: September 28, 2016  
W.I.: 1512  
Referred by: PAC

Attachment A  
Resolution No. 4275  
Page 1 of 1

## **2017 Transportation Improvement Program**

The 2017 Transportation Improvement Program for the San Francisco Bay Area, adopted September 28, 2016, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2017 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: September 28, 2016  
W.I.: 1512  
Referred by: PAC  
Revised: 12/21/16-C 02/22/17-C 03/22/17-C  
04/26/17-C 06/28/17-C

Attachment B  
Resolution No. 4275, Revised  
Page 1 of 6

## **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 an administrative modification that revises 15 projects with a net funding decrease of \$111,504. The revision was approved into the Federal-Statewide TIP by the deputy executive director on March 6, 2017. Among other changes, this revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect programming decisions and past and planned obligations;
- Updates the funding plans of three other federally funded projects to reflect planned obligations;
- Updates the funding plan of the Sonoma County Transportation Authority's portion of the US 101 Marin/Sonoma Narrows project to reflect the programming of \$15 million in repurposed federal earmark funds;
- Splits out the I-880 Integrated Corridor Management project from the region-wide Incident Management Program; and
- Updates the funding plan and back-up listing of the Caltrans managed Highway Maintenance Program grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2 million in High Priority Project Earmark funds, \$15 million in repurposed earmark funds, \$665,042 in Federal Highway Administration Ferry Boat Program funds, and \$3 million in Trade Corridors Improvement Fund funds. MTC's 2017 TIP, as revised with Revision No. 2017-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 17-05** is an administrative modification that revises 12 projects with a net funding increase of \$22.7 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 5, 2017. Among other changes, this revision:

- Updates the funding plans of seven projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program;
- Updates the funding plans of two Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;
- Updates the funding plan of the Metropolitan Transportation Commission's Clipper Fare Collection System project to reflect the programming of \$7.4 million in bridge toll funds; and

- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Emergency Response grouped listing to reflect the latest information from Caltrans, including the addition of \$5.3 million to the SHOPP.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$5.3 million in SHOPP funds. MTC's 2017 TIP, as revised with Revision No. 2017-05, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 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 was received on March 14, 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 an administrative modification that revises 15 projects with a net funding decrease of \$8.3 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 28, 2017. Among other changes, this revision:

- Updates the funding plans of three projects to reflect the programming of funds for the Federal Highway Administration's 2016 Earmark Repurposing transfer requests;
- Updates the funding plan and back-up listing of the Caltrans managed Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of \$476,000 for two HBP projects in Santa Clara County;
- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Pavement Resurfacing/Rehabilitation grouped listing, including the removal of \$7.5 million from the SHOPP;
- Updates the funding plans of five Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations; and
- Reprograms \$20 million in Federal Transit Administration (FTA) Small Starts program funds for the Sonoma Marin Area Rail Transit Corridor project from prior years to fiscal year 2016/17 to reflect a planned FTA grant.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$20 million in FTA Small Starts funds, \$476,000 in HBP funds, and \$7.5 million in State STP funds. MTC's 2017 TIP, as revised with Revision No. 2017-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 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 was received on March 29, 2017, and final federal approval was received on April 14, 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.

**Revision 17-09** is a pending administrative modification.

**Revision 17-10** is an amendment that revises 14 projects with a net funding increase of approximately \$101 million. The revision was referred by the Programming and Allocations Committee on April 12, 2017, and approved by the MTC Commission on April 26, 2017. Caltrans approval was received on May 11, 2017, and final federal approval is expected in mid-June, 2017. Among other changes, this revision:

- Amends three new exempt Transit Performance Initiative Program funded projects into the TIP;
- Updates the funding plans of two projects to reflect the programming of funds from fiscal year 2016-17 of the Transit Capital Priorities program;
- Updates the funding plans and back-up listings of two grouped listings and adds one new grouped listing to reflect the latest information from Caltrans including the addition of \$55.8 million in State Highway Operation and Protection Program funds and \$3.8 million in Section 130 Railroad/Highway Crossing funds;
- Amends AC Transit's Five Battery-Electric Bus Purchase project into the TIP to reflect the recent award of \$1.5 million in Federal Transit Administration (FTA) Low or No Emission Vehicle Deployment Program funds;
- Amends Bay Area Rapid Transit's Integrated Carpool to Transit Access Program into the TIP to reflect the award of \$358,000 in FTA Mobility on Demand Sandbox Program funds; and
- Amends one new exempt and one previously archived project into the TIP.

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

**Revision 17-11** is a pending administrative modification.



**Revision 17-12** is a pending administrative modification.

**Revision 17-13** is an amendment that revises 48 projects with a net funding increase of approximately \$221 million. The revision was referred by the Programming and Allocations Committee on June 14, 2017, and approved by the MTC Commission on June 28, 2017. Caltrans approval is expected in mid-July, 2017, and final federal approval is expected in mid-August, 2017. Among other changes, this revision:

- Amends 13 new exempt projects and one new non-exempt, not regionally significant project into the TIP and updates the funding plans of two existing projects to reflect the programming of Cycle 3 of the Active Transportation Program;
- Amends four new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded exempt projects into the TIP, updates the funding plans of three other STP/CMAQ funded projects and deletes one STP/CMAQ funded project to reflect changes in the One Bay Area Grant programs;
- Amends three new grouped listings into the TIP to reflect the programming of Federal Transit Administration Section 5310, 5311 and 5311(f) funds. The FTA Section 5310 listing is contingent upon the California Transportation Commission approval on June 28 & 29, 2017;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing to reflect the latest information from Caltrans;
- Splits two projects out of the Highway Safety Improvement Program grouped listings and updates their project scopes to include road diet elements;
- Updates the scope of the City/County Association of Governments of San Mateo County's US-101 High Occupancy Vehicle/High Occupancy Toll Lane project to change the northern project limit to match the most recent cooperative agreement;
- Splits the Bay Area Rapid Transit District's Go Uptown project out of their Station Modernization Program;
- Amends one new San Francisco Municipal Transportation Agency project into the TIP to reflect the award of \$11 million in Advanced Transportation and Congestion Management Technologies Deployment Program funds;
- Amends one new exempt project into the TIP and updates the funding plan on one existing project to reflect changes in the Transit Capital Priorities program;
- Amends two additional exempt projects in the TIP; and
- Archives six projects as they have been completed.

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2622      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4287. Allocation of FY2017-18 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6g PAC 2g Reso-4287 TDA Admin](#)  
[2g Reso-4287 TDA Admin.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4287. Allocation of FY2017-18 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee****June 14, 2017****Item Number 2g****MTC Resolution No. 4287**

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- Subject:** Allocation of FY2017-18 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.
- Background:** Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and the Counties for administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. It is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.
- Based on the current adopted FY2017-18 Fund Estimate, the allocation to the county auditors is approximately \$1.9 million and the amount to MTC is approximately \$13.6 million.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4287 to the Commission for approval.
- Attachments:** MTC Resolution No. 4287

## **COMMISSION AGENDA ITEM 6g**

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

### ABSTRACT

Resolution No. 4287

This resolution approves an allocation of FY 2017-18 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.

**COMMISSION AGENDA ITEM 6g**

Date: June 28, 2017

W.I.: 1514

Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2017-18.

**METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4287**

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

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

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2017-18; and

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

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2017-18; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2017-18, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2017-18, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2017-18.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was approved by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California, on June 28, 2017.

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2g

## MTC Resolution No. 4287

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- Subject:** Allocation of FY2017-18 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.
- Background:** Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and the Counties for administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. It is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.
- Based on the current adopted FY2017-18 Fund Estimate, the allocation to the county auditors is approximately \$1.9 million and the amount to MTC is approximately \$13.6 million.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4287 to the Commission for approval.
- Attachments:** MTC Resolution No. 4287

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4287

This resolution approves an allocation of FY 2017-18 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.



Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2017-18.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4287

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

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

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2017-18; and

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

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2017-18; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2017-18, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2017-18, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2017-18.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was approved by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California, on June 28, 2017.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2623      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4288. Allocation of \$4.9 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2017-18.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6h PAC 2h Reso-4288 Transbay Terminal Allocation](#)  
[2h Reso-4288 Transbay Terminal Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4288. Allocation of \$4.9 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2017-18.

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee****June 14, 2017****Item Number 2h****MTC Resolution No. 4288**

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**Subject:** Allocation of \$4.9 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Temporary and Permanent Transbay Terminal Buildings for FY2017-18.

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

The FY2017-18 draft BATA budget includes roughly \$4.9 million, which is equivalent to the inflation-adjusted “not to exceed” amount, for operation and maintenance of the Transbay Terminal Buildings. Staff recommends allocating these funds for operating and maintaining both the Temporary Terminal and the permanent Transbay Terminal, also known as the Transbay Transit Center, which is expected to open in FY2017-18.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4288 to the Commission for approval.

**Attachments:** MTC Resolution No. 4288

## COMMISSION AGENDA ITEM 6h

Date: June 28, 2017  
W.I.: 1254  
Referred By: PAC

### ABSTRACT

Resolution No. 4288

This resolution approves the FY2017-18 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Temporary Transbay Terminal as well as the permanent Transbay Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1254  
Referred By: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4288

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

## COMMISSION AGENDA ITEM 6h

Date: June 28, 2017

WI: 1254

Referred by: PAC

Attachment A

MTC Resolution No. 4288

Page 1 of 1

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

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

Activities to be funded with Allocations and conditions:				
Eligible operating and maintenance expenditures at the Temporary Transbay Terminal and permanent Transbay Transit Center.				
Allocation Instruction No.	Approval Date		Reimbursement Amount	Year
18428801	06/28/17	\$	4,856,084	2017-18



# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2h

## MTC Resolution No. 4288

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**Subject:** Allocation of \$4.9 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Temporary and Permanent Transbay Terminal Buildings for FY2017-18.

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

The FY2017-18 draft BATA budget includes roughly \$4.9 million, which is equivalent to the inflation-adjusted “not to exceed” amount, for operation and maintenance of the Transbay Terminal Buildings. Staff recommends allocating these funds for operating and maintaining both the Temporary Terminal and the permanent Transbay Terminal, also known as the Transbay Transit Center, which is expected to open in FY2017-18.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4288 to the Commission for approval.

**Attachments:** MTC Resolution No. 4288

Date: June 28, 2017  
W.I.: 1254  
Referred By: PAC

ABSTRACT

Resolution No. 4288

This resolution approves the FY2017-18 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Temporary Transbay Terminal as well as the permanent Transbay Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1254  
Referred By: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4288

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

Date: June 28, 2017  
WI: 1254  
Referred by: PAC

Attachment A  
MTC Resolution No. 4288  
Page 1 of 1

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

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

Activities to be funded with Allocations and conditions:				
Eligible operating and maintenance expenditures at the Temporary Transbay Terminal and permanent Transbay Transit Center.				
Allocation Instruction No.	Approval Date		Amount	Reimbursement Year
18428801	06/28/17	\$	4,856,084	2017-18



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2624      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4289. Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6i PAC 2i Reso-4289 STA Reg Coordination Plan](#)  
[2i Reso-4289 STA Reg Coordination Plan.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**  
MTC Resolution No. 4289. Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.

**Presenter:**

Raymond Odunlami

**Recommended Action:**  
Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2i

### MTC Resolution No. 4289

**Subject:** Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.

**Background:** Consistent with MTC's adopted STA Population-Based Consolidated policy, MTC Resolution No. 3837, a portion of the population-based STA funds are available to support regional coordination projects such as those identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution No. 3866).

The Commission annually adopts the STA Regional Coordination Program. The table below and Attachment A to MTC Resolution No. 4289 lists the \$11.8 million in recommended STA projects for FY2017-18. Attachment B provides more detailed information about each of these projects.

Project Name	Claimant	Amount
Clipper <sup>®</sup>	MTC	\$ 11,080,700
Clipper <sup>®</sup>	GGBHTD	\$ 10,000
511 Transit	MTC	\$ 160,000
Transit Connectivity	AC Transit	\$ 239,000
Hub Signage Program	MTC	\$ 15,000
Regional Paratransit Program	CCCTA	\$ 75,000
Regional Bike Share Education	MTC	\$ 10,000
Community Based Transportation Plans	MTC	\$ 30,000
Transit Project Contingency	MTC	\$ 200,000
	<b>Total</b>	\$ 11,819,700

The majority of MTC's STA Regional Program fund balance is reserved to meet future Clipper<sup>®</sup> operating costs as STA is available for transit operating expenses.

The STA funds proposed to be allocated in this item are the "base" STA funds that are already included in MTC's adopted Fund Estimate; the allocations do not include any of the new SB1 funds.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4289 to the Commission for approval.

**Attachments:** MTC Resolution No. 4289

## COMMISSION AGENDA ITEM 6i

Date: June 28, 2017

W.I.: 1221, 1224, 1229, 2655  
2700

Referred by: PAC

### ABSTRACT

Resolution No. 4289

This resolution establishes the FY2017-18 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

Attachment A – FY2017-18 STA Regional Coordination Program

Attachment B – Project Descriptions

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.



**COMMISSION AGENDA ITEM 6i**

Date: June 28, 2017

W.I.: 1221, 1224, 1229, 2655  
2700

Referred by: PAC

RE: FY 2017-18 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

**METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4289**

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 3837; and

WHEREAS, MTC has provided information about the use of STA funds for the projects in FY2017-18 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

**COMMISSION AGENDA ITEM 6i**

Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

Attachment A  
MTC Resolution No. 4289  
Page 1 of 1

**STA Regional Coordination Program  
FY2017-18**

STA Regional Discretionary Funds <sup>(note 1)</sup>	\$ 14,490,082
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Project Name	Claimant	Amount
Clipper <sup>®</sup>	MTC	\$ 11,080,700
Clipper <sup>®</sup>	GGBHTD	\$ 10,000
511 Transit	MTC	\$ 160,000
Transit Connectivity	AC Transit	\$ 239,000
Hub Signage Program	MTC	\$ 15,000
Regional Paratransit Program	CCCTA	\$ 75,000
Bike Share Education	MTC	\$ 10,000
Community Based Transportation Plans	MTC	\$ 30,000
Transit Projects Contingency	MTC	\$ 200,000
	<b>Total</b>	<b>\$ 11,819,700</b>

Notes:

1. This amount is from the FY2017-18 STA Population-based fund estimate in MTC Resolution No. 4268, and is comprised of the sum of the estimated carryover of \$6,891,444 and new funding of \$7,598,638.

Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

Attachment B  
MTC Resolution No. 4289  
Page 1 of 3

## **STA Regional Coordination Program Summary FY2017-18**

STA Regional Coordination Program funds have historically supported some of MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. Many of these projects have been identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution No. 3866). Specific goals include: (1) improve service to the transit customer, (2) increase system efficiency through coordination of specific functions, and (3) develop sub-regional coordination agreements between connecting agencies.

The FY 2017-18 STA Regional Coordination Program is approximately \$11.8 million and generally focuses on delivering Clipper®, 511 Transit, Transit Emergency Response, and Transit Connectivity consistent with the Commission's Plan Bay Area and other regional planning documents. In addition, a small amount of funds are programmed to implement other MTC regional priorities. More detail about the specific projects and the amount of STA funds programmed to each follows.

### **Clipper®**

***Programmed to MTC: \$11,080,700***

***Programmed to GGBHTD: \$ 10,000***

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® is currently operating on AC Transit, BART, Caltrain, Golden Gate Transit and Ferry, San Francisco Municipal Transportation Agency (MUNI), SamTrans, Santa Clara VTA, Water Emergency Transportation Authority (WETA), Vacaville, Santa Rosa City Bus, Petaluma Transit, East Bay Operators, Marin Transit, Sonoma and Union City Transit.

MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In 2017-18, \$11,080,700 of STA will support operating costs. GGBHTD is programmed \$10,000 for assisting in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program to reallocate in future years.

**511 Transit*****Programmed to MTC: \$160,000***

STA funds will be used to supplement federal STP and CMAQ funds for the 511 Transit program. 511 Transit collects, maintains, updates and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners.

**Transit Connectivity – Transit Information Displays*****Programmed to AC Transit: \$239,000***

In April 2006, MTC adopted a Transit Connectivity Plan. In July 2006, MTC adopted the funding component for the Plan (MTC Resolution No. 3771), which specifies the roles and responsibilities of MTC and the transit operators to pay for specific transit connectivity improvements at regional transit hubs. Consistent with the funding plan, MTC is investing \$10 million in initial capital improvements at 24 regional transit hubs (including three airports). The focus is to improve way finding signs, real-time transit information and static transit information at these hubs.

In addition to capital improvements, the Transit Connectivity Plan recommends a greater regional commitment to maintaining transit information in transit information displays (TIDs). MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region at a cost of \$239,000 annually. The agreement documents the scope of work in exchange for the direct allocation of STA funds. An amendment extends the period of performance through FY 2019-20 and identifies the anticipated amounts of STA funds that will be made available to AC Transit through FY2019-20, subject to Commission programming and allocation actions.

**Hub Signage Program*****Programmed to MTC: \$15,000***

The Hub Signage Program was created to deliver transit signage and information recommendations detailed in MTC's Transit Connectivity Plan. The focus is to improve wayfinding signage, real-time transit information and static transit information at a network of 24 hubs across the region. The installation and implementation work on the project is completed. STA funds will be used for ongoing operations and maintenance cost for installed equipment.

**Regional Paratransit Program*****Programmed to CCCTA: \$75,000***

STA funds will support a 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

**Bike Share Education*****Programmed to MTC: \$10,000***

The Bike Share Accessibility Pilot project is intended to promote bike share-transit trips by educating persons with disabilities on how to access and use bike share for their regular commute and other trips. The desired results of this pilot are to understand the bike share and transit linkage needs of the City of Oakland's persons with disabilities and to execute near term accessibility strategies alongside the Ford GoBike system.

Since bike share users tend to increase their use of transit due to improved transit access, the education effort will complement ongoing investments in transit facilities and operations, and will support the region's mode shift goals.

**Community-Based Transportation Planning Program*****Programmed to MTC: \$30,000***

Community-Based Transportation Plans (CBTP) bring local residents, community organizations, cities and transportation agencies together to identify low-income neighborhoods' most important transportation challenges and develop strategies to overcome them. Findings from these projects help guide decisions on planning, funding and implementation. Each completed plan contains:

- Demographic analysis of the area
- List of community-prioritized transportation gaps and barriers
- Strategies or solutions to address these gaps
- Identification of possible funding sources
- List of stakeholders to implement the plan
- Documented results of community outreach strategies

**Transit Project Contingency*****Programmed to MTC: \$200,000***

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional operations projects such as Clipper®, 511 Transit, Regional Transit Mapping and Park and Ride programs. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 2i

## MTC Resolution No. 4289

**Subject:** Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.

**Background:** Consistent with MTC's adopted STA Population-Based Consolidated policy, MTC Resolution No. 3837, a portion of the population-based STA funds are available to support regional coordination projects such as those identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution No. 3866).

The Commission annually adopts the STA Regional Coordination Program. The table below and Attachment A to MTC Resolution No. 4289 lists the \$11.8 million in recommended STA projects for FY2017-18. Attachment B provides more detailed information about each of these projects.

Project Name	Claimant	Amount
Clipper®	MTC	\$ 11,080,700
Clipper®	GGBHTD	\$ 10,000
511 Transit	MTC	\$ 160,000
Transit Connectivity	AC Transit	\$ 239,000
Hub Signage Program	MTC	\$ 15,000
Regional Paratransit Program	CCCTA	\$ 75,000
Regional Bike Share Education	MTC	\$ 10,000
Community Based Transportation Plans	MTC	\$ 30,000
Transit Project Contingency	MTC	\$ 200,000
	<b>Total</b>	\$ 11,819,700

The majority of MTC's STA Regional Program fund balance is reserved to meet future Clipper® operating costs as STA is available for transit operating expenses.

The STA funds proposed to be allocated in this item are the "base" STA funds that are already included in MTC's adopted Fund Estimate; the allocations do not include any of the new SB1 funds.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4289 to the Commission for approval.

**Attachments:** MTC Resolution No. 4289

Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

ABSTRACT

Resolution No. 4289

This resolution establishes the FY2017-18 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

Attachment A – FY2017-18 STA Regional Coordination Program

Attachment B – Project Descriptions

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017.



Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

RE: FY 2017-18 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4289

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 3837; and

WHEREAS, MTC has provided information about the use of STA funds for the projects in FY2017-18 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

Attachment A  
MTC Resolution No. 4289  
Page 1 of 1

**STA Regional Coordination Program  
FY2017-18**

STA Regional Discretionary Funds <sup>(note 1)</sup>	\$ 14,490,082
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Project Name	Claimant	Amount
Clipper <sup>®</sup>	MTC	\$ 11,080,700
Clipper <sup>®</sup>	GGBHTD	\$ 10,000
511 Transit	MTC	\$ 160,000
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Bike Share Education	MTC	\$ 10,000
Community Based Transportation Plans	MTC	\$ 30,000
Transit Projects Contingency	MTC	\$ 200,000
	<b>Total</b>	<b>\$ 11,819,700</b>

Notes:

1. This amount is from the FY2017-18 STA Population-based fund estimate in MTC Resolution No. 4268, and is comprised of the sum of the estimated carryover of \$6,891,444 and new funding of \$7,598,638.

Date: June 28, 2017  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC

Attachment B  
MTC Resolution No. 4289  
Page 1 of 3

## **STA Regional Coordination Program Summary FY2017-18**

STA Regional Coordination Program funds have historically supported some of MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. Many of these projects have been identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution No. 3866). Specific goals include: (1) improve service to the transit customer, (2) increase system efficiency through coordination of specific functions, and (3) develop sub-regional coordination agreements between connecting agencies.

The FY 2017-18 STA Regional Coordination Program is approximately \$11.8 million and generally focuses on delivering Clipper®, 511 Transit, Transit Emergency Response, and Transit Connectivity consistent with the Commission's Plan Bay Area and other regional planning documents. In addition, a small amount of funds are programmed to implement other MTC regional priorities. More detail about the specific projects and the amount of STA funds programmed to each follows.

### **Clipper®**

***Programmed to MTC: \$11,080,700***

***Programmed to GGBHTD: \$ 10,000***

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® is currently operating on AC Transit, BART, Caltrain, Golden Gate Transit and Ferry, San Francisco Municipal Transportation Agency (MUNI), SamTrans, Santa Clara VTA, Water Emergency Transportation Authority (WETA), Vacaville, Santa Rosa City Bus, Petaluma Transit, East Bay Operators, Marin Transit, Sonoma and Union City Transit.

MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In 2017-18, \$11,080,700 of STA will support operating costs. GGBHTD is programmed \$10,000 for assisting in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program to reallocate in future years.

## **511 Transit**

***Programmed to MTC: \$160,000***

STA funds will be used to supplement federal STP and CMAQ funds for the 511 Transit program. 511 Transit collects, maintains, updates and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners.

## **Transit Connectivity – Transit Information Displays**

***Programmed to AC Transit: \$239,000***

In April 2006, MTC adopted a Transit Connectivity Plan. In July 2006, MTC adopted the funding component for the Plan (MTC Resolution No. 3771), which specifies the roles and responsibilities of MTC and the transit operators to pay for specific transit connectivity improvements at regional transit hubs. Consistent with the funding plan, MTC is investing \$10 million in initial capital improvements at 24 regional transit hubs (including three airports). The focus is to improve way finding signs, real-time transit information and static transit information at these hubs.

In addition to capital improvements, the Transit Connectivity Plan recommends a greater regional commitment to maintaining transit information in transit information displays (TIDs). MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region at a cost of \$239,000 annually. The agreement documents the scope of work in exchange for the direct allocation of STA funds. An amendment extends the period of performance through FY 2019-20 and identifies the anticipated amounts of STA funds that will be made available to AC Transit through FY2019-20, subject to Commission programming and allocation actions.

## **Hub Signage Program**

***Programmed to MTC: \$15,000***

The Hub Signage Program was created to deliver transit signage and information recommendations detailed in MTC's Transit Connectivity Plan. The focus is to improve wayfinding signage, real-time transit information and static transit information at a network of 24 hubs across the region. The installation and implementation work on the project is completed. STA funds will be used for ongoing operations and maintenance cost for installed equipment.

## **Regional Paratransit Program**

***Programmed to CCCTA: \$75,000***

STA funds will support a 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

### **Bike Share Education**

***Programmed to MTC:***            ***\$10,000***

The Bike Share Accessibility Pilot project is intended to promote bike share-transit trips by educating persons with disabilities on how to access and use bike share for their regular commute and other trips. The desired results of this pilot are to understand the bike share and transit linkage needs of the City of Oakland's persons with disabilities and to execute near term accessibility strategies alongside the Ford GoBike system.

Since bike share users tend to increase their use of transit due to improved transit access, the education effort will complement ongoing investments in transit facilities and operations, and will support the region's mode shift goals.

### **Community-Based Transportation Planning Program**

***Programmed to MTC:***            ***\$30,000***

Community-Based Transportation Plans (CBTP) bring local residents, community organizations, cities and transportation agencies together to identify low-income neighborhoods' most important transportation challenges and develop strategies to overcome them. Findings from these projects help guide decisions on planning, funding and implementation. Each completed plan contains:

- Demographic analysis of the area
- List of community-prioritized transportation gaps and barriers
- Strategies or solutions to address these gaps
- Identification of possible funding sources
- List of stakeholders to implement the plan
- Documented results of community outreach strategies

### **Transit Project Contingency**

***Programmed to MTC:***            ***\$200,000***

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional operations projects such as Clipper®, 511 Transit, Regional Transit Mapping and Park and Ride programs. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2625      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4293. Programming for FY2017-18 and allocation of approximately \$2 million in Five Percent Unrestricted State Fund Revenues and \$2.4 million in Two Percent Bridge Toll Reserves for Water Emergency Transportation Authority (WETA) ferry operations and the San Francisco Bay Trail project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6j\\_PAC\\_2j\\_Reso-4293\\_WETA-Ferry & SF Bay Trail](#)  
[2j\\_Reso-4293\\_WETA-Ferry & SF Bay Trail.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4293. Programming for FY2017-18 and allocation of approximately \$2 million in Five Percent Unrestricted State Fund Revenues and \$2.4 million in Two Percent Bridge Toll Reserves for Water Emergency Transportation Authority (WETA) ferry operations and the San Francisco Bay Trail project.

**Presenter:**

Christina Hohorst

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2j

### MTC Resolution No. 4293

**Subject:** Programming for FY2017-18 and allocation of approximately \$2 million in Five Percent Unrestricted State Fund Revenues and \$2.4 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

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

Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015. The Five Percent Revenues are proposed to continue to fund the San Francisco Bay Trail project and for WETA to operate the Vallejo and Alameda Ferry routes in FY2017-18. The Two Percent Revenues are proposed to fund San Francisco Bay Trail program management and capital support, and to support four ferry capital projects for WETA engine overhauls of the Intintoli and Mare Island vessels; a quarter-life refurbishment of the Taurus to achieve the full useful life of the vessel; support for the purchase of a spare vessel engine to help reduce vessel down time; and funding to purchase three service vehicles.

The table below summarizes the staff recommendation for FY2017-18 funding for both programs.

Agency	Project	Five Percent Unrestricted State Fund Revenues	Two Percent Bridge Toll Revenues	Total Allocation
<b>WETA</b>	Operation of Vallejo and Alameda Ferry Routes	\$1,702,900	\$0	\$1,702,900
	Vessel Engine Overhaul - MV Intintoli & MV Mare Island	\$0	\$600,000	\$600,000
	Vessel Quarter Life Refurbishment - MV Taurus	\$0	\$500,000	\$500,000
	Purchase Spare Vessel Engine	\$0	\$400,000	\$400,000
	Purchase Service Vehicles	\$0	\$500,000	\$500,000
<b>MTC</b>	Bay Trail Project	\$273,421	\$450,000	\$723,421
<b>Totals:</b>		\$1,976,321	\$2,450,000	<b>\$4,426,321</b>

**Issues:** In past years the funds for the Bay Trail project have been allocated to ABAG. This item proposes to allocate the Bay Trail funds to MTC for FY2017-18, in recognition of the approved contract for services between MTC and ABAG.

**Recommendation:** Refer MTC Resolution No. 4293 to the Commission for approval.

**Attachments:** MTC Resolution No. 4293.



**COMMISSION AGENDA ITEM 6j**

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

**ABSTRACT**

Resolution No. 4293

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2017-18. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated June 14, 2017.

**COMMISSION AGENDA ITEM 6j**

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2017-18 to Various Claimants

**METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4293**

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

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

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

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

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2017-18; and

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

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2017-18 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

## COMMISSION AGENDA ITEM 6j

Item 2m

Date: June 28, 2017

W.I.: 1514

Referred by: PAC

Attachment A

Resolution No. 4293

Page 1 of 1

### ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND TWO PERCENT BRIDGE TOLL REVENUES FOR FISCAL YEAR 2017-18

#### *Five Percent Unrestricted State Fund Revenues*

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Operations <sup>1</sup>	273,421	01	6/28/2017
WETA	Operation of Vallejo and Alameda Ferry Routes	<u>1,702,900</u>	02	6/28/2017
<b>Total - Five Percent Unrestricted State Fund Revenues</b>		<b>\$1,976,321</b>		

#### *Two Percent Bridge Toll Revenues*

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Program Management and Capital Support	450,000	03	6/28/2017
WETA	Vessel Engine Overhaul - MV Intinitoli & MV Mare Island	600,000	04	6/28/2017
WETA	Vessel Quarter Life Refurbishment - MV Taurus	500,000	05	6/28/2017
WETA	Purchase Spare Vessel Engine	400,000	06	6/28/2017
WETA	Purchase Service Vehicles	<u>500,000</u>	07	6/28/2017
<b>Total - Two Percent Bridge Toll Revenues</b>		<b>\$2,450,000</b>		
<b>TOTAL</b>		<b>\$4,426,321</b>		

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

# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 2j

## MTC Resolution No. 4293

**Subject:** Programming for FY2017-18 and allocation of approximately \$2 million in Five Percent Unrestricted State Fund Revenues and \$2.4 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

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

Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015. The Five Percent Revenues are proposed to continue to fund the San Francisco Bay Trail project and for WETA to operate the Vallejo and Alameda Ferry routes in FY2017-18. The Two Percent Revenues are proposed to fund San Francisco Bay Trail program management and capital support, and to support four ferry capital projects for WETA engine overhauls of the Intintoli and Mare Island vessels; a quarter-life refurbishment of the Taurus to achieve the full useful life of the vessel; support for the purchase of a spare vessel engine to help reduce vessel down time; and funding to purchase three service vehicles.

The table below summarizes the staff recommendation for FY2017-18 funding for both programs.

Agency	Project	Five Percent Unrestricted State Fund Revenues	Two Percent Bridge Toll Revenues	Total Allocation
WETA	Operation of Vallejo and Alameda Ferry Routes	\$1,702,900	\$0	\$1,702,900
	Vessel Engine Overhaul - MV Intintoli & MV Mare Island	\$0	\$600,000	\$600,000
	Vessel Quarter Life Refurbishment - MV Taurus	\$0	\$500,000	\$500,000
	Purchase Spare Vessel Engine	\$0	\$400,000	\$400,000
	Purchase Service Vehicles	\$0	\$500,000	\$500,000
MTC	Bay Trail Project	\$273,421	\$450,000	\$723,421
<b>Totals:</b>		\$1,976,321	\$2,450,000	<b>\$4,426,321</b>

**Issues:** In past years the funds for the Bay Trail project have been allocated to ABAG. This item proposes to allocate the Bay Trail funds to MTC for FY2017-18, in recognition of the approved contract for services between MTC and ABAG.

**Recommendation:** Refer MTC Resolution No. 4293 to the Commission for approval.

**Attachments:** MTC Resolution No. 4293.

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4293

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2017-18. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2017-18 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4293

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

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

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

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

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2017-18; and

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

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2017-18 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.



ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND  
TWO PERCENT BRIDGE TOLL REVENUES  
FOR FISCAL YEAR 2017-18

***Five Percent Unrestricted State Fund Revenues***

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Operations <sup>1</sup>	273,421	01	6/28/2017
WETA	Operation of Vallejo and Alameda Ferry Routes	<u>1,702,900</u>	02	6/28/2017
<b>Total - Five Percent Unrestricted State Fund Revenues</b>		<b>\$1,976,321</b>		

***Two Percent Bridge Toll Revenues***

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Program Management and Capital Support	450,000	03	6/28/2017
WETA	Vessel Engine Overhaul - MV Intinitoli & MV Mare Island	600,000	04	6/28/2017
WETA	Vessel Quarter Life Refurbishment - MV Taurus	500,000	05	6/28/2017
WETA	Purchase Spare Vessel Engine	400,000	06	6/28/2017
WETA	Purchase Service Vehicles	<u>500,000</u>	07	6/28/2017
<b>Total - Two Percent Bridge Toll Revenues</b>		<b>\$2,450,000</b>		
<b>TOTAL</b>		<b>\$4,426,321</b>		

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2618      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4250, Revised. Allocation of \$750,000 for Bay Bridge Forward Flexible Transit Services.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6k PAC 4cReso-4250 Flex Transit Allocation](#)  
[6k PAC 4c Reso-4250 Flex Transit Allocation CORRESPONDENCE](#)  
[4c Reso-4250 Flex Transit Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4250, Revised. Allocation of \$750,000 for Bay Bridge Forward Flexible Transit Services.

**Presenter:**

Kenneth Kao

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 4c

### MTC Resolution No. 4250, Revised

- Subject:** Allocation of \$750,000 in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward: Flexible Transit project.
- Background:** In July 2016, the Commission approved the One Bay Area Grant (OBAG) Cycle 2 framework. That framework included \$40 million for Bay Bridge Forward, a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds.
- One element of the Bay Bridge Forward suite of projects is Flexible Transit. This project will pilot new on-demand transportation services between the East Bay and San Francisco to complement overcrowded routes, test the viability of such a service, and utilize other Bay Bridge Forward improvements such as the West Grant HOV/Bus Only Lane and HOV CHP enforcement pilots. The project will also implement a supportive transportation demand management platform to both help inform the pilot service and measure the effectiveness of testing different commuter incentives and commute mode options.
- MTC plans to contract with UC San Francisco (UCSF) to pilot transit service between the East Bay and UCSF for 12-18 months. UCSF will then contract with a provider for transit services. This project will test the viability of such a service by continually adjusting service to optimize routes and ridership. The services will be open to UCSF, Kaiser, other nearby employers, and to the public. UCSF will monitor and provide MTC with shuttle, ridership, and employee commuter data to evaluate the program's effectiveness in reducing drive-alone rates.
- Issues:** The Operations Committee considered the proposed cooperative agreement between MTC and UCSF on June 9, 2017. The cooperative agreement is contingent upon the allocation of these RM2 funds, and up to \$750,000 will be provided to UCSF only if the cooperative agreement is approved.
- Recommendation:** Refer MTC Resolution No. 4250, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4250, Revised

## **COMMISSION AGENDA ITEM 6k**

Date: December 21, 2016  
W.I.: 1255  
Referred by: PAC  
Revised: 05/24/17-DA  
06/28/17-C

### ABSTRACT

MTC Resolution No. 4250, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate \$730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate \$200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate \$750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016 and June 14, 2017.

## COMMISSION AGENDA ITEM 6k

Date: December 21, 2016  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

### METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION No. 4250

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, the project sponsor has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the project sponsor is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of the Initial Project Report ("IPR") for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

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

RESOLVED, that MTC approves MTC staff's review of the project sponsor's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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David Correse, Chair

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

**COMMISSION AGENDA ITEM 6k**

December 21, 2016

Attachment A

MTC Resolution No. 4250

Org. Key: 840-8829-07

Page 1 of 1

Revised: 05/24/17-DA

06/28/17-C

## REGIONAL MEASURE 2 PROGRAM

### Allocation of Funds

Project Title: Bay Bridge Forward  
 Sponsor: Metropolitan Transportation Commission  
 Project Number: 29.7

**Activities to be funded with Allocation #1:**

This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.

**Funding Information:**

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425001	21-Dec-16	\$	2,312,000	ENV/PE	FY 2016-17	\$ 2,312,000

**Activities to be funded with Allocation #2:**

Allocation #2 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.

Allocation #3 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.

**Funding Information:**

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425002	24-May-17	\$	730,000	ENV/PE	FY 2016-17	\$ 3,042,000
17425003	24-May-17	\$	200,000	PS&E	FY 2016-17	\$ 3,242,000

**Activities to be funded with Allocation #3:**

Allocation #4 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.

**Funding Information:**

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425004	28-Jun-17	\$	750,000	ENV/PE	FY 2016-17	\$ 3,992,000





# Regional Measure 2 Regional Traffic Relief Plan

## RM2 Project Number: 29.7 Bay Bridge Forward

Lead Sponsor <b>Metropolitan Transportation Commission</b>	Other Sponsors(s) <b>None.</b>	Implementing Agency (if applicable) <b>Metropolitan Transportation Commission</b>
Legislated Project Description Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,933 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$10,042) <b>29.7 Bay Bridge Forward (\$21,000)</b> 29.X Reserve (\$4,801)		Total Estimated Project Cost (in \$1,000) <b>\$27,100</b>
Project Purpose and Description Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description Committed Funds: Fully funded by RM2, federal, and other regional funds. Uncommitted Funds: None. Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	6/2019	\$5,142
2	Designs, Plans, Specs, & Estimates	3/2017	12/2019	\$2,388
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	6/2020	\$19,570

**Total: \$27,100**

# COMMISSION AGENDA ITEM 6k

December 21, 2016  
Attachment C  
MTC Resolution No. 4250  
Revised: 06-28-17-C

## Total Project Funding Plan: Committed and Uncommitted Sources (Amounts Escalated in Thousands)

<b>Project Title</b>	Bay Bridge Forward	<b>Project No.</b>	29.7
<b>Lead Sponsor</b>	Metropolitan Transportation Commission	<b>Last Updated</b>	6/28/2017

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
<b>Committed</b>										
RM2	Env./ PE		3,792		1,000					4,792
Local/Regional	Env./ PE		350							350
RM2	PS&E		1,388			1,000				2,388
RM2	CON		120	9,650		4,050				13,820
STP	CON			2,500						2,500
Local/Regional	CON			3,250						3,250
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100
<b>Uncommitted</b>										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>Future</b>	<b>Total</b>
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100

**COMMISSION AGENDA ITEM 6k**

December 21, 2016

Attachment D

MTC Resolution No. 4250

Org. Key: 840-8829-07

Page 1 of 1

Revised: 05/24/17-DA

06/28/17-C

## REGIONAL MEASURE 2 PROGRAM

### Project Cash Flow Plan

Project Title: Bay Bridge Forward

Sponsor: Metropolitan Transportation Commission

RM2 Project Number: 29.7

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
<b>RM2 Funds Total</b>		<b>3,992,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,992,000</b>
<b>Environmental, PE</b>	<b>0</b>	<b>4,142,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,142,000</b>
RM2		3,792,000					3,792,000
Local/Regional Funds		350,000					350,000
<b>Final Design (PS&amp;E)</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>
RM2		200,000					200,000
							0
							0
<b>Right of Way</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
<b>Construction</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
<b>TOTAL FUNDING</b>							
Environmental	0	4,142,000	0	0	0	0	<b>4,142,000</b>
Final Design (PS&E)	0	200,000	0	0	0	0	<b>200,000</b>
Right of Way	0	0	0	0	0	0	<b>0</b>
Construction	0	0	0	0	0	0	<b>0</b>
<b>PROJECT TOTAL</b>	<b>0</b>	<b>4,342,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,342,000</b>



**SFMTA**  
Municipal  
Transportation  
Agency

Edwin M. Lee, *Mayor*

Cheryl Brinkman, *Chairman*

Malcolm Heinicke, *Vice-Chairman*

Gwyneth Borden, *Director*

Lee Hsu, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

Art Torres, *Director*

Edward D. Reiskin, *Director of Transportation*

June 14, 2017

Commission Chair Jack Mackenzie  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Dear Chair Mackenzie and Commissioners,

In May, MTC staff reached out to the SFMTA to discuss the Bay Bridge Forward: Flexible Transit pilot. As part of this pilot, the MTC would allocate funding to UCSF for a commuter shuttle program serving UCSF and San Francisco Kaiser medical campus employees who live in the inner East Bay. The services would be provided by a private transit operator and would serve San Francisco medical campuses not well-served by existing cross-bay transit service.

SFMTA and MTC staff met twice to discuss the proposal. Staff appreciates the opportunity to discuss the goals of the pilot. The SFMTA shares MTC's goals of reducing single-occupancy vehicle trips, increasing the passenger capacity of the Bay Bridge, and supporting sustainable modes of transportation, particularly where there are gaps in the existing regional transit network. However, the SFMTA has a number of questions about the design of the proposal and urges the Commission to consider them.

San Francisco is challenged with increasing levels of congestion due to population growth, construction, and the trend of emerging mobility services. Emerging mobility services specifically have introduced a new discussion around the role of these services and their impacts on San Francisco's transportation network. The SFMTA understands there are benefits to these services as well as the potential for detrimental impacts to the safety and efficiency of the network. Therefore our agency is taking a data-focused approach to assessing the impacts of these private services and would like the MTC's Flexible Transit pilot to do so as well.

SFMTA would like to ensure that this proposal would provide a high-occupancy travel option for employees who currently drive alone. To that end, data should be used to ensure that the design of shuttle routes focuses on those who drive alone and does not inadvertently divert existing transit riders from transit. As part of designing the pilot, the SFMTA urges the MTC to perform, or require to be performed, a robust data collection effort to determine the existing commute mode share for UCSF and San Francisco Kaiser employees who live in the East Bay. Further, this analysis should consider whether there are transit options available for those who currently drive. The shuttle service should target employee neighborhoods and times of day where there are gaps in transbay transit service.

The SFMTA is concerned with the use of public funds for a shuttle service that is not open to the public. Based on conversations with MTC staff, this service is expected to serve only employees of UCSF and San Francisco Kaiser, although there is the potential to open the service to the public in the

future. The SFMTA urges MTC to clarify the timeline and pathway for opening up the service to the broader public.

The SFMTA would like to work closely with MTC staff in developing routes and stop locations for any service launched through this program to ensure that the service does not conflict with public transit service and operates safely –including loading and unloading of passengers- on our streets. Our Agency would also be interested in learning about the outcomes of the pilot to help better inform any future Emerging Mobility Services policy considerations.

We look forward to continuing to work with you to accomplish these goals.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Maguire', with a stylized, flowing script.

Tom Maguire  
Director, Sustainable Streets  
SFMTA



# Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Agenda Item 4c

## MTC Resolution No. 4250, Revised

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- Subject:** Allocation of \$750,000 in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward: Flexible Transit project.
- Background:** In July 2016, the Commission approved the One Bay Area Grant (OBAG) Cycle 2 framework. That framework included \$40 million for Bay Bridge Forward, a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds.
- One element of the Bay Bridge Forward suite of projects is Flexible Transit. This project will pilot new on-demand transportation services between the East Bay and San Francisco to complement overcrowded routes, test the viability of such a service, and utilize other Bay Bridge Forward improvements such as the West Grant HOV/Bus Only Lane and HOV CHP enforcement pilots. The project will also implement a supportive transportation demand management platform to both help inform the pilot service and measure the effectiveness of testing different commuter incentives and commute mode options.
- MTC plans to contract with UC San Francisco (UCSF) to pilot transit service between the East Bay and UCSF for 12-18 months. UCSF will then contract with a provider for transit services. This project will test the viability of such a service by continually adjusting service to optimize routes and ridership. The services will be open to UCSF, Kaiser, other nearby employers, and to the public. UCSF will monitor and provide MTC with shuttle, ridership, and employee commuter data to evaluate the program's effectiveness in reducing drive-alone rates.
- Issues:** The Operations Committee considered the proposed cooperative agreement between MTC and UCSF on June 9, 2017. The cooperative agreement is contingent upon the allocation of these RM2 funds, and up to \$750,000 will be provided to UCSF only if the cooperative agreement is approved.
- Recommendation:** Refer MTC Resolution No. 4250, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4250, Revised

Date: December 21, 2016  
W.I.: 1255  
Referred by: PAC  
Revised: 05/24/17-DA  
06/28/17-C

### ABSTRACT

#### MTC Resolution No. 4250, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate \$730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate \$200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate \$750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016 and June 14, 2017.

Date: December 21, 2016  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4250

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are



the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, the project sponsor has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the project sponsor is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of the Initial Project Report ("IPR") for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

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

RESOLVED, that MTC approves MTC staff's review of the project sponsor's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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David Correse, Chair

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

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward  
Sponsor: Metropolitan Transportation Commission  
Project Number: 29.7

Activities to be funded with Allocation #1:					
This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425001	21-Dec-16	\$ 2,312,000	ENV/PE	FY 2016-17	\$ 2,312,000

Activities to be funded with Allocation #2:					
Allocation #2 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.					
Allocation #3 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425002	24-May-17	\$ 730,000	ENV/PE	FY 2016-17	\$ 3,042,000
17425003	24-May-17	\$ 200,000	PS&E	FY 2016-17	\$ 3,242,000

Activities to be funded with Allocation #3:					
Allocation #4 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425004	28-Jun-17	\$ 750,000	ENV/PE	FY 2016-17	\$ 3,992,000



# Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016  
Attachment C  
MTC Resolution No. 4250  
Revised: 06-28-17-C

## RM2 Project Number: 29.7 Bay Bridge Forward

Lead Sponsor <b>Metropolitan Transportation Commission</b>	Other Sponsors(s) <b>None.</b>	Implementing Agency (if applicable) <b>Metropolitan Transportation Commission</b>
Legislated Project Description Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,933 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$10,042) <b>29.7 Bay Bridge Forward (\$21,000)</b> 29.X Reserve (\$4,801)		Total Estimated Project Cost (in \$1,000) <b>\$27,100</b>
Project Purpose and Description Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description Committed Funds: Fully funded by RM2, federal, and other regional funds. Uncommitted Funds: None. Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	6/2019	\$5,142
2	Designs, Plans, Specs, & Estimates	3/2017	12/2019	\$2,388
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	6/2020	\$19,570

**Total: \$27,100**

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	Bay Bridge Forward	<b>Project No.</b>	29.7
<b>Lead Sponsor</b>	Metropolitan Transportation Commission	<b>Last Updated</b>	6/28/2017

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
<b>Committed</b>										
RM2	Env./ PE		3,792		1,000					4,792
Local/Regional	Env./ PE		350							350
RM2	PS&E		1,388			1,000				2,388
RM2	CON		120	9,650		4,050				13,820
STP	CON			2,500						2,500
Local/Regional	CON			3,250						3,250
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100
<b>Uncommitted</b>										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>Future</b>	<b>Total</b>
Total:		0	5,650	15,400	1,000	5,050	0	0	0	\$ 27,100

# REGIONAL MEASURE 2 PROGRAM

## Project Cash Flow Plan

December 21, 2016  
Attachment D  
MTC Resolution No. 4250  
Org. Key: 840-8829-07  
Page 1 of 1  
Revised: 05/24/17-DA  
06/28/17-C

Project Title: Bay Bridge Forward  
Sponsor: Metropolitan Transportation Commission  
RM2 Project Number: 29.7

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
<b>RM2 Funds Total</b>		<b>3,992,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,992,000</b>
<b>Environmental, PE</b>	<b>0</b>	<b>4,142,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,142,000</b>
RM2		3,792,000					3,792,000
Local/Regional Funds		350,000					350,000
<b>Final Design (PS&amp;E)</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>
RM2		200,000					200,000
							0
							0
<b>Right of Way</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
<b>Construction</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
<b>TOTAL FUNDING</b>							
Environmental	0	4,142,000	0	0	0	0	<b>4,142,000</b>
Final Design (PS&E)	0	200,000	0	0	0	0	<b>200,000</b>
Right of Way	0	0	0	0	0	0	<b>0</b>
Construction	0	0	0	0	0	0	<b>0</b>
<b>PROJECT TOTAL</b>	<b>0</b>	<b>4,342,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,342,000</b>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2490      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 4/5/2017      **In control:** Administration Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** ABAG Staff Consolidation - Implementation Steps

i. MTC Resolution No. 4173, Revised - Statement of Investment Policy

A proposed revision to the Statement of Investment Policy to include the investment of funds for the Association of Bay Area Governments (ABAG) and to list the positions of authorized signers for financial accounts.

ii. MTC Resolution No. 4265, Revised - MTC Debt Policy

A proposed revision to the MTC Debt Policy to include the issuance and management of debts and other obligations for ABAG.

iii. MTC Resolution No. 4291 - MTC Agency FY 2017-18 Pay Schedules

A request for approval of MTC's agency pay schedules for FY 2017-18.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6li Admin 3ci Reso-4173 Statement of Investment Policy](#)  
[6lii Admin 3cii Reso-4265 MTC Debt Policy](#)  
[6liii Admin 3ciii Reso-4291 FY2017-18 Agency Pay Schedules.V2](#)  
[3ci Reso-4173 Statement of Investment Policy.pdf](#)  
[3cii Reso-4265 MTC Debt Policy.pdf](#)  
[3ciii Reso-4291 FY2017-18 Agency Pay Schedules.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Administration Committee		
6/14/2017	1	Administration Committee		
6/14/2017	1	Administration Committee		

**Subject:**

ABAG Staff Consolidation - Implementation Steps

i. MTC Resolution No. 4173, Revised - Statement of Investment Policy

*A proposed revision to the Statement of Investment Policy to include the investment of funds for the Association of Bay Area Governments (ABAG) and to list the positions of authorized signers for financial accounts.*

ii. MTC Resolution No. 4265, Revised - MTC Debt Policy

*A proposed revision to the MTC Debt Policy to include the issuance and management of debts and other obligations for ABAG.*

iii. MTC Resolution No. 4291 - MTC Agency FY 2017-18 Pay Schedules

*A request for approval of MTC's agency pay schedules for FY 2017-18.*

**Presenter:**

Brian Mayhew and 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](http://www.mtc.ca.gov)

## *Memorandum*

TO: Administration Committee

DATE: June 7, 2017

FR: Deputy Executive Director, Operations


W. I. 15.2.1

RE: MTC Resolution No. 4173, Revised – Statement of Investment Policy

Attached is Resolution No. 4173, Revised, with the proposed revisions thereto. Currently, Resolution No. 4173, Revised, sets forth the formal comprehensive investment policy for Metropolitan Transportation Commission (MTC) funds and for funds delegated to MTC for administration by MTC, MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA), and the Bay Area Headquarters Authority (BAHA).

Two changes are being recommended to MTC's Statement of Investment Policy. The first change is to include the investment of funds for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017, along with the MTC, SAFE, BATA, BAIFA, and BAHA in accordance with the provisions of §53600 et seq. of the Government Code and the provisions of the attached investment policy. ABAG is also set to approve MTC's Statement of Investment Policy this month. The second change is to list the positions of authorized signers for financial accounts.

Staff recommends that the Committee refer Resolution No. 4173, Revised, to the Commission for approval.

  
\_\_\_\_\_  
Andrew B. Fremier

SH:bm  
Attachment

## COMMISSION AGENDA ITEM 6li

Date: February 25, 2015  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 02/24/16-C  
01/25/17-C  
06/28/17-C

### ABSTRACT

Resolution No. 4173, Revised

This resolution authorizes the establishment of a new Statement of Investment Policy for the management of MTC funds. This resolution also accepts administrative responsibility for management of the funds of the MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA) and the Bay Area Headquarters Authority (BAHA), as delegated to MTC by MTC SAFE, BATA, BAIFA and BAHA; *and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017.*

This resolution supersedes MTC Resolution No. 4115 and any other MTC resolutions to the extent that they may conflict with this policy.

Attachment A to this resolution was amended February 24, 2016 to renew the Statement of Investment Policy.

Attachment A to this resolution was amended January 25, 2017 to change the Statement of Investment Policy.

*This resolution was revised on June 28, 2017 to add ABAG to the Statement of Investment Policy, and Attachment A to this resolution was amended June 28, 2017 to change the Statement of Investment Policy.*

*Further discussion of these amendments is contained in the Executive Director's memoranda to the Administration Committee dated February 3, 2015, February 3, 2016, and January 4, 2017; and the Deputy Executive Director's memorandum to the Administration Committee dated June 7, 2017.*

## COMMISSION AGENDA ITEM 6li

Date: February 25, 2015  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 06/28/17-C

RE: Establishment of a Statement of Investment Policy.

### METROPOLITAN TRANSPORTATION COMMISSION

#### RESOLUTION NO. 4173

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

WHEREAS, the MTC has the responsibility to manage funds received in accordance with the provisions of Government Code §§ 53600 *et seq.* and a Statement of Investment Policy adopted pursuant to those statutory provisions; and

WHEREAS, the MTC Service Authority for Freeways and Expressways (MTC SAFE), created pursuant to Streets and Highways Code §§ 2250-2556; the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 *et seq.*; the Bay Area Headquarters Authority (BAHA), created pursuant to a Joint Exercise of Powers Agreement between MTC and BATA dated September 28, 2011, and the Bay Area Infrastructure Financing Authority (BAIFA) created pursuant to the joint exercise of powers between MTC and BATA dated August 1, 2006 have requested MTC to assume administrative responsibility for MTC SAFE, BATA, BAHA and BAIFA funds; and

*WHEREAS, MTC is accepting administrative responsibility for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017; and*

WHEREAS, MTC intends to manage all funds for which it is responsible pursuant to a single comprehensive investment policy; *and*

*WHEREAS, the ABAG Administrative Committee has authorized MTC to open new and manage or close existing accounts with banks, financial institutions, and government pooled investment funds as needed in order to manage ABAG's and all related entities cash and investments under MTC signatures utilizing ABAG's and all related entities' tax identification numbers; now therefore, be it*

RESOLVED, that MTC hereby adopts the Statement of Investment Policy 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, Attachment A shall be applicable to all funds delegated to MTC; and, be it further

RESOLVED, that this Resolution No. 4173, as revised supersedes MTC Resolution No. 4115; and, be it further

RESOLVED, that MTC's Executive Director or Treasurer or both, as applicable, are directed to manage MTC funds and funds delegated to MTC's administrative responsibility in conformance with said policy; and, be it further

*RESOLVED, the MTC Commission authorizes MTC staff to open new and manage or close existing accounts with banks, financial institutions, and government pooled investment funds as needed in order to manage ABAG's and all related entities cash and investments under MTC signatures utilizing ABAG's and all related entities' tax identification numbers; and be it further*

RESOLVED, that this policy shall remain in effect unless modified by MTC; and, be it further

RESOLVED, that this Resolution shall take precedence over any prior MTC Resolutions to the extent that they may conflict herewith or with Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

*The above resolution, revising and superseding the resolution approved on February 25, 2015 was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.*

Date: February 25, 2015  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 02/24/16-C  
01/25/17-C  
06/28/17-C

Attachment A  
Resolution No. 4173  
Page 1 of 6

## Statement of Investment Policy

The Treasurer of the Metropolitan Transportation Commission (MTC) shall invest all funds over which MTC is administratively responsible, including those of MTC, MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Regional Administrative Facility Corporation (RAFC), the Bay Area Headquarters Authority (BAHA) the Bay Area Infrastructure Financing Authority (BAIFA), *and the Association of Bay Area Governments (ABAG) a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services dated May 30, 2017* in accordance with the provisions of §§ 53600 *et seq.* of the Government Code and the provisions of this investment policy.

### I. Prudent Investor Rule:

Funds shall be managed under the “prudent investor standard” which requires all agencies investing public funds to be trustees of those funds, and therefore, fiduciaries subject to the prudent investor standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under circumstances then prevailing, including, but not limited to, the general economic conditions and anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. All funds shall be invested within the following objectives, in order of priority:

1. Safety: Preservation and safeguard of capital.
2. Liquidity: Funds shall be invested in a manner consistent with operating needs of the agency.
3. Yield: Funds shall be invested to earn a secured and safe return without compromising the objectives of safety and liquidity.

### II. Permitted Investments:

Investments authorized under this policy shall be limited to:

- A. United States treasury notes, bonds or bills for which the full faith and credit of the United States are pledged for the payment of principal and interest.

- B. Bonds, notes, bills, warrants or obligations issued by an agency of the United States.
- C. Commercial Paper of “prime” quality of the highest ranking or of the highest letter and numerical rating provided by Moody’s Investor Services or Standard & Poor’s Corporation.

Eligible paper is further limited to issuing corporations organized and operating in the United States and having total assets in excess of five hundred million dollars (\$500,000,000) and having an “A” or higher rating for the issuers’ debt, other than commercial paper, if any, as provided by Moody’s Investor Services or Standard & Poor’s Corporation or the equivalent of other nationally recognized rating services that may be allowed by statute. Purchases shall not exceed 180 days maturity, 10% of the outstanding commercial paper of a single issuing corporation and 10% of the agency’s surplus money.

- D. Negotiable certificates of deposit issued by a nationally or State chartered bank, not to exceed 10% of surplus agency funds.
- E. Medium-Term notes of a maximum five years maturity issued by corporations meeting criteria in Section C, not to exceed 10% of agency’s surplus funds.
- F. Mutual funds registered with the Securities and Exchange Commission, having attained the highest letter and numerical ranking by at least two Nationally recognized statistical rating organizations. Such investments shall not exceed 20% of surplus funds, with no more than 10% invested in any single mutual fund.
- G. Local Agency Investment Fund (LAIF) as authorized by Government Code §§ 16429.1.
- H. The Alameda County Treasury local agency investment fund authorized under Government Code §§ 53684.
- I. Repurchase agreements collateralized by securities of the United States Government or an agency of the United States Government.
- J. Municipal Obligations issued by State or Local agencies:
  - a) Such bonds can include the obligations of the Bay Area Toll Authority and the Bay Area Infrastructure Financing Authority;
  - b) The maturity does not exceed 5 years from the date of purchase;
  - c) With regards to Municipal Obligations in the form of variable rate demand bonds, the obligations shall have mandatory investor tender rights supported by a third-party liquidity facility from a financial institution with short-term ratings of at least A-1 by S&P or P-1 by

Moody's. The maturity of these bonds shall be equivalent to the investor's tender option supported by the liquidity facility.

- K. All other investments authorized under §§ 53600 *et seq.* of the California Government Code as appropriate for public fund investments and not specifically prohibited by this policy.

III. Prohibited Investments:

In addition to any prohibited investments listed in California Code §§ 53601.6 and 53631.5, the following are specifically prohibited:

- A. Reverse repurchase agreements.
- B. Financial futures.
- C. Option contracts.
- D. Mortgage interest strips.
- E. Inverse floaters.
- F. Securities lending.
- G. Repurchase agreements purchased for "yield enhancement" purposes and not required for banking and liquidity purposes.
- H. Any investment that fails to meet credit or portfolio limits at the time of investment.

IV. Sales Prior to Maturity:

- A. The primary strategy of this investment policy is to "buy and hold" securities to maturity, however, a security may be sold prior to maturity if the sale is necessary to avoid further erosion of market value or meet operational or project liquidity needs. All sales prior to maturity shall be detailed in the investment report.
- B. A security whose market or credit quality falls outside the investment policy parameters after purchase may be held to maturity without violation of this policy provided the fact is disclosed in the investment report.

V. Investment Pools:

Investment pools operated by LAIF and Alameda County as permitted investments under Section II of this policy, whose portfolios contain specific securities not permitted under this policy, but none-the-less permitted under the law or approved investment policy of the respective pool, are permitted under this policy. The make-up of such portfolios shall be submitted as part of the investment report at least quarterly.

VI. Fund and Liquidity Levels:

- A. Funds for MTC, SAFE and BATA operating requirements shall be commingled for investment purposes. The liquidity level shall be

maintained in an appropriate manner but not less than:

<b>30</b>	<b>90</b>	<b>1</b>	<b>Maximum</b>
<b><u>Days</u></b>	<b><u>Days</u></b>	<b><u>Year</u></b>	<b><u>Weighted</u></b>
<b>10%</b>	<b>15%</b>	<b>30%</b>	<b><u>Maturity</u></b>
			<b>5 yrs</b>

The percentages within the 30 and 90 day counts are cumulative towards the one year minimum.

B. Reserve Funds:

Specifically designated reserve funds may have a maximum maturity of 40 years or less, provided each fund is clearly identified in the investment report.

C. All funds under management shall be combined for the purpose of evaluating credit and portfolio limits.

VII. Brokerage Firms:

Only firms meeting all of the following criteria shall be authorized to buy or sell securities:

- A. Firms licensed to conduct business as a broker-dealer under § 25004 of the Corporations Code, licensed and registered under the Securities Exchange Commission, a Federally or State chartered bank, or designated a “primary dealer” by the Federal Reserve Bank and with offices located in California.
- B. The firm must have a minimum rating of “A-” from a nationally recognized credit rating agency.
- C. Corporate assets or assets under management of at least fifty million dollars (\$50,000,000).
- D. Provided written certification that they received a copy of the approved policy.

VIII. Investment Management Services:

Only firms meeting all of the following criteria shall be authorized to manage investment funds.

- A. Firms licensed to conduct business as an investment advisor under § 25009 of the Corporations Code, licensed and registered under the Securities Exchange Commission.
- B. Firms licensed to conduct business as a Registered Investment Advisor under the Investment Advisors Act of 1940.



- C. Firms must have assets under management of at least five billion dollars (\$5,000,000,000) and the investment fund must be rated at least an "A".
- D. Firms must provide certification of an annual audit or certification of internal cash controls (i.e. SAS 70 or equivalent) satisfactory to the Chief Financial Officer.
- E. Firms must have a minimum of 10 years experience of investment advisory experience in the public sector.
- F. Firms must carry errors and omission insurance of at least ten million dollars (\$10,000,000).
- G. Firms must provide written certification that they meet all of the above criteria.

IX. Safekeeping:

- A. All securities shall be maintained in a safekeeping account, independent from all broker accounts, with securities held in the name of the agency. Banks with independent "trust" or safekeeping departments shall qualify as independent safekeeping accounts.
- B. Safekeeping accounts shall be maintained with firms or banks with at least fifty million dollars (\$50,000,000) in trust and safekeeping accounts under management and a minimum rating in the "A" category from a nationally recognized rating service.
- C. The Treasurer or assignee designated by the MTC Executive Director is authorized to sign documents providing for the sale and purchase of securities, as well as all documents required to provide for safekeeping and trust.

X. Internal Controls:

The Treasurer shall be responsible for developing a system of internal controls that maintain appropriate records of all transactions as well as individual fund ownership of all investments and interest earnings and shall also be subject to the annual independent audit process.

XI. Investment Reports:

In accordance with § 53646 of the Government Code, at least quarterly, the Treasurer shall submit an investment report to the Executive Director who shall forward the report to all entities whose funds are subject to this policy. The report shall detail all securities, par value, market value, maturity, liquidity and credit limit thresholds, as well as any sales prior to maturity, any securities no longer meeting policy standards, and any investment policy violations. Portfolio detail for LAIF, Alameda County or other authorized Government Investment Pools, shall be included on a quarterly basis.

XII. Financial Accounts:

Both the Executive Director and the Treasurer are required to sign documents to open financial accounts with banks, financial institutions and government pooled

investment funds as needed in order to manage MTC's investments as described within this investment policy; provided that all such accounts meet policy standards.

*XIII. Authorized Signers*

*The following positions are authorized to sign on all accounts:*

*Executive Director*

*Deputy Executive Directors – all*

*Chief Financial Officer*

*Deputy Treasurer*

*At least two signatures are required to transfer funds out of such accounts.*

**XIV. Renewal:**

This investment policy shall be subject to review annually.



METROPOLITAN  
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## *Memorandum*

TO: Administration Committee

DATE: June 7, 2017

FR: Deputy Executive Director, Operations

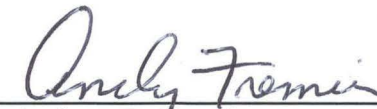
W. I.

RE: MTC Resolution No. 4265, Revised – MTC Debt Policy

Attached is Resolution No. 4265, Revised, with proposed revisions thereto. Currently, Resolution No. 4265, Revised, sets forth the formal comprehensive debt policy with respect to the issuance and management of debts for the Metropolitan Transportation Commission (MTC) and its affiliated entities, including the Bay Area Toll Authority (BATA), and the Bay Area Infrastructure Financing Authority (BAIFA).

The only change being recommended in MTC's Debt Policy is to include the issuance and management of debts and other obligations for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing contract administrative services under an agreement to be effective July 1, 2017.

Staff recommends that the Committee refer Resolution No. 4265, Revised, to the Commission for approval.

  
\_\_\_\_\_  
Andrew B. Fremier

SH:bm  
Attachment

## COMMISSION AGENDA ITEM 6Iii

Date: January 25, 2017

W.I.:

Referred by: Admin. Committee

Revised: 06/28/17-C

### ABSTRACT

MTC Resolution No. 4265, Revised

This resolution authorizes the establishment of a Debt Policy with respect to the issuance and management of debts for the Metropolitan Transportation Commission (MTC) and its affiliated entities, including but not limited to the Bay Area Toll Authority (BATA) and the Bay Area Infrastructure Financing Authority (BAIFA), as delegated to MTC, *and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing administration of debts and other obligations effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017.*

*This resolution was revised on June 28, 2017 to add ABAG to the MTC Debt Policy.*

*Further discussion of this amendment is contained in the Deputy Executive Director's memorandum to the Administration Committee dated June 7, 2017.*

## COMMISSION AGENDA ITEM 6Iii

Date: January 25, 2017

W.I.:

Referred by: Admin. Committee

Revised: 06/28/17-C

Re: Establishment of a Comprehensive MTC Debt Policy

### METROPOLITAN TRANSPORTATION COMMISSION

#### RESOLUTION No. 4265, REVISED

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

WHEREAS, the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 *et seq.* and the Bay Area Infrastructure Financing Authority (BAIFA) created pursuant to the joint exercise of powers agreement between MTC and BATA dated August 1, 2006 as amended, have requested MTC to assume administrative responsibility for BATA and BAIFA debts; and

*WHEREAS, the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing administration of debts and other obligations, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017; and*

WHEREAS, MTC intends to administer all debts for which it is responsible pursuant to a single comprehensive debt policy; now, therefore, be it

RESOLVED, that MTC hereby adopts MTC Resolution No. 4265, as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length, which establishes MTC's debt policy with respect to the issuance and management of MTC debt.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

*The above resolution, revising and superseding the resolution approved on January 25, 2017, was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.*

Date: January 25, 2017

W.I.:

Referred by: Admin. Committee

Revised: 06/28/17-C

Attachment A

MTC Resolution No. 4265

Page 1 of 7

## METROPOLITAN TRANSPORTATION COMMISSION DEBT POLICY

### Introduction

The purpose of the Debt Policy is to establish guidelines for the issuance and financial management of debts for which the Metropolitan Transportation Commission (MTC) is administratively responsible, including those of the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA). This Debt Policy is intended to guide decisions related to any debt issued by MTC or its affiliated entities. *This Debt Policy is also intended to guide decisions related to any debt issued by the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities for which MTC is administering debts and other obligations, effective July 1, 2017 pursuant to a contract for services to between MTC and ABAG dated May 30, 2017.* The MTC recognizes that cost-effective access to the capital markets is highly dependent on sound management of the MTC's debt program.

### Objectives

The purpose of the Debt Policy is to assist the MTC in meeting the following objectives:

- issue debt in accordance with established guidelines
- complete an approved capital financing plan
- timely repayment of debt
- maintain the highest of ratings that are consistent with the financing plan
- ensure compliance with applicable State and Federal laws
- assure access to credit markets
- preserve financial flexibility

The MTC's Debt Policy shall be reviewed and updated at least annually and presented to the Board for approval. The Debt Policy requires that the MTC's Board specifically authorize each debt financing by resolution approved by the Board.

### I. Long Term Debt Financing

- A. The MTC will use the following criteria to evaluate pay-as you-go versus long-term debt financing in funding capital projects.

1) Factors that favor pay-as-you-go:

- a) Current revenues and adequate fund balances are available

- b) Project phasing is feasible
  - c) Debt levels could adversely affect the MTC's or its affiliated entities' credit rating
  - d) Market conditions are unstable or present difficulties in marketing long-term debt
- 2) The MTC will consider the use of long-term debt financing for capital projects under, but not limited to, the following circumstances:
- a) When the project's useful life will equal or exceed the term of the financing.
  - b) Revenues available for debt service are considered self sufficient and reliable so that long term financing can be marketed with an appropriate credit rating.
  - c) The project that is being considered will not adversely affect the MTC's or its affiliated entities' credit rating.
  - d) Market conditions present favorable interest rates.
  - e) High priority projects that result from regional or economical conditions that require use of long term debt.
- 3) Each debt issuance shall be approved pursuant an individual resolution specifying the following:
- a) Total principal-- amount of the bonds.
  - b) Maximum interest rate, not to exceed 12%.
  - c) All fees associated with the issuance.
  - d) Bonds are to be fixed or variable.
  - e) Any other special terms or conditions.
- B. The MTC may use debt in special circumstances for projects other than long-term capital projects. Long-term debt will not be used to fund any ongoing operational costs.
- C. The MTC may use lease financing as appropriate means of financing capital facilities, projects and certain equipment. The useful life of the capital equipment, the terms and conditions of the lease and budget flexibility will be evaluated prior to the implementation of the lease obligation. Efforts will be made to fund capital on a pay as you go basis where feasible.
- D. No debt shall be issued without approval of the resolution by the Board.

### **Capital Financing Plan**

A Capital Financing Plan will be prepared for each long term debt financing. Analysis must include, but is not limited to, the following requirements:

- a) description and availability of all sources of funds
- b) timing and priority of capital projects
- c) a financing plan which includes but not limited to:
  - 1) debt coverage
  - 2) debt covenants
- d) debt service requirements
- e) effect of projects on debt capacity
- f) measurable objectives or goals

### **Debt Service Reserve Fund**

A debt service reserve fund (DSRF) will be funded with every tax exempt bond issue. The reserve will be funded with bond proceeds or a DSRF surety policy provided by a rated bond insurer. A DSRF will not be required on taxable financing if there is no negative or additional cost implications to the financing. An analysis and financing plan will be prepared for each debt financing which analyzes the optimal method and level of funding the DSRF and selecting the appropriate bond insurer to achieve project objectives and support debt service.

## **II. Short Term Financing**

Short term borrowing may be utilized for any purpose for which long term debt may be issued. Additionally, short-term borrowing may be utilized as a source of temporary funding of operational cash flow deficits, of anticipated revenues, of inter-fund borrowing or as an interim source of funding in anticipation of long-term borrowing.

Short term debt can be issued as follows, but not limited to:

- a) Bond Anticipation Notes (BANs)
- b) Tax and Revenue Anticipation Notes (TRANs)
- c) Grant Anticipation Notes (GANs)
- d) Lines of Credit/Letters of credit
- e) Commercial paper (CP)

A financing plan must be submitted prior to the use of short term financing.



### III. Variable Rate Debt

The MTC may issue variable rate debt. It is often appropriate to issue variable rate debt to diversify the debt portfolio and improve the match of assets to liabilities. An analysis and budgeting plan will be prepared for each debt financing which analyzes the optimal amount of hedged and unhedged variable rate debt appropriate to achieve project objectives and support debt service.

### IV. Credit Enhancements

The MTC may purchase bond insurance, letters of credit or other means of credit enhancement for its borrowing if the credit enhancement improves the credit quality of the bonds and as a result provide the MTC with interest cost savings or other substantial market advantages. An analysis of utilizing credit enhancement instruments will be prepared for each debt financing to determine if there is appropriate value to support purchasing the enhancement.

### V. Structured Financial Products (Derivatives)

The MTC may utilize derivative products such as floating-to-fixed and fixed-to- floating rate swaps as a tool to manage interest rate risk or reduce interest rate cost in the debt portfolio. Derivative products will be evaluated on a case-by-case basis to determine the value of potential benefits as well as a clear understanding of structured products.

The MTC will consider the following risk when considering structured products:

- 1) Counterparty risk: The counterparty' s ratings, or the ratings of an entity controlling the counterparty, must be the equivalent of "A+" or better from three nationally recognized rating agencies, and the counterparty must have ratings that are equal to or better than MTC's current ratings from any two nationally recognized rating agencies at the time of the execution of the transaction.

#### 1A. Counterparty Limits:

<b>Corporate Rating <sup>(a)</sup></b>	<b>Counterparty Security</b>	<b>Portfolio Limit</b>	<b>Single Firm Limit</b>
AAA Collateral	No Limit	No Limit	
AAA Agreement	Over-Collateralized	No Limit	No Limit
AA <sup>(b)</sup>	Collateral	No Limit	No Limit
A <sup>(b)</sup>	Collateral	No Limit	25%

<sup>(a)</sup> – or equivalent

<sup>(b)</sup> – without graduation

- 2) Credit risk: Swap agreement will require unilateral posting by the counterparty if it fails to maintain its credit ratings
- 3) Counterparty exposure risk: The MTC will attempt to use different counterparties to diversify exposure; however, the selection of a counterparty should not be at the expense of pricing or other credit factors.
- 4) Termination risk: Swap agreement will allow the MTC the unilateral option to terminate the swap at any time with 30 days notice.
- 5) Rollover risk: All swap transactions will be coterminous with the bonds issued.
- 6) Amortization risk: The swap will be structured to amortize with the underlying bond.

**Structured financial derivative products may not be used for speculative purposes. Derivative products shall not be used for the sole purpose of generating operating or capital proceeds. Prior Board approval is required in order to utilize a derivative product.**

- 7) Novation/ Assignment: If counterparty or the entity controlling the counterparty does not maintain ratings conforming to subparagraph (1), the MTC may seek novations and assignments with replacement counterparties to reduce the MTC'S exposure. Replacement counterparties must be rated higher than the counterparty being novated but not less than "A-" or equivalent from two rating agencies. In determining eligible novations/assignments, credit limitations in Section 1A shall not apply.
- 8) Conformance with Dodd-Frank: It is the intent of the MTC to conform this policy to the requirements relating to legislation and regulations for over-the-counter derivatives transactions under Title VII of the Wall Street Transparency and Accountability Act of 2010, as supplemented and amended from time to time (herein collectively referred to as "Dodd-Frank"). Pursuant to such intent, it is the policy of the MTC that: (i) each swap advisor engaged or to be engaged by the MTC will function as the designated qualified investment representative of the MTC, sometimes referred to as the "Designated QIR"; (ii) each swap advisor agrees to meet and meets the requirements specified in Commodity Futures Trading Commission Regulation 23.450(b)(1) or any successor regulation thereto (herein referred to as the "Representative Regulation"); (iii) each swap advisor provide a written certification to the MTC to the effect that such swap advisor agrees to meet and meets the requirements specified in the Representative Regulation; (iv) the MTC monitors the performance of each swap advisor consistent with the requirements specified in the Representative Regulation; (v) the MTC exercise independent judgment in consultation with its swap advisor in evaluating all recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this Debt Policy; and (vi) the MTC relies on the advice of its swap advisor with respect to transactions authorized pursuant to this Debt Policy and not rely on recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this Debt Policy

## **VI. Debt Capacity**

An analysis and financing plan will be prepared for each debt financing which analyzes the optimal amount of debt capacity to achieve project objectives and support debt service. Debt levels will be maintained at a level consistent with project objectives and creditworthiness goals.

## **VII. Refunding**

Debt issues will be monitored, on an ongoing basis, for potential savings via refunding opportunities. Refunding will be considered (within federal tax law constraints) if and when there is a net present value economic benefit of 3% resulting from the refunding. Refundings that are non economic may be undertaken to achieve other project objectives such as, changes in covenants, call provisions, operational flexibility, tax status, issuer, or the debt service profile. An analysis will be prepared discussing the economic merits of the refunding and presented to the Board.

## **VIII. Bond Proceeds**

Proceeds will be invested in compliance with the provisions of the bond indenture, federal and state tax requirements, and as well as the adopted Investment Policy.

## **IX. Bond Covenants and Laws**

The MTC shall comply with all covenants and requirements of the bond resolutions, and State and Federal laws authorizing and governing the issuance and administration of debt obligations.

The MTC shall comply with the reporting requirements of Senate Bill No. 1029.

## **X. Continuing Disclosure**

In addition to annual audit and reporting disclosures, the finance department shall comply with all continuing disclosure requirements including Rule 15(c)2-12 of the Securities and Exchange Commission by filing an annual report with each Nationally Recognized Municipal Securities Information Repository and State Repository, if any, that provides certain required financial information and operating data relevant to bondholders within 270 days of the close of the fiscal year.

## **XI. Arbitrage and Rebate Compliance**

The finance department shall maintain a system of accounts, record keeping and reporting as required under Generally Accepted Accounting Principles (GAAP) bond covenants and resolutions.

The use of bond proceeds and their investments must be monitored to ensure timely compliance with both current and future federal tax arbitrage restrictions. All rebates, if any, shall be made in a timely manner.

**XII. Internal Control Procedures**

The finance department maintains internal control procedures to monitor and ensure that the proceeds of all debt issuance is directed to and utilized for the intended use. Such procedures are tested as part of the annual financial audit.

**XIII. Bond Rating Agency**

The finance department shall be responsible for maintaining the MTC's relationships with the credit rating agencies. The MTC will maintain a practice of meeting regularly with credit analysts from the bond rating agencies to keep them informed of the MTC's borrowing plans, financial profile, and financial condition.

**XIV. Investor Relations**

The finance department will make all efforts to keep the various investors informed of current events surrounding the MTC. The finance department will make all efforts to respond to questions from fund managers in a most timely and efficient manner.



METROPOLITAN  
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COMMISSION

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## *Memorandum*

TO: Administration Committee

DATE: June 7, 2017

FR: Deputy Executive Director, Operations

W. I. 1153

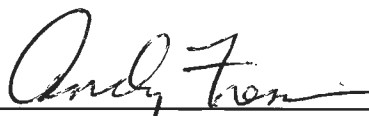
RE: MTC Resolution No. 4291 – MTC Agency FY 2017-18 Pay Schedules

This memorandum requests referral of MTC Resolution No. 4291, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2017-18 to the Commission for approval, consistent with California Code of Regulations Section 570.5 requirements. The pay schedules for the Executive Director and General Counsel will be presented for approval in September after their performance evaluations are completed this summer.

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

The proposed pay schedules do not yet reflect additional positions as a result of the staff consolidation of MTC and the Association of Bay Area Governments (ABAG). Staff expects to make revisions to the proposed pay schedules between the Committee's and Commission's respective actions, to reflect acceptance of employment offers by transitioning ABAG staff.

Staff recommends that this Committee refer MTC Resolution No. 4291 to the Commission for approval.

  
\_\_\_\_\_  
Andrew B. Fremier

SH:rj  
Attachments

Date: June 28, 2017  
W.I.: 1153  
Referred by: Administration

**ABSTRACT**

Resolution No. 4291

This resolution sets forth the MTC agency pay schedules for MTC employees from July 1, 2017 through and including June 30, 2018.

Further discussion is contained in the Deputy Executive Director's memorandum dated June 7, 2017.

Date: June 28, 2017  
W.I.: 1153  
Referred by: Administration Committee

Re: MTC Agency Pay Schedules for FY2017-18, from July 1, 2017 through June 30, 2018

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4291

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

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

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

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

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

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

RESOLVED, that this resolution sets forth the MTC pay schedules contemplated in MTC Resolution Nos. 4153 and 4154 for the period from July 1, 2017 through June 30, 2018; and be it further

RESOLVED, that the MTC agency pay schedule for CSR represented regular staff employees and Confidential employees effective July 1, 2017 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 MTC agency pay schedule for specific executive employees effective July 1, 2017 through June 30, 2018 shall be as set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.



**Pay Schedule for CSR Represented Employees and Confidential Employees - 1040 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSISTANT	VII	\$39.6566	\$40.6480	\$41.6642	\$42.7058	\$43.7735	\$44.8678	\$45.9894	\$47.1393	\$48.3177	\$49.5255	\$50.7637	HOURLY BASE RATE
		\$1,586.27	\$1,625.92	\$1,666.57	\$1,708.23	\$1,750.94	\$1,794.71	\$1,839.58	\$1,885.57	\$1,932.71	\$1,981.02	\$2,030.55	BI-WEEKLY
		\$3,436.91	\$3,522.82	\$3,610.90	\$3,701.17	\$3,793.70	\$3,888.54	\$3,985.75	\$4,085.40	\$4,187.54	\$4,292.21	\$4,399.52	MONTHLY
		\$41,242.91	\$42,273.88	\$43,330.79	\$44,414.05	\$45,524.41	\$46,662.51	\$47,829.00	\$49,024.83	\$50,250.43	\$51,506.55	\$52,794.26	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1248 Hours Annually**  
**Fiscal Year 2017-18, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	V	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	HOURLY BASE RATE
		\$1,496.65	\$1,534.07	\$1,572.42	\$1,611.73	\$1,652.02	\$1,693.32	\$1,735.66	\$1,779.04	\$1,823.53	\$1,869.11	\$1,915.84	BI-WEEKLY
		\$3,242.75	\$3,323.82	\$3,406.91	\$3,492.08	\$3,579.39	\$3,668.87	\$3,760.59	\$3,854.60	\$3,950.97	\$4,049.75	\$4,150.99	MONTHLY
		\$38,912.94	\$39,885.83	\$40,882.91	\$41,904.97	\$42,952.63	\$44,026.41	\$45,127.08	\$46,255.16	\$47,411.66	\$48,596.97	\$49,811.86	ANNUAL
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Executive Assistant I													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info/Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	VI	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	HOURLY BASE RATE
		\$1,650.91	\$1,692.18	\$1,734.49	\$1,777.85	\$1,822.30	\$1,867.85	\$1,914.56	\$1,962.41	\$2,011.47	\$2,061.76	\$2,113.30	BI-WEEKLY
		\$3,576.97	\$3,666.39	\$3,758.06	\$3,852.01	\$3,948.33	\$4,047.02	\$4,148.20	\$4,251.90	\$4,358.19	\$4,467.14	\$4,578.82	MONTHLY
		\$42,923.69	\$43,996.71	\$45,096.74	\$46,224.17	\$47,379.91	\$48,564.19	\$49,778.44	\$51,022.78	\$52,298.23	\$53,605.70	\$54,945.82	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Planner/Analyst													
Junior Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR/TECHNICIAN	IV	\$28.3382	\$29.0467	\$29.7730	\$30.5172	\$31.2803	\$32.0622	\$32.8638	\$33.6854	\$34.5276	\$35.3907	\$36.2756	HOURLY BASE RATE
		\$1,700.29	\$1,742.80	\$1,786.38	\$1,831.03	\$1,876.82	\$1,923.73	\$1,971.83	\$2,021.13	\$2,071.65	\$2,123.44	\$2,176.53	BI-WEEKLY
		\$3,683.97	\$3,776.07	\$3,870.49	\$3,967.24	\$4,066.44	\$4,168.08	\$4,272.29	\$4,379.11	\$4,488.58	\$4,600.80	\$4,715.82	MONTHLY
		\$44,207.63	\$45,312.81	\$46,445.85	\$47,606.90	\$48,797.23	\$50,017.02	\$51,267.54	\$52,549.27	\$53,863.01	\$55,209.56	\$56,589.88	ANNUAL
Administrative Assistant III													
Purchasing Technician													
GSU Assistant III													
Building Services Assistant I													
Information Systems Technician I													
Accounting Assistant III													
Library Technician I													
Public Info & Outreach Technician I													
TECHNICIAN	V	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	HOURLY BASE RATE
		\$1,870.81	\$1,917.59	\$1,965.52	\$2,014.66	\$2,065.03	\$2,116.65	\$2,169.57	\$2,223.81	\$2,279.41	\$2,336.39	\$2,394.80	BI-WEEKLY
		\$4,053.43	\$4,154.77	\$4,258.64	\$4,365.10	\$4,474.23	\$4,586.08	\$4,700.74	\$4,818.25	\$4,938.71	\$5,062.18	\$5,188.74	MONTHLY
		\$48,641.18	\$49,857.28	\$51,103.64	\$52,381.21	\$53,690.79	\$55,033.01	\$56,408.86	\$57,818.95	\$59,264.58	\$60,746.21	\$62,264.83	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	VI	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	HOURLY BASE RATE
		\$2,063.64	\$2,115.23	\$2,168.11	\$2,222.32	\$2,277.88	\$2,334.82	\$2,393.19	\$2,453.02	\$2,514.34	\$2,577.20	\$2,641.63	BI-WEEKLY
		\$4,471.22	\$4,582.99	\$4,697.58	\$4,815.02	\$4,935.41	\$5,058.77	\$5,185.25	\$5,314.87	\$5,447.73	\$5,583.93	\$5,723.52	MONTHLY
		\$53,654.61	\$54,995.88	\$56,370.92	\$57,780.22	\$59,224.88	\$60,705.24	\$62,223.05	\$63,778.47	\$65,372.79	\$67,007.12	\$68,682.27	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

[illegible]



**Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSOCIATE	VIII(a)	\$45.7208	\$46.8638	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	HOURLY BASE RATE
		\$2,743.25	\$2,811.83	\$2,882.12	\$2,954.17	\$3,028.03	\$3,103.74	\$3,181.33	\$3,260.86	\$3,342.39	\$3,425.94	\$3,511.59	BI-WEEKLY
		\$5,943.71	\$6,092.29	\$6,244.60	\$6,400.71	\$6,560.74	\$6,724.77	\$6,892.88	\$7,065.19	\$7,241.84	\$7,422.88	\$7,608.45	MONTHLY
		\$71,324.47	\$73,107.50	\$74,935.18	\$76,808.47	\$78,728.83	\$80,697.19	\$82,714.54	\$84,782.30	\$86,902.09	\$89,074.53	\$91,301.38	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													
SENIOR	VIII(b)	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	\$59.9897	\$61.4894	HOURLY BASE RATE
		\$2,882.12	\$2,954.17	\$3,028.03	\$3,103.74	\$3,181.33	\$3,260.86	\$3,342.39	\$3,425.95	\$3,511.59	\$3,599.38	\$3,689.36	BI-WEEKLY
		\$6,244.60	\$6,400.71	\$6,560.74	\$6,724.77	\$6,892.87	\$7,065.19	\$7,241.85	\$7,422.88	\$7,608.45	\$7,798.66	\$7,993.62	MONTHLY
		\$74,935.22	\$76,808.47	\$78,728.83	\$80,697.24	\$82,714.48	\$84,782.26	\$86,902.14	\$89,074.60	\$91,301.34	\$93,583.93	\$95,923.46	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Senior Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1664 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
SENIOR	VIII(b)	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	\$59.9897	\$61.4894	HOURLY BASE RATE
		\$3,074.27	\$3,151.12	\$3,229.90	\$3,310.66	\$3,393.41	\$3,478.25	\$3,565.22	\$3,654.34	\$3,745.70	\$3,839.34	\$3,935.32	BI-WEEKLY
		\$6,660.91	\$6,827.42	\$6,998.12	\$7,173.09	\$7,352.40	\$7,536.20	\$7,724.63	\$7,917.74	\$8,115.67	\$8,318.57	\$8,526.53	MONTHLY
		\$79,930.91	\$81,929.04	\$83,997.42	\$86,077.06	\$88,228.77	\$90,434.41	\$92,695.62	\$95,012.90	\$97,388.10	\$99,822.86	\$102,318.36	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Senior Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR I	I	\$20.5884	\$21.1032	\$21.6307	\$22.1716	\$22.7258	\$23.2940	\$23.8764	\$24.4733	\$25.0851	\$25.7122	\$26.3551	HOURLY BASE RATE
		\$1,482.37	\$1,519.43	\$1,557.41	\$1,596.35	\$1,636.26	\$1,677.17	\$1,719.10	\$1,762.08	\$1,806.13	\$1,851.28	\$1,897.56	BI-WEEKLY
		\$3,211.80	\$3,292.10	\$3,374.40	\$3,458.76	\$3,545.22	\$3,633.86	\$3,724.71	\$3,817.83	\$3,913.27	\$4,011.10	\$4,111.39	MONTHLY
		\$38,541.55	\$39,505.15	\$40,492.76	\$41,505.15	\$42,542.69	\$43,606.36	\$44,696.53	\$45,813.98	\$46,959.28	\$48,133.19	\$49,336.69	ANNUAL
Intern													
ADMINISTRATOR II	II	\$23.3858	\$23.9703	\$24.5696	\$25.1840	\$25.8135	\$26.4589	\$27.1205	\$27.7984	\$28.4935	\$29.2059	\$29.9359	HOURLY BASE RATE
		\$1,683.78	\$1,725.86	\$1,769.01	\$1,813.25	\$1,858.58	\$1,905.04	\$1,952.67	\$2,001.49	\$2,051.53	\$2,102.83	\$2,155.39	BI-WEEKLY
		\$3,648.19	\$3,739.37	\$3,832.86	\$3,928.70	\$4,026.91	\$4,127.59	\$4,230.79	\$4,336.56	\$4,444.98	\$4,556.12	\$4,670.00	MONTHLY
		\$43,778.26	\$44,872.47	\$45,994.33	\$47,144.43	\$48,322.96	\$49,531.06	\$50,769.51	\$52,038.69	\$53,339.75	\$54,673.47	\$56,040.02	ANNUAL
Administrative Assistant I GSU Assistant I Accounting Assistant I													
ADMINISTRATOR III	III	\$25.7694	\$26.4137	\$27.0741	\$27.7508	\$28.4447	\$29.1558	\$29.8846	\$30.6317	\$31.3975	\$32.1824	\$32.9869	HOURLY BASE RATE
		\$1,855.40	\$1,901.78	\$1,949.33	\$1,998.06	\$2,048.02	\$2,099.22	\$2,151.69	\$2,205.49	\$2,260.62	\$2,317.14	\$2,375.06	BI-WEEKLY
		\$4,020.03	\$4,120.53	\$4,223.56	\$4,329.13	\$4,437.38	\$4,548.31	\$4,662.00	\$4,778.55	\$4,898.02	\$5,020.46	\$5,145.96	MONTHLY
		\$48,240.37	\$49,446.36	\$50,682.69	\$51,949.57	\$53,248.52	\$54,579.74	\$55,943.99	\$57,342.62	\$58,776.21	\$60,245.53	\$61,751.53	ANNUAL
Administrative Assistant II GSU Assistant II Accounting Assistant II													
ADMINISTRATOR/TECHNICIAN	IV	\$28.3382	\$29.0467	\$29.7730	\$30.5172	\$31.2803	\$32.0622	\$32.8638	\$33.6854	\$34.5276	\$35.3907	\$36.2756	HOURLY BASE RATE
		\$2,040.35	\$2,091.36	\$2,143.65	\$2,197.24	\$2,252.18	\$2,308.48	\$2,366.19	\$2,425.35	\$2,485.98	\$2,548.13	\$2,611.84	BI-WEEKLY
		\$4,420.76	\$4,531.28	\$4,644.59	\$4,760.69	\$4,879.72	\$5,001.70	\$5,126.75	\$5,254.93	\$5,386.30	\$5,520.96	\$5,658.99	MONTHLY
		\$53,049.15	\$54,375.38	\$55,735.02	\$57,128.28	\$58,556.68	\$60,020.42	\$61,521.04	\$63,059.12	\$64,635.61	\$66,251.47	\$67,907.86	ANNUAL
Administrative Assistant III Purchasing Technician GSU Assistant III Building Services Assistant I Information Systems Technician I Accounting Assistant III Library Technician I Public Info & Outreach Technician I													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	V	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	HOURLY BASE RATE
		\$2,244.98	\$2,301.11	\$2,358.63	\$2,417.59	\$2,478.04	\$2,539.99	\$2,603.49	\$2,668.57	\$2,735.29	\$2,803.67	\$2,873.76	BI-WEEKLY
		\$4,864.12	\$4,985.73	\$5,110.36	\$5,238.12	\$5,369.08	\$5,503.30	\$5,640.89	\$5,781.89	\$5,926.46	\$6,074.62	\$6,226.48	MONTHLY
		\$58,369.41	\$59,828.74	\$61,324.37	\$62,857.45	\$64,428.94	\$66,039.62	\$67,690.63	\$69,382.74	\$71,117.49	\$72,895.46	\$74,717.79	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	VI	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	HOURLY BASE RATE
		\$2,476.37	\$2,538.27	\$2,601.73	\$2,666.78	\$2,733.46	\$2,801.78	\$2,871.83	\$2,943.62	\$3,017.21	\$3,092.64	\$3,169.95	BI-WEEKLY
		\$5,365.46	\$5,499.59	\$5,637.09	\$5,778.02	\$5,922.49	\$6,070.52	\$6,222.31	\$6,377.85	\$6,537.28	\$6,700.71	\$6,868.23	MONTHLY
		\$64,385.54	\$65,995.06	\$67,645.11	\$69,336.26	\$71,069.86	\$72,846.29	\$74,667.66	\$76,534.17	\$78,447.35	\$80,408.55	\$82,418.72	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													



**Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSISTANT	VII	\$39.6566	\$40.6480	\$41.6642	\$42.7058	\$43.7735	\$44.8678	\$45.9894	\$47.1393	\$48.3177	\$49.5255	\$50.7637	HOURLY BASE RATE
		\$2,855.28	\$2,926.65	\$2,999.82	\$3,074.82	\$3,151.69	\$3,230.48	\$3,311.24	\$3,394.03	\$3,478.88	\$3,565.84	\$3,654.99	BI-WEEKLY
		\$6,186.44	\$6,341.08	\$6,499.62	\$6,662.11	\$6,828.66	\$6,999.38	\$7,174.35	\$7,353.72	\$7,537.57	\$7,725.98	\$7,919.14	MONTHLY
		\$74,237.24	\$76,092.99	\$77,995.42	\$79,945.28	\$81,943.93	\$83,992.52	\$86,092.20	\$88,244.70	\$90,450.78	\$92,711.80	\$95,029.66	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													
ASSOCIATE	VIII(a)	\$45.7208	\$46.8638	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	HOURLY BASE RATE
		\$3,291.90	\$3,374.19	\$3,458.55	\$3,545.01	\$3,633.64	\$3,724.49	\$3,817.59	\$3,913.03	\$4,010.87	\$4,111.13	\$4,213.91	BI-WEEKLY
		\$7,132.45	\$7,310.75	\$7,493.52	\$7,680.85	\$7,872.88	\$8,069.72	\$8,271.45	\$8,478.23	\$8,690.21	\$8,907.45	\$9,130.14	MONTHLY
		\$85,589.37	\$87,729.00	\$89,922.21	\$92,170.17	\$94,474.59	\$96,836.63	\$99,257.45	\$101,738.76	\$104,282.50	\$106,889.43	\$109,561.66	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
SENIOR	VIII(b)	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	\$59.9897	\$61.4894	HOURLY BASE RATE
		\$3,458.55	\$3,545.01	\$3,633.64	\$3,724.49	\$3,817.59	\$3,913.03	\$4,010.87	\$4,111.14	\$4,213.91	\$4,319.26	\$4,427.24	BI-WEEKLY
		\$7,493.52	\$7,680.85	\$7,872.88	\$8,069.72	\$8,271.45	\$8,478.23	\$8,690.21	\$8,907.46	\$9,130.13	\$9,358.39	\$9,592.35	MONTHLY
		\$89,922.27	\$92,170.17	\$94,474.60	\$96,836.69	\$99,257.37	\$101,738.71	\$104,282.57	\$106,889.52	\$109,561.61	\$112,300.72	\$115,108.16	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Senior Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													
PRINCIPAL	IX	\$55.9796	\$57.3792	\$58.8135	\$60.2838	\$61.7910	\$63.3357	\$64.9190	\$66.5419	\$68.2055	\$69.9106	\$71.6584	HOURLY BASE RATE
		\$4,030.53	\$4,131.30	\$4,234.57	\$4,340.43	\$4,448.95	\$4,560.17	\$4,674.17	\$4,791.02	\$4,910.80	\$5,033.56	\$5,159.41	BI-WEEKLY
		\$8,732.82	\$8,951.15	\$9,174.91	\$9,404.27	\$9,639.39	\$9,880.37	\$10,127.37	\$10,380.54	\$10,640.06	\$10,906.06	\$11,178.71	MONTHLY
		\$104,793.78	\$107,413.77	\$110,098.87	\$112,851.20	\$115,672.66	\$118,564.43	\$121,528.41	\$124,566.53	\$127,680.70	\$130,872.67	\$134,144.53	ANNUAL
Contract Manager													
Building Manager													
Principal Information Systems Manager													
Principal Systems Manager													
Revenue & Budget Manager													
Principal Financial Analyst													
Accounting Manager													
GIS Principal													
Prinicpal Public Info/Outreach Analyst													
Principal Legislative Analyst													
Principal Planner/Analyst													
Principal Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR I	I	\$20.5884	\$21.1032	\$21.6307	\$22.1716	\$22.7258	\$23.2940	\$23.8764	\$24.4733	\$25.0851	\$25.7122	\$26.3551	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Intern													
ADMINISTRATOR II	II	\$23.3858	\$23.9703	\$24.5696	\$25.1840	\$25.8135	\$26.4589	\$27.1205	\$27.7984	\$28.4935	\$29.2059	\$29.9359	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Administrative Assistant I GSU Assistant I Accounting Assistant I													
ADMINISTRATOR III	III	\$25.7694	\$26.4137	\$27.0741	\$27.7508	\$28.4447	\$29.1558	\$29.8846	\$30.6317	\$31.3975	\$32.1824	\$32.9869	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Administrative Assistant II GSU Assistant II Accounting Assistant II													
ADMINISTRATOR/TECHNICIAN	IV	\$28.3382	\$29.0467	\$29.7730	\$30.5172	\$31.2803	\$32.0622	\$32.8638	\$33.6854	\$34.5276	\$35.3907	\$36.2756	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Administrative Assistant III Purchasing Technician GSU Assistant III Building Services Assistant I Information Systems Technician I Accounting Assistant III Library Technician I Public Info & Outreach Technician I													



**Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	V	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	VI	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSISTANT	VII	\$39.6566	\$40.6480	\$41.6642	\$42.7058	\$43.7735	\$44.8678	\$45.9894	\$47.1393	\$48.3177	\$49.5255	\$50.7637	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													
ASSOCIATE	VIII(a)	\$45.7208	\$46.8638	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
SENIOR	VIII(b)	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	\$59.9897	\$61.4894	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Senior Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													
PRINCIPAL	IX	\$55.9796	\$57.3792	\$58.8135	\$60.2838	\$61.7910	\$63.3357	\$64.9190	\$66.5419	\$68.2055	\$69.9106	\$71.6584	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Contract Manager													
Building Manager													
Principal Information Systems Manager													
Principal Systems Manager													
Revenue & Budget Manager													
Principal Financial Analyst													
Accounting Manager													
GIS Principal													
Prinicpal Public Info/Outreach Analyst													
Principal Legislative Analyst													
Principal Planner/Analyst													
Principal Program Coordinator													



Salary Ranges For MTC 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](http://www.mtc.ca.gov)

## Memorandum

TO: Administration Committee

DATE: June 7, 2017

FR: Deputy Executive Director, Operations


W. I. 15.2.1

RE: MTC Resolution No. 4173, Revised – Statement of Investment Policy

Attached is Resolution No. 4173, Revised, with the proposed revisions thereto. Currently, Resolution No. 4173, Revised, sets forth the formal comprehensive investment policy for Metropolitan Transportation Commission (MTC) funds and for funds delegated to MTC for administration by MTC, MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA), and the Bay Area Headquarters Authority (BAHA).

Two changes are being recommended to MTC's Statement of Investment Policy. The first change is to include the investment of funds for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017, along with the MTC, SAFE, BATA, BAIFA, and BAHA in accordance with the provisions of §53600 et seq. of the Government Code and the provisions of the attached investment policy. ABAG is also set to approve MTC's Statement of Investment Policy this month. The second change is to list the positions of authorized signers for financial accounts.

Staff recommends that the Committee refer Resolution No. 4173, Revised, to the Commission for approval.

  
\_\_\_\_\_  
Andrew B. Fremier

SH:bm  
Attachment



Date: February 25, 2015  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 02/24/16-C  
01/25/17-C  
06/28/17-C

### ABSTRACT

#### Resolution No. 4173, Revised

This resolution authorizes the establishment of a new Statement of Investment Policy for the management of MTC funds. This resolution also accepts administrative responsibility for management of the funds of the MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA) and the Bay Area Headquarters Authority (BAHA), as delegated to MTC by MTC SAFE, BATA, BAIFA and BAHA; *and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017.*

This resolution supersedes MTC Resolution No. 4115 and any other MTC resolutions to the extent that they may conflict with this policy.

Attachment A to this resolution was amended February 24, 2016 to renew the Statement of Investment Policy.

Attachment A to this resolution was amended January 25, 2017 to change the Statement of Investment Policy.

*This resolution was revised on June 28, 2017 to add ABAG to the Statement of Investment Policy, and Attachment A to this resolution was amended June 28, 2017 to change the Statement of Investment Policy.*

*Further discussion of these amendments is contained in the Executive Director's memoranda to the Administration Committee dated February 3, 2015, February 3, 2016, and January 4, 2017; and the Deputy Executive Director's memorandum to the Administration Committee dated June 7, 2017.*

Date: February 25, 2015  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 06/28/17-C

RE: Establishment of a Statement of Investment Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4173

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

WHEREAS, the MTC has the responsibility to manage funds received in accordance with the provisions of Government Code §§ 53600 *et seq.* and a Statement of Investment Policy adopted pursuant to those statutory provisions; and

WHEREAS, the MTC Service Authority for Freeways and Expressways (MTC SAFE), created pursuant to Streets and Highways Code §§ 2250-2556; the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 *et seq.*; the Bay Area Headquarters Authority (BAHA), created pursuant to a Joint Exercise of Powers Agreement between MTC and BATA dated September 28, 2011, and the Bay Area Infrastructure Financing Authority (BAIFA) created pursuant to the joint exercise of powers between MTC and BATA dated August 1, 2006 have requested MTC to assume administrative responsibility for MTC SAFE, BATA, BAHA and BAIFA funds; and

*WHEREAS, MTC is accepting administrative responsibility for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017; and*

WHEREAS, MTC intends to manage all funds for which it is responsible pursuant to a single comprehensive investment policy; *and*

*WHEREAS, the ABAG Administrative Committee has authorized MTC to open new and manage or close existing accounts with banks, financial institutions, and government pooled investment funds as needed in order to manage ABAG's and all related entities cash and investments under MTC signatures utilizing ABAG's and all related entities' tax identification numbers; now therefore, be it*

RESOLVED, that MTC hereby adopts the Statement of Investment Policy 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, Attachment A shall be applicable to all funds delegated to MTC; and, be it further

RESOLVED, that this Resolution No. 4173, as revised supersedes MTC Resolution No. 4115; and, be it further

RESOLVED, that MTC's Executive Director or Treasurer or both, as applicable, are directed to manage MTC funds and funds delegated to MTC's administrative responsibility in conformance with said policy; and, be it further

*RESOLVED, the MTC Commission authorizes MTC staff to open new and manage or close existing accounts with banks, financial institutions, and government pooled investment funds as needed in order to manage ABAG's and all related entities cash and investments under MTC signatures utilizing ABAG's and all related entities' tax identification numbers; and be it further*

RESOLVED, that this policy shall remain in effect unless modified by MTC; and, be it further

RESOLVED, that this Resolution shall take precedence over any prior MTC Resolutions to the extent that they may conflict herewith or with Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

*The above resolution, revising and superseding the resolution approved on February 25, 2015 was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.*

Date: February 25, 2015  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 02/24/16-C  
01/25/17-C  
06/28/17-C

Attachment A  
Resolution No. 4173  
Page 1 of 6

## Statement of Investment Policy

The Treasurer of the Metropolitan Transportation Commission (MTC) shall invest all funds over which MTC is administratively responsible, including those of MTC, MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Regional Administrative Facility Corporation (RAFC), the Bay Area Headquarters Authority (BAHA) the Bay Area Infrastructure Financing Authority (BAIFA), *and the Association of Bay Area Governments (ABAG) a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services dated May 30, 2017* in accordance with the provisions of §§ 53600 *et seq.* of the Government Code and the provisions of this investment policy.

### I. Prudent Investor Rule:

Funds shall be managed under the “prudent investor standard” which requires all agencies investing public funds to be trustees of those funds, and therefore, fiduciaries subject to the prudent investor standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under circumstances then prevailing, including, but not limited to, the general economic conditions and anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. All funds shall be invested within the following objectives, in order of priority:

1. Safety: Preservation and safeguard of capital.
2. Liquidity: Funds shall be invested in a manner consistent with operating needs of the agency.
3. Yield: Funds shall be invested to earn a secured and safe return without compromising the objectives of safety and liquidity.

### II. Permitted Investments:

Investments authorized under this policy shall be limited to:

- A. United States treasury notes, bonds or bills for which the full faith and credit of the United States are pledged for the payment of principal and interest.

- B. Bonds, notes, bills, warrants or obligations issued by an agency of the United States.
- C. Commercial Paper of “prime” quality of the highest ranking or of the highest letter and numerical rating provided by Moody’s Investor Services or Standard & Poor’s Corporation.

Eligible paper is further limited to issuing corporations organized and operating in the United States and having total assets in excess of five hundred million dollars (\$500,000,000) and having an “A” or higher rating for the issuers’ debt, other than commercial paper, if any, as provided by Moody’s Investor Services or Standard & Poor’s Corporation or the equivalent of other nationally recognized rating services that may be allowed by statute. Purchases shall not exceed 180 days maturity, 10% of the outstanding commercial paper of a single issuing corporation and 10% of the agency’s surplus money.

- D. Negotiable certificates of deposit issued by a nationally or State chartered bank, not to exceed 10% of surplus agency funds.
- E. Medium-Term notes of a maximum five years maturity issued by corporations meeting criteria in Section C, not to exceed 10% of agency’s surplus funds.
- F. Mutual funds registered with the Securities and Exchange Commission, having attained the highest letter and numerical ranking by at least two Nationally recognized statistical rating organizations. Such investments shall not exceed 20% of surplus funds, with no more than 10% invested in any single mutual fund.
- G. Local Agency Investment Fund (LAIF) as authorized by Government Code §§ 16429.1.
- H. The Alameda County Treasury local agency investment fund authorized under Government Code §§ 53684.
- I. Repurchase agreements collateralized by securities of the United States Government or an agency of the United States Government.
- J. Municipal Obligations issued by State or Local agencies:
  - a) Such bonds can include the obligations of the Bay Area Toll Authority and the Bay Area Infrastructure Financing Authority;
  - b) The maturity does not exceed 5 years from the date of purchase;
  - c) With regards to Municipal Obligations in the form of variable rate demand bonds, the obligations shall have mandatory investor tender rights supported by a third-party liquidity facility from a financial institution with short-term ratings of at least A-1 by S&P or P-1 by

Moody's. The maturity of these bonds shall be equivalent to the investor's tender option supported by the liquidity facility.

- K. All other investments authorized under §§ 53600 *et seq.* of the California Government Code as appropriate for public fund investments and not specifically prohibited by this policy.

III. Prohibited Investments:

In addition to any prohibited investments listed in California Code §§ 53601.6 and 53631.5, the following are specifically prohibited:

- A. Reverse repurchase agreements.
- B. Financial futures.
- C. Option contracts.
- D. Mortgage interest strips.
- E. Inverse floaters.
- F. Securities lending.
- G. Repurchase agreements purchased for "yield enhancement" purposes and not required for banking and liquidity purposes.
- H. Any investment that fails to meet credit or portfolio limits at the time of investment.

IV. Sales Prior to Maturity:

- A. The primary strategy of this investment policy is to "buy and hold" securities to maturity, however, a security may be sold prior to maturity if the sale is necessary to avoid further erosion of market value or meet operational or project liquidity needs. All sales prior to maturity shall be detailed in the investment report.
- B. A security whose market or credit quality falls outside the investment policy parameters after purchase may be held to maturity without violation of this policy provided the fact is disclosed in the investment report.

V. Investment Pools:

Investment pools operated by LAIF and Alameda County as permitted investments under Section II of this policy, whose portfolios contain specific securities not permitted under this policy, but none-the-less permitted under the law or approved investment policy of the respective pool, are permitted under this policy. The make-up of such portfolios shall be submitted as part of the investment report at least quarterly.

VI. Fund and Liquidity Levels:

- A. Funds for MTC, SAFE and BATA operating requirements shall be commingled for investment purposes. The liquidity level shall be

maintained in an appropriate manner but not less than:

<b>30</b>	<b>90</b>	<b>1</b>	<b>Maximum</b>
<b><u>Days</u></b>	<b><u>Days</u></b>	<b><u>Year</u></b>	<b><u>Weighted</u></b>
<b>10%</b>	<b>15%</b>	<b>30%</b>	<b><u>Maturity</u></b>
			<b>5 yrs</b>

The percentages within the 30 and 90 day counts are cumulative towards the one year minimum.

B. Reserve Funds:

Specifically designated reserve funds may have a maximum maturity of 40 years or less, provided each fund is clearly identified in the investment report.

C. All funds under management shall be combined for the purpose of evaluating credit and portfolio limits.

VII. Brokerage Firms:

Only firms meeting all of the following criteria shall be authorized to buy or sell securities:

- A. Firms licensed to conduct business as a broker-dealer under § 25004 of the Corporations Code, licensed and registered under the Securities Exchange Commission, a Federally or State chartered bank, or designated a “primary dealer” by the Federal Reserve Bank and with offices located in California.
- B. The firm must have a minimum rating of “A-” from a nationally recognized credit rating agency.
- C. Corporate assets or assets under management of at least fifty million dollars (\$50,000,000).
- D. Provided written certification that they received a copy of the approved policy.

VIII. Investment Management Services:

Only firms meeting all of the following criteria shall be authorized to manage investment funds.

- A. Firms licensed to conduct business as an investment advisor under § 25009 of the Corporations Code, licensed and registered under the Securities Exchange Commission.
- B. Firms licensed to conduct business as a Registered Investment Advisor under the Investment Advisors Act of 1940.

- C. Firms must have assets under management of at least five billion dollars (\$5,000,000,000) and the investment fund must be rated at least an "A".
- D. Firms must provide certification of an annual audit or certification of internal cash controls (i.e. SAS 70 or equivalent) satisfactory to the Chief Financial Officer.
- E. Firms must have a minimum of 10 years experience of investment advisory experience in the public sector.
- F. Firms must carry errors and omission insurance of at least ten million dollars (\$10,000,000).
- G. Firms must provide written certification that they meet all of the above criteria.

IX. Safekeeping:

- A. All securities shall be maintained in a safekeeping account, independent from all broker accounts, with securities held in the name of the agency. Banks with independent "trust" or safekeeping departments shall qualify as independent safekeeping accounts.
- B. Safekeeping accounts shall be maintained with firms or banks with at least fifty million dollars (\$50,000,000) in trust and safekeeping accounts under management and a minimum rating in the "A" category from a nationally recognized rating service.
- C. The Treasurer or assignee designated by the MTC Executive Director is authorized to sign documents providing for the sale and purchase of securities, as well as all documents required to provide for safekeeping and trust.

X. Internal Controls:

The Treasurer shall be responsible for developing a system of internal controls that maintain appropriate records of all transactions as well as individual fund ownership of all investments and interest earnings and shall also be subject to the annual independent audit process.

XI. Investment Reports:

In accordance with § 53646 of the Government Code, at least quarterly, the Treasurer shall submit an investment report to the Executive Director who shall forward the report to all entities whose funds are subject to this policy. The report shall detail all securities, par value, market value, maturity, liquidity and credit limit thresholds, as well as any sales prior to maturity, any securities no longer meeting policy standards, and any investment policy violations. Portfolio detail for LAIF, Alameda County or other authorized Government Investment Pools, shall be included on a quarterly basis.

XII. Financial Accounts:

Both the Executive Director and the Treasurer are required to sign documents to open financial accounts with banks, financial institutions and government pooled



investment funds as needed in order to manage MTC's investments as described within this investment policy; provided that all such accounts meet policy standards.

*XIII. Authorized Signers*

*The following positions are authorized to sign on all accounts:*

*Executive Director*

*Deputy Executive Directors – all*

*Chief Financial Officer*

*Deputy Treasurer*

*At least two signatures are required to transfer funds out of such accounts.*

**XIV. Renewal:**

This investment policy shall be subject to review annually.



METROPOLITAN  
TRANSPORTATION  
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## *Memorandum*

TO: Administration Committee

DATE: June 7, 2017

FR: Deputy Executive Director, Operations

W. I.

RE: MTC Resolution No. 4265, Revised – MTC Debt Policy

Attached is Resolution No. 4265, Revised, with proposed revisions thereto. Currently, Resolution No. 4265, Revised, sets forth the formal comprehensive debt policy with respect to the issuance and management of debts for the Metropolitan Transportation Commission (MTC) and its affiliated entities, including the Bay Area Toll Authority (BATA), and the Bay Area Infrastructure Financing Authority (BAIFA).

The only change being recommended in MTC's Debt Policy is to include the issuance and management of debts and other obligations for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing contract administrative services under an agreement to be effective July 1, 2017.

Staff recommends that the Committee refer Resolution No. 4265, Revised, to the Commission for approval.

  
\_\_\_\_\_  
Andrew B. Fremier

SH:bm  
Attachment

Date: January 25, 2017

W.I.:

Referred by: Admin. Committee

Revised: 06/28/17-C

### ABSTRACT

MTC Resolution No. 4265, Revised

This resolution authorizes the establishment of a Debt Policy with respect to the issuance and management of debts for the Metropolitan Transportation Commission (MTC) and its affiliated entities, including but not limited to the Bay Area Toll Authority (BATA) and the Bay Area Infrastructure Financing Authority (BAIFA), as delegated to MTC, *and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing administration of debts and other obligations effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017.*

*This resolution was revised on June 28, 2017 to add ABAG to the MTC Debt Policy.*

*Further discussion of this amendment is contained in the Deputy Executive Director's memorandum to the Administration Committee dated June 7, 2017.*

Date: January 25, 2017  
W.I.:  
Referred by: Admin. Committee  
Revised: 06/28/17-C

Re: Establishment of a Comprehensive MTC Debt Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4265, REVISED

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

WHEREAS, the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 *et seq.* and the Bay Area Infrastructure Financing Authority (BAIFA) created pursuant to the joint exercise of powers agreement between MTC and BATA dated August 1, 2006 as amended, have requested MTC to assume administrative responsibility for BATA and BAIFA debts; and

*WHEREAS, the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing administration of debts and other obligations, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017; and*

WHEREAS, MTC intends to administer all debts for which it is responsible pursuant to a single comprehensive debt policy; now, therefore, be it

RESOLVED, that MTC hereby adopts MTC Resolution No. 4265, as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length, which establishes MTC's debt policy with respect to the issuance and management of MTC debt.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

*The above resolution, revising and superseding the resolution approved on January 25, 2017, was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.*

Date: January 25, 2017  
W.I.:  
Referred by: Admin. Committee  
Revised: 06/28/17-C

Attachment A  
MTC Resolution No. 4265  
Page 1 of 7

## **METROPOLITAN TRANSPORTATION COMMISSION DEBT POLICY**

### **Introduction**

The purpose of the Debt Policy is to establish guidelines for the issuance and financial management of debts for which the Metropolitan Transportation Commission (MTC) is administratively responsible, including those of the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA). This Debt Policy is intended to guide decisions related to any debt issued by MTC or its affiliated entities. *This Debt Policy is also intended to guide decisions related to any debt issued by the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities for which MTC is administering debts and other obligations, effective July 1, 2017 pursuant to a contract for services to between MTC and ABAG dated May 30, 2017.* The MTC recognizes that cost-effective access to the capital markets is highly dependent on sound management of the MTC's debt program.

### **Objectives**

The purpose of the Debt Policy is to assist the MTC in meeting the following objectives:

- issue debt in accordance with established guidelines
- complete an approved capital financing plan
- timely repayment of debt
- maintain the highest of ratings that are consistent with the financing plan
- ensure compliance with applicable State and Federal laws
- assure access to credit markets
- preserve financial flexibility

The MTC's Debt Policy shall be reviewed and updated at least annually and presented to the Board for approval. The Debt Policy requires that the MTC's Board specifically authorize each debt financing by resolution approved by the Board.

### **I. Long Term Debt Financing**

- A. The MTC will use the following criteria to evaluate pay-as you-go versus long-term debt financing in funding capital projects.

**1) Factors that favor pay-as-you-go:**

- a) Current revenues and adequate fund balances are available

- b) Project phasing is feasible
  - c) Debt levels could adversely affect the MTC's or its affiliated entities' credit rating
  - d) Market conditions are unstable or present difficulties in marketing long-term debt
- 2) The MTC will consider the use of long-term debt financing for capital projects under, but not limited to, the following circumstances:
- a) When the project's useful life will equal or exceed the term of the financing.
  - b) Revenues available for debt service are considered self sufficient and reliable so that long term financing can be marketed with an appropriate credit rating.
  - c) The project that is being considered will not adversely affect the MTC's or its affiliated entities' credit rating.
  - d) Market conditions present favorable interest rates.
  - e) High priority projects that result from regional or economical conditions that require use of long term debt.
- 3) Each debt issuance shall be approved pursuant an individual resolution specifying the following:
- a) Total principal-- amount of the bonds.
  - b) Maximum interest rate, not to exceed 12%.
  - c) All fees associated with the issuance.
  - d) Bonds are to be fixed or variable.
  - e) Any other special terms or conditions.
- B. The MTC may use debt in special circumstances for projects other than long-term capital projects. Long-term debt will not be used to fund any ongoing operational costs.
- C. The MTC may use lease financing as appropriate means of financing capital facilities, projects and certain equipment. The useful life of the capital equipment, the terms and conditions of the lease and budget flexibility will be evaluated prior to the implementation of the lease obligation. Efforts will be made to fund capital on a pay as you go basis where feasible.
- D. No debt shall be issued without approval of the resolution by the Board.

### **Capital Financing Plan**

A Capital Financing Plan will be prepared for each long term debt financing. Analysis must include, but is not limited to, the following requirements:

- a) description and availability of all sources of funds
- b) timing and priority of capital projects
- c) a financing plan which includes but not limited to:
  - 1) debt coverage
  - 2) debt covenants
- d) debt service requirements
- e) effect of projects on debt capacity
- f) measurable objectives or goals

### **Debt Service Reserve Fund**

A debt service reserve fund (DSRF) will be funded with every tax exempt bond issue. The reserve will be funded with bond proceeds or a DSRF surety policy provided by a rated bond insurer. A DSRF will not be required on taxable financing if there is no negative or additional cost implications to the financing. An analysis and financing plan will be prepared for each debt financing which analyzes the optimal method and level of funding the DSRF and selecting the appropriate bond insurer to achieve project objectives and support debt service.

## **II. Short Term Financing**

Short term borrowing may be utilized for any purpose for which long term debt may be issued. Additionally, short-term borrowing may be utilized as a source of temporary funding of operational cash flow deficits, of anticipated revenues, of inter-fund borrowing or as an interim source of funding in anticipation of long-term borrowing. Short term debt can be issued as follows, but not limited to:

- a) Bond Anticipation Notes (BANs)
- b) Tax and Revenue Anticipation Notes (TRANs)
- c) Grant Anticipation Notes (GANs)
- d) Lines of Credit/Letters of credit
- e) Commercial paper (CP)

A financing plan must be submitted prior to the use of short term financing.

### III. Variable Rate Debt

The MTC may issue variable rate debt. It is often appropriate to issue variable rate debt to diversify the debt portfolio and improve the match of assets to liabilities. An analysis and budgeting plan will be prepared for each debt financing which analyzes the optimal amount of hedged and unhedged variable rate debt appropriate to achieve project objectives and support debt service.

### IV. Credit Enhancements

The MTC may purchase bond insurance, letters of credit or other means of credit enhancement for its borrowing if the credit enhancement improves the credit quality of the bonds and as a result provide the MTC with interest cost savings or other substantial market advantages. An analysis of utilizing credit enhancement instruments will be prepared for each debt financing to determine if there is appropriate value to support purchasing the enhancement.

### V. Structured Financial Products (Derivatives)

The MTC may utilize derivative products such as floating-to-fixed and fixed-to- floating rate swaps as a tool to manage interest rate risk or reduce interest rate cost in the debt portfolio. Derivative products will be evaluated on a case-by-case basis to determine the value of potential benefits as well as a clear understanding of structured products.

The MTC will consider the following risk when considering structured products:

- 1) Counterparty risk: The counterparty' s ratings, or the ratings of an entity controlling the counterparty, must be the equivalent of "A+" or better from three nationally recognized rating agencies, and the counterparty must have ratings that are equal to or better than MTC's current ratings from any two nationally recognized rating agencies at the time of the execution of the transaction.

#### 1A. Counterparty Limits:

<b>Corporate Rating <sup>(a)</sup></b>	<b>Counterparty Security</b>	<b>Portfolio Limit</b>	<b>Single Firm Limit</b>
AAA Collateral	No Limit	No Limit	
AAA Agreement	Over-Collateralized	No Limit	No Limit
AA <sup>(b)</sup>	Collateral	No Limit	No Limit
A <sup>(b)</sup>	Collateral	No Limit	25%

<sup>(a)</sup> – or equivalent

<sup>(b)</sup> – without graduation



- 2) Credit risk: Swap agreement will require unilateral posting by the counterparty if it fails to maintain its credit ratings
- 3) Counterparty exposure risk: The MTC will attempt to use different counterparties to diversify exposure; however, the selection of a counterparty should not be at the expense of pricing or other credit factors.
- 4) Termination risk: Swap agreement will allow the MTC the unilateral option to terminate the swap at any time with 30 days notice.
- 5) Rollover risk: All swap transactions will be coterminous with the bonds issued.
- 6) Amortization risk: The swap will be structured to amortize with the underlying bond.

**Structured financial derivative products may not be used for speculative purposes. Derivative products shall not be used for the sole purpose of generating operating or capital proceeds. Prior Board approval is required in order to utilize a derivative product.**

- 7) Novation/ Assignment: If counterparty or the entity controlling the counterparty does not maintain ratings conforming to subparagraph (1), the MTC may seek novations and assignments with replacement counterparties to reduce the MTC'S exposure. Replacement counterparties must be rated higher than the counterparty being novated but not less than "A-" or equivalent from two rating agencies. In determining eligible novations/assignments, credit limitations in Section 1A shall not apply.
- 8) Conformance with Dodd-Frank: It is the intent of the MTC to conform this policy to the requirements relating to legislation and regulations for over-the-counter derivatives transactions under Title VII of the Wall Street Transparency and Accountability Act of 2010, as supplemented and amended from time to time (herein collectively referred to as "Dodd-Frank"). Pursuant to such intent, it is the policy of the MTC that: (i) each swap advisor engaged or to be engaged by the MTC will function as the designated qualified investment representative of the MTC, sometimes referred to as the "Designated QIR"; (ii) each swap advisor agrees to meet and meets the requirements specified in Commodity Futures Trading Commission Regulation 23.450(b)(1) or any successor regulation thereto (herein referred to as the "Representative Regulation"); (iii) each swap advisor provide a written certification to the MTC to the effect that such swap advisor agrees to meet and meets the requirements specified in the Representative Regulation; (iv) the MTC monitors the performance of each swap advisor consistent with the requirements specified in the Representative Regulation; (v) the MTC exercise independent judgment in consultation with its swap advisor in evaluating all recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this Debt Policy; and (vi) the MTC relies on the advice of its swap advisor with respect to transactions authorized pursuant to this Debt Policy and not rely on recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this Debt Policy

## **VI. Debt Capacity**

An analysis and financing plan will be prepared for each debt financing which analyzes the optimal amount of debt capacity to achieve project objectives and support debt service. Debt levels will be maintained at a level consistent with project objectives and creditworthiness goals.

## **VII. Refunding**

Debt issues will be monitored, on an ongoing basis, for potential savings via refunding opportunities. Refunding will be considered (within federal tax law constraints) if and when there is a net present value economic benefit of 3% resulting from the refunding. Refundings that are non economic may be undertaken to achieve other project objectives such as, changes in covenants, call provisions, operational flexibility, tax status, issuer, or the debt service profile. An analysis will be prepared discussing the economic merits of the refunding and presented to the Board.

## **VIII. Bond Proceeds**

Proceeds will be invested in compliance with the provisions of the bond indenture, federal and state tax requirements, and as well as the adopted Investment Policy.

## **IX. Bond Covenants and Laws**

The MTC shall comply with all covenants and requirements of the bond resolutions, and State and Federal laws authorizing and governing the issuance and administration of debt obligations.

The MTC shall comply with the reporting requirements of Senate Bill No. 1029.

## **X. Continuing Disclosure**

In addition to annual audit and reporting disclosures, the finance department shall comply with all continuing disclosure requirements including Rule 15(c)2-12 of the Securities and Exchange Commission by filing an annual report with each Nationally Recognized Municipal Securities Information Repository and State Repository, if any, that provides certain required financial information and operating data relevant to bondholders within 270 days of the close of the fiscal year.

## **XI. Arbitrage and Rebate Compliance**

The finance department shall maintain a system of accounts, record keeping and reporting as required under Generally Accepted Accounting Principles (GAAP) bond covenants and resolutions.

The use of bond proceeds and their investments must be monitored to ensure timely compliance with both current and future federal tax arbitrage restrictions. All rebates, if any, shall be made in a timely manner.

## **XII. Internal Control Procedures**

The finance department maintains internal control procedures to monitor and ensure that the proceeds of all debt issuance is directed to and utilized for the intended use. Such procedures are tested as part of the annual financial audit.

## **XIII. Bond Rating Agency**

The finance department shall be responsible for maintaining the MTC's relationships with the credit rating agencies. The MTC will maintain a practice of meeting regularly with credit analysts from the bond rating agencies to keep them informed of the MTC's borrowing plans, financial profile, and financial condition.

## **XIV. Investor Relations**

The finance department will make all efforts to keep the various investors informed of current events surrounding the MTC. The finance department will make all efforts to respond to questions from fund managers in a most timely and efficient manner.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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*Memorandum*

TO: Administration Committee

DATE: June 7, 2017

FR: Deputy Executive Director, Operations

W. I. 1153

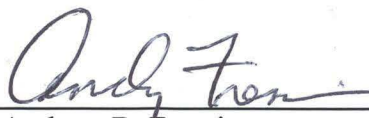
RE: MTC Resolution No. 4291 – MTC Agency FY 2017-18 Pay Schedules

This memorandum requests referral of MTC Resolution No. 4291, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2017-18 to the Commission for approval, consistent with California Code of Regulations Section 570.5 requirements. The pay schedules for the Executive Director and General Counsel will be presented for approval in September after their performance evaluations are completed this summer.

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

The proposed pay schedules do not yet reflect additional positions as a result of the staff consolidation of MTC and the Association of Bay Area Governments (ABAG). Staff expects to make revisions to the proposed pay schedules between the Committee's and Commission's respective actions, to reflect acceptance of employment offers by transitioning ABAG staff.

Staff recommends that this Committee refer MTC Resolution No. 4291 to the Commission for approval.

  
\_\_\_\_\_  
Andrew B. Fremier

SH:rj  
Attachments

Date: June 28, 2017  
W.I.: 1153  
Referred by: Administration

ABSTRACT

Resolution No. 4291

This resolution sets forth the MTC agency pay schedules for MTC employees from July 1, 2017 through and including June 30, 2018.

Further discussion is contained in the Deputy Executive Director's memorandum dated June 7, 2017.

Date: June 28, 2017  
W.I.: 1153  
Referred by: Administration Committee

Re: MTC Agency Pay Schedules for FY2017-18, from July 1, 2017 through June 30, 2018

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4291

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

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

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

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

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

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

RESOLVED, that this resolution sets forth the MTC pay schedules contemplated in MTC Resolution Nos. 4153 and 4154 for the period from July 1, 2017 through June 30, 2018; and be it further

RESOLVED, that the MTC agency pay schedule for CSR represented regular staff employees and Confidential employees effective July 1, 2017 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 MTC agency pay schedule for specific executive employees effective July 1, 2017 through June 30, 2018 shall be as set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1248 Hours Annually**  
**Fiscal Year 2017-18, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	V	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	HOURLY BASE RATE
		\$1,496.65	\$1,534.07	\$1,572.42	\$1,611.73	\$1,652.02	\$1,693.32	\$1,735.66	\$1,779.04	\$1,823.53	\$1,869.11	\$1,915.84	BI-WEEKLY
		\$3,242.75	\$3,323.82	\$3,406.91	\$3,492.08	\$3,579.39	\$3,668.87	\$3,760.59	\$3,854.60	\$3,950.97	\$4,049.75	\$4,150.99	MONTHLY
		\$38,912.94	\$39,885.83	\$40,882.91	\$41,904.97	\$42,952.63	\$44,026.41	\$45,127.08	\$46,255.16	\$47,411.66	\$48,596.97	\$49,811.86	ANNUAL
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Executive Assistant I													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info/Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	VI	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	HOURLY BASE RATE
		\$1,650.91	\$1,692.18	\$1,734.49	\$1,777.85	\$1,822.30	\$1,867.85	\$1,914.56	\$1,962.41	\$2,011.47	\$2,061.76	\$2,113.30	BI-WEEKLY
		\$3,576.97	\$3,666.39	\$3,758.06	\$3,852.01	\$3,948.33	\$4,047.02	\$4,148.20	\$4,251.90	\$4,358.19	\$4,467.14	\$4,578.82	MONTHLY
		\$42,923.69	\$43,996.71	\$45,096.74	\$46,224.17	\$47,379.91	\$48,564.19	\$49,778.44	\$51,022.78	\$52,298.23	\$53,605.70	\$54,945.82	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Planner/Analyst													
Junior Program Coordinator													



**Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR/TECHNICIAN	IV	\$28.3382	\$29.0467	\$29.7730	\$30.5172	\$31.2803	\$32.0622	\$32.8638	\$33.6854	\$34.5276	\$35.3907	\$36.2756	HOURLY BASE RATE
		\$1,700.29	\$1,742.80	\$1,786.38	\$1,831.03	\$1,876.82	\$1,923.73	\$1,971.83	\$2,021.13	\$2,071.65	\$2,123.44	\$2,176.53	BI-WEEKLY
		\$3,683.97	\$3,776.07	\$3,870.49	\$3,967.24	\$4,066.44	\$4,168.08	\$4,272.29	\$4,379.11	\$4,488.58	\$4,600.80	\$4,715.82	MONTHLY
		\$44,207.63	\$45,312.81	\$46,445.85	\$47,606.90	\$48,797.23	\$50,017.02	\$51,267.54	\$52,549.27	\$53,863.01	\$55,209.56	\$56,589.88	ANNUAL
Administrative Assistant III													
Purchasing Technician													
GSU Assistant III													
Building Services Assistant I													
Information Systems Technician I													
Accounting Assistant III													
Library Technician I													
Public Info & Outreach Technician I													
TECHNICIAN	V	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	HOURLY BASE RATE
		\$1,870.81	\$1,917.59	\$1,965.52	\$2,014.66	\$2,065.03	\$2,116.65	\$2,169.57	\$2,223.81	\$2,279.41	\$2,336.39	\$2,394.80	BI-WEEKLY
		\$4,053.43	\$4,154.77	\$4,258.64	\$4,365.10	\$4,474.23	\$4,586.08	\$4,700.74	\$4,818.25	\$4,938.71	\$5,062.18	\$5,188.74	MONTHLY
		\$48,641.18	\$49,857.28	\$51,103.64	\$52,381.21	\$53,690.79	\$55,033.01	\$56,408.86	\$57,818.95	\$59,264.58	\$60,746.21	\$62,264.83	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	VI	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	HOURLY BASE RATE
		\$2,063.64	\$2,115.23	\$2,168.11	\$2,222.32	\$2,277.88	\$2,334.82	\$2,393.19	\$2,453.02	\$2,514.34	\$2,577.20	\$2,641.63	BI-WEEKLY
		\$4,471.22	\$4,582.99	\$4,697.58	\$4,815.02	\$4,935.41	\$5,058.77	\$5,185.25	\$5,314.87	\$5,447.73	\$5,583.93	\$5,723.52	MONTHLY
		\$53,654.61	\$54,995.88	\$56,370.92	\$57,780.22	\$59,224.88	\$60,705.24	\$62,223.05	\$63,778.47	\$65,372.79	\$67,007.12	\$68,682.27	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													
ASSISTANT	VII	\$39.6566	\$40.6480	\$41.6642	\$42.7058	\$43.7735	\$44.8678	\$45.9894	\$47.1393	\$48.3177	\$49.5255	\$50.7637	HOURLY BASE RATE
		\$2,379.40	\$2,438.88	\$2,499.85	\$2,562.35	\$2,626.41	\$2,692.07	\$2,759.37	\$2,828.36	\$2,899.06	\$2,971.53	\$3,045.82	BI-WEEKLY
		\$5,155.36	\$5,284.24	\$5,416.35	\$5,551.76	\$5,690.55	\$5,832.81	\$5,978.63	\$6,128.10	\$6,281.30	\$6,438.32	\$6,599.28	MONTHLY
		\$61,864.36	\$63,410.83	\$64,996.18	\$66,621.07	\$68,286.61	\$69,993.77	\$71,743.50	\$73,537.25	\$75,375.65	\$77,259.83	\$79,191.39	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1560 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSOCIATE	VIII(a)	\$45.7208	\$46.8638	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	HOURLY BASE RATE
		\$2,743.25	\$2,811.83	\$2,882.12	\$2,954.17	\$3,028.03	\$3,103.74	\$3,181.33	\$3,260.86	\$3,342.39	\$3,425.94	\$3,511.59	BI-WEEKLY
		\$5,943.71	\$6,092.29	\$6,244.60	\$6,400.71	\$6,560.74	\$6,724.77	\$6,892.88	\$7,065.19	\$7,241.84	\$7,422.88	\$7,608.45	MONTHLY
		\$71,324.47	\$73,107.50	\$74,935.18	\$76,808.47	\$78,728.83	\$80,697.19	\$82,714.54	\$84,782.30	\$86,902.09	\$89,074.53	\$91,301.38	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													
SENIOR	VIII(b)	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	\$59.9897	\$61.4894	HOURLY BASE RATE
		\$2,882.12	\$2,954.17	\$3,028.03	\$3,103.74	\$3,181.33	\$3,260.86	\$3,342.39	\$3,425.95	\$3,511.59	\$3,599.38	\$3,689.36	BI-WEEKLY
		\$6,244.60	\$6,400.71	\$6,560.74	\$6,724.77	\$6,892.87	\$7,065.19	\$7,241.85	\$7,422.88	\$7,608.45	\$7,798.66	\$7,993.62	MONTHLY
		\$74,935.22	\$76,808.47	\$78,728.83	\$80,697.24	\$82,714.48	\$84,782.26	\$86,902.14	\$89,074.60	\$91,301.34	\$93,583.93	\$95,923.46	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Senior Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR I	I	\$20.5884	\$21.1032	\$21.6307	\$22.1716	\$22.7258	\$23.2940	\$23.8764	\$24.4733	\$25.0851	\$25.7122	\$26.3551	HOURLY BASE RATE
		\$1,482.37	\$1,519.43	\$1,557.41	\$1,596.35	\$1,636.26	\$1,677.17	\$1,719.10	\$1,762.08	\$1,806.13	\$1,851.28	\$1,897.56	BI-WEEKLY
		\$3,211.80	\$3,292.10	\$3,374.40	\$3,458.76	\$3,545.22	\$3,633.86	\$3,724.71	\$3,817.83	\$3,913.27	\$4,011.10	\$4,111.39	MONTHLY
		\$38,541.55	\$39,505.15	\$40,492.76	\$41,505.15	\$42,542.69	\$43,606.36	\$44,696.53	\$45,813.98	\$46,959.28	\$48,133.19	\$49,336.69	ANNUAL
Intern													
ADMINISTRATOR II	II	\$23.3858	\$23.9703	\$24.5696	\$25.1840	\$25.8135	\$26.4589	\$27.1205	\$27.7984	\$28.4935	\$29.2059	\$29.9359	HOURLY BASE RATE
		\$1,683.78	\$1,725.86	\$1,769.01	\$1,813.25	\$1,858.58	\$1,905.04	\$1,952.67	\$2,001.49	\$2,051.53	\$2,102.83	\$2,155.39	BI-WEEKLY
		\$3,648.19	\$3,739.37	\$3,832.86	\$3,928.70	\$4,026.91	\$4,127.59	\$4,230.79	\$4,336.56	\$4,444.98	\$4,556.12	\$4,670.00	MONTHLY
		\$43,778.26	\$44,872.47	\$45,994.33	\$47,144.43	\$48,322.96	\$49,531.06	\$50,769.51	\$52,038.69	\$53,339.75	\$54,673.47	\$56,040.02	ANNUAL
Administrative Assistant I GSU Assistant I Accounting Assistant I													
ADMINISTRATOR III	III	\$25.7694	\$26.4137	\$27.0741	\$27.7508	\$28.4447	\$29.1558	\$29.8846	\$30.6317	\$31.3975	\$32.1824	\$32.9869	HOURLY BASE RATE
		\$1,855.40	\$1,901.78	\$1,949.33	\$1,998.06	\$2,048.02	\$2,099.22	\$2,151.69	\$2,205.49	\$2,260.62	\$2,317.14	\$2,375.06	BI-WEEKLY
		\$4,020.03	\$4,120.53	\$4,223.56	\$4,329.13	\$4,437.38	\$4,548.31	\$4,662.00	\$4,778.55	\$4,898.02	\$5,020.46	\$5,145.96	MONTHLY
		\$48,240.37	\$49,446.36	\$50,682.69	\$51,949.57	\$53,248.52	\$54,579.74	\$55,943.99	\$57,342.62	\$58,776.21	\$60,245.53	\$61,751.53	ANNUAL
Administrative Assistant II GSU Assistant II Accounting Assistant II													
ADMINISTRATOR/TECHNICIAN	IV	\$28.3382	\$29.0467	\$29.7730	\$30.5172	\$31.2803	\$32.0622	\$32.8638	\$33.6854	\$34.5276	\$35.3907	\$36.2756	HOURLY BASE RATE
		\$2,040.35	\$2,091.36	\$2,143.65	\$2,197.24	\$2,252.18	\$2,308.48	\$2,366.19	\$2,425.35	\$2,485.98	\$2,548.13	\$2,611.84	BI-WEEKLY
		\$4,420.76	\$4,531.28	\$4,644.59	\$4,760.69	\$4,879.72	\$5,001.70	\$5,126.75	\$5,254.93	\$5,386.30	\$5,520.96	\$5,658.99	MONTHLY
		\$53,049.15	\$54,375.38	\$55,735.02	\$57,128.28	\$58,556.68	\$60,020.42	\$61,521.04	\$63,059.12	\$64,635.61	\$66,251.47	\$67,907.86	ANNUAL
Administrative Assistant III Purchasing Technician GSU Assistant III Building Services Assistant I Information Systems Technician I Accounting Assistant III Library Technician I Public Info & Outreach Technician I													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	V	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	HOURLY BASE RATE
		\$2,244.98	\$2,301.11	\$2,358.63	\$2,417.59	\$2,478.04	\$2,539.99	\$2,603.49	\$2,668.57	\$2,735.29	\$2,803.67	\$2,873.76	BI-WEEKLY
		\$4,864.12	\$4,985.73	\$5,110.36	\$5,238.12	\$5,369.08	\$5,503.30	\$5,640.89	\$5,781.89	\$5,926.46	\$6,074.62	\$6,226.48	MONTHLY
		\$58,369.41	\$59,828.74	\$61,324.37	\$62,857.45	\$64,428.94	\$66,039.62	\$67,690.63	\$69,382.74	\$71,117.49	\$72,895.46	\$74,717.79	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	VI	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	HOURLY BASE RATE
		\$2,476.37	\$2,538.27	\$2,601.73	\$2,666.78	\$2,733.46	\$2,801.78	\$2,871.83	\$2,943.62	\$3,017.21	\$3,092.64	\$3,169.95	BI-WEEKLY
		\$5,365.46	\$5,499.59	\$5,637.09	\$5,778.02	\$5,922.49	\$6,070.52	\$6,222.31	\$6,377.85	\$6,537.28	\$6,700.71	\$6,868.23	MONTHLY
		\$64,385.54	\$65,995.06	\$67,645.11	\$69,336.26	\$71,069.86	\$72,846.29	\$74,667.66	\$76,534.17	\$78,447.35	\$80,408.55	\$82,418.72	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSISTANT	VII	\$39.6566	\$40.6480	\$41.6642	\$42.7058	\$43.7735	\$44.8678	\$45.9894	\$47.1393	\$48.3177	\$49.5255	\$50.7637	HOURLY BASE RATE
		\$2,855.28	\$2,926.65	\$2,999.82	\$3,074.82	\$3,151.69	\$3,230.48	\$3,311.24	\$3,394.03	\$3,478.88	\$3,565.84	\$3,654.99	BI-WEEKLY
		\$6,186.44	\$6,341.08	\$6,499.62	\$6,662.11	\$6,828.66	\$6,999.38	\$7,174.35	\$7,353.72	\$7,537.57	\$7,725.98	\$7,919.14	MONTHLY
		\$74,237.24	\$76,092.99	\$77,995.42	\$79,945.28	\$81,943.93	\$83,992.52	\$86,092.20	\$88,244.70	\$90,450.78	\$92,711.80	\$95,029.66	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													
ASSOCIATE	VIII(a)	\$45.7208	\$46.8638	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	HOURLY BASE RATE
		\$3,291.90	\$3,374.19	\$3,458.55	\$3,545.01	\$3,633.64	\$3,724.49	\$3,817.59	\$3,913.03	\$4,010.87	\$4,111.13	\$4,213.91	BI-WEEKLY
		\$7,132.45	\$7,310.75	\$7,493.52	\$7,680.85	\$7,872.88	\$8,069.72	\$8,271.45	\$8,478.23	\$8,690.21	\$8,907.45	\$9,130.14	MONTHLY
		\$85,589.37	\$87,729.00	\$89,922.21	\$92,170.17	\$94,474.59	\$96,836.63	\$99,257.45	\$101,738.76	\$104,282.50	\$106,889.43	\$109,561.66	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 1872 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
SENIOR	VIII(b)	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	\$59.9897	\$61.4894	HOURLY BASE RATE
		\$3,458.55	\$3,545.01	\$3,633.64	\$3,724.49	\$3,817.59	\$3,913.03	\$4,010.87	\$4,111.14	\$4,213.91	\$4,319.26	\$4,427.24	BI-WEEKLY
		\$7,493.52	\$7,680.85	\$7,872.88	\$8,069.72	\$8,271.45	\$8,478.23	\$8,690.21	\$8,907.46	\$9,130.13	\$9,358.39	\$9,592.35	MONTHLY
		\$89,922.27	\$92,170.17	\$94,474.60	\$96,836.69	\$99,257.37	\$101,738.71	\$104,282.57	\$106,889.52	\$109,561.61	\$112,300.72	\$115,108.16	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Senior Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													
PRINCIPAL	IX	\$55.9796	\$57.3792	\$58.8135	\$60.2838	\$61.7910	\$63.3357	\$64.9190	\$66.5419	\$68.2055	\$69.9106	\$71.6584	HOURLY BASE RATE
		\$4,030.53	\$4,131.30	\$4,234.57	\$4,340.43	\$4,448.95	\$4,560.17	\$4,674.17	\$4,791.02	\$4,910.80	\$5,033.56	\$5,159.41	BI-WEEKLY
		\$8,732.82	\$8,951.15	\$9,174.91	\$9,404.27	\$9,639.39	\$9,880.37	\$10,127.37	\$10,380.54	\$10,640.06	\$10,906.06	\$11,178.71	MONTHLY
		\$104,793.78	\$107,413.77	\$110,098.87	\$112,851.20	\$115,672.66	\$118,564.43	\$121,528.41	\$124,566.53	\$127,680.70	\$130,872.67	\$134,144.53	ANNUAL
Contract Manager													
Building Manager													
Principal Information Systems Manager													
Principal Systems Manager													
Revenue & Budget Manager													
Principal Financial Analyst													
Accounting Manager													
GIS Principal													
Prinicpal Public Info/Outreach Analyst													
Principal Legislative Analyst													
Principal Planner/Analyst													
Principal Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ADMINISTRATOR I	I	\$20.5884	\$21.1032	\$21.6307	\$22.1716	\$22.7258	\$23.2940	\$23.8764	\$24.4733	\$25.0851	\$25.7122	\$26.3551	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Intern													
ADMINISTRATOR II	II	\$23.3858	\$23.9703	\$24.5696	\$25.1840	\$25.8135	\$26.4589	\$27.1205	\$27.7984	\$28.4935	\$29.2059	\$29.9359	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Administrative Assistant I GSU Assistant I Accounting Assistant I													
ADMINISTRATOR III	III	\$25.7694	\$26.4137	\$27.0741	\$27.7508	\$28.4447	\$29.1558	\$29.8846	\$30.6317	\$31.3975	\$32.1824	\$32.9869	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Administrative Assistant II GSU Assistant II Accounting Assistant II													
ADMINISTRATOR/TECHNICIAN	IV	\$28.3382	\$29.0467	\$29.7730	\$30.5172	\$31.2803	\$32.0622	\$32.8638	\$33.6854	\$34.5276	\$35.3907	\$36.2756	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Administrative Assistant III Purchasing Technician GSU Assistant III Building Services Assistant I Information Systems Technician I Accounting Assistant III Library Technician I Public Info & Outreach Technician I													



**Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
TECHNICIAN	V	\$31.1802	\$31.9598	\$32.7587	\$33.5777	\$34.4172	\$35.2776	\$36.1595	\$37.0634	\$37.9901	\$38.9399	\$39.9133	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Executive Assistant I													
Legal Assistant I													
Purchasing/Procurement Specialist													
Building Services Assistant II													
Human Resources Technician													
Information Systems Technician II													
Finance Technician I													
GIS Planner/Analyst I													
Graphic Artist I													
Library Technician II													
Public Info & Outreach Technician II													
Planning Technician													
Program Technician													
JUNIOR	VI	\$34.3940	\$35.2538	\$36.1352	\$37.0386	\$37.9647	\$38.9136	\$39.8866	\$40.8836	\$41.9056	\$42.9533	\$44.0271	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Executive Assistant II													
Legal Assistant II													
Contract Assistant													
Assistant Building Engineer													
Human Resources Analyst I													
Information Systems Specialist I													
Systems Analyst I													
Junior Financial Analyst													
Accountant/Auditor I													
Finance Technician II													
GIS Planner/Analyst II													
Graphic Artist II													
Librarian I													
Junior Public Info/Outreach Analyst													
Junior Planner/Analyst													
Junior Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
ASSISTANT	VII	\$39.6566	\$40.6480	\$41.6642	\$42.7058	\$43.7735	\$44.8678	\$45.9894	\$47.1393	\$48.3177	\$49.5255	\$50.7637	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Executive Assistant III													
Legal Assistant III													
Contract Specialist													
Building Engineer													
Human Resources Analyst II													
Information Systems Specialist II													
Systems Analyst II													
Assistant Financial Analyst													
Accountant/Auditor II													
GIS Planner/Analyst III													
Graphic Artist III													
Librarian II													
Assistant Public Info/Outreach Analyst													
Assistant Legislative Analyst													
Assistant Planner/Analyst													
Assistant Program Coordinator													
ASSOCIATE	VIII(a)	\$45.7208	\$46.8638	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Associate Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Associate Public Info/Outreach Analyst													
Associate Legislative Analyst													
Associate Planner/Analyst													
Associate Program Coordinator													

**Pay Schedule for CSR Represented Employees and Confidential Employees - 2080 Hours Annually**  
**Fiscal Year 2017-2018, Effective July 1, 2017**

CLASS/POSITION	GRADE	STEP A	STEP A1	STEP B	STEP B1	STEP C	STEP C1	STEP D	STEP D1	STEP E	STEP E1	STEP F	PAY TYPES
SENIOR	VIII(b)	\$48.0354	\$49.2362	\$50.4672	\$51.7290	\$53.0221	\$54.3476	\$55.7065	\$57.0991	\$58.5265	\$59.9897	\$61.4894	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Contract Administrator													
Building Administrator													
Human Resources Analyst III													
Information Systems Specialist III													
Systems Analyst III													
Senior Financial Analyst													
Accountant/Auditor III													
GIS Coordinator													
Graphic Artist Coordinator													
Head Librarian													
Senior Public Info/Outreach Analyst													
Senior Legislative Analyst													
Senior Planner/Analyst													
Senior Program Coordinator													
PRINCIPAL	IX	\$55.9796	\$57.3792	\$58.8135	\$60.2838	\$61.7910	\$63.3357	\$64.9190	\$66.5419	\$68.2055	\$69.9106	\$71.6584	HOURLY BASE RATE
		\$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
		\$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
		\$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	ANNUAL
Contract Manager													
Building Manager													
Principal Information Systems Manager													
Principal Systems Manager													
Revenue & Budget Manager													
Principal Financial Analyst													
Accounting Manager													
GIS Principal													
Prinicpal Public Info/Outreach Analyst													
Principal Legislative Analyst													
Principal Planner/Analyst													
Principal Program Coordinator													

Salary Ranges For MTC 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 #:** 17-2655      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/22/2017      **In control:** Administration Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4280 - FY 2017-18 MTC Agency Budget

A request to refer FY 2017-18 MTC Agency Budget, MTC Resolution No. 4280 to the Commission for approval.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7a Admin 3b Reso-4280 FY18 Agency Budget](#)  
[3b Reso-4280 FY18 Agency Budget.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Administration Committee		

**Subject:**

MTC Resolution No. 4280 - FY 2017-18 MTC Agency Budget

*A request to refer FY 2017-18 MTC Agency Budget, MTC Resolution No. 4280 to the Commission for approval.*

**Presenter:**

Brian Mayhew

**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](http://www.mtc.ca.gov)

## Memorandum

TO: Administration Committee

DATE: June 7, 2017

FR: Deputy Executive Director, Operations

W. I. 1152

RE: MTC Resolution No. 4280 – MTC FY 2017-18 Agency Budget

Staff requests that the Committee forward MTC Resolution No. 4280, the MTC FY 2017-18 agency budget, to the Commission for approval. The recommended budget is attached to the Resolution Attachment A.

We are recommending a total operating budget of \$54.9 million with operating revenue and transfers of \$54.1 million and a projected deficit of approximately \$770,000.

We are proposing a total of 291 positions, which includes 61 new positions from the ABAG staff consolidation and a reduction of the BAHA director position and one MTC planning position. This recommendation fully incorporates the contract for services (CS) for the MTC/ABAG staff consolidation signed on May 30, 2017. Offer letters have already gone out to the ABAG staff as provided in the CS. Based on a June 16 reply deadline, we expect all of the transitioned employees to be incorporated into the MTC Payroll system by July 1, with the first processed payroll for July 14, 2017.

<b>Total MTC Staff positions</b>	
<b>FY 2016-17</b>	<b>232</b>
<b>Deleted</b>	
BAHA Director	-1
Planning Vacant Position	-1
<b>Subtotal Deleted</b>	<b>-2</b>
<b>Added - ABAG</b>	
Planners	21
Public Info	3
Admin/Finance/Technology	14
Estuary	13
PLAN & SHARP	6
FAN	1
POWER	3
<b>Subtotal Added</b>	<b>61</b>
<b>Total MTC Staff positions</b>	
<b>FY 2017-18</b>	<b>291</b>

The difference between the final proposed budget and the May draft budget is mainly attributable to a correction of ABAG staffing from 60 to 61, changes to some proposed consulting work, as well as other corrections to staff charges.

### **MTC FY 2017-18 Operating Budget**

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

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

The overall operating costs are adopted on an annual basis. Grant and project funded operations are for the life of the project or until the grant expires.

### **Revenue**

Total operating revenue of \$54 million in the proposed budget is an 11% increase from the FY 2016-17 budget, as shown in Table 1.

**Table 1**

	<b>FY 2014-15 Actual</b>	<b>FY 2015-16 Actual</b>	<b>FY 2016-17 Budget</b>	<b>FY 2017-18 Budget</b>
TDA (Sales tax)	\$12,373,863	\$12,812,330	\$12,500,000	\$13,250,000
Interest/Other	546,679	606,081	520,000	530,000
Planning grants	10,803,679	9,841,225	13,396,270	11,352,714
Transfers	12,194,429	14,895,515	18,238,661	24,201,672
State & Local Funding	<u>3,567,852</u>	<u>6,135,367</u>	<u>4,103,345</u>	<u>4,780,294</u>
<b>Total Operating Revenue</b>	<b><u>\$39,486,502</u></b>	<b><u>\$44,290,518</u></b>	<b><u>\$48,758,276</u></b>	<b><u>\$54,114,680</u></b>

Highlights of the proposed MTC revenue:

- TDA (Sales Tax) – Up \$750,000 (6%).
- Federal Planning Grants – Down \$2 million mainly due to a large Sustainable Sea Level Rise planning grant that was awarded in FY 2016-17.
- Transfers – Up \$5.9 million due to funds and grants from ABAG and other MTC programs to cover the staff consolidation.
  - ABAG grants: \$1 million
  - Bay Trail funds: \$0.7 million
  - Coastal Conservancy grants: \$1.2 million
  - ABAG Membership dues net of contribution to unfunded pension liability: \$0.8 million
  - Transfer from other programs to cover indirect cost: \$2.2 million
- State and Local funding – Up \$700,000 mainly due to the contribution of multiple cities to fund the Bay Area Forward project.

### **Operating Expenses**

The proposed operating budget shows a 15% increase in total operating expenses, mainly as a result of an increase in staffing and other operating costs (Table 2).

**Table 2**

	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Budget</b>
Salaries/ Benefits	\$18,798,762	\$19,632,581	\$23,060,134	\$28,912,724
Temporaries	2,930,237	2,897,140	191,607	220,157
Other Expenses	<u>2,591,609</u>	<u>3,235,955</u>	<u>4,864,224</u>	<u>7,782,025</u>
<b>Ops Subtotal</b>	<b>24,320,608</b>	<b>25,765,676</b>	<b>28,115,965</b>	<b>36,914,906</b>
Contractual	12,625,562	14,677,811	20,340,531	17,965,506
Transfer Out	38,459	154,232	0	0
<b>Total Operating Expense</b>	<b><u>\$36,984,629</u></b>	<b><u>\$40,597,719</u></b>	<b><u>\$48,456,496</u></b>	<b><u>\$54,880,412</u></b>

### **Staff Salaries and Benefits**

Total regular staff salaries and benefits will increase by approximately \$5.9 million (25%). \$5.6 million of the increase is due to the inclusion of 38 ABAG employees in the MTC general fund budget. The remaining 23 ABAG staff are budgeted as part of the Enterprise units (e.g. Estuary, PLAN & SHARP). The proposed staff consolidation includes:

- 21 Planner employees - \$3.3 million in operating funds and \$0.8 million grant funded.
- 3 Legislation and Public Affairs employees - \$0.5 million



- 14 Finance, Technology and Administrative Services employees - \$1.8 million.

### **Other Expenses**

Other Expenses increased by \$2.9 million:

- \$1.6 million increase in general operations due to ABAG staff consolidation.
- \$200,000 increase in travel and printing due to ABAG staff consolidation.
- \$1.1 million increase in computer services. Of that, \$342,000 is related to the ABAG staff consolidation and \$758,000 is due to software licenses, hosted services and computer hardware.

### **Multi-Year Federal Grants**

Approximately \$155 million in new STP grants and \$106 million in new CMAQ grants for multiple programs will be added in FY 2017-18 bringing the total grant program under management to \$317 million. Grants are budgeted on a life-to-date basis and as such only the new funding is subject to the annual budget approval process. The life-to-date budget for the multi-year federal grants is included in Attachment B.

### **Capital Projects**

Capital projects are also budgeted on a life-to-date basis. The proposed FY 2017-18 budget includes capital expenditures of \$200,000 for improved records management. The Hub Signage capital budget will increase by \$1.1 million to reflect the work related to the Real Time Sign Enhancement.

### **Clipper<sup>®</sup>**

Clipper<sup>®</sup> is an Enterprise Fund operated by MTC. The Clipper<sup>®</sup> operating and capital budgets for FY 2017-18 are shown in Attachment C. However, as an enterprise, Clipper<sup>®</sup>'s revenues and expenses do not flow through MTC.

The Clipper<sup>®</sup> operating expenses are projected to be \$32.4 million:

- \$28.2 million for Clipper<sup>®</sup> operations
- \$1.4 million for staff costs
- \$2.8 million for customer outreach/education

Total life-to-date Clipper<sup>®</sup> capital program budget of \$267 million will increase by \$2.5 million in FY 2017-18.

### **MTC/ABAG Staff Consolidation – Financial Consequences**

As previously shared with the Commission as part of the financial due diligence, the MTC/ABAG staff consolidation is not without financial consequences for MTC. Table 3 on the following page summarizes the FY2017-18 budget impact. The financial result of the MTC budget before including the ABAG costs was a small net surplus of roughly \$225,000. After including the full ABAG consolidation staff costs, the budget shows a deficit of just under \$770,000 - a swing of nearly \$1 million. It is important to note that the deficit would have been closer to \$2.4 million if

not for two important mitigations: 1) the savings associated with management redundancies (\$0.6 million) and 2) the transfer of toll funding to cover the overhead costs for the San Francisco Estuary Program (\$1.1 million).

Table 3

	MTC	ABAG	Total
<b>Revenues</b>			
TDA (Sales tax)	\$ 11,950,000	\$ 1,300,000	\$ 13,250,000
Interest/Other	530,000	0	530,000
Planning grants	9,980,033	1,372,716	11,352,749
Transfers	17,905,925	5,854,947	23,760,872
State & Local Funding	4,980,850	0	4,980,850
<b>Total Operating Revenue</b>	<b>\$ 45,346,809</b>	<b>\$ 8,527,663</b>	<b>\$ 53,874,472</b>
<b>Expenses</b>			
Salaries/ Benefits	\$ 23,509,719	\$ 5,632,953	\$ 29,142,672
Other Expenses	5,964,531	1,817,495	7,782,026
<b>Ops Subtotal</b>	<b>29,474,250</b>	<b>7,450,448</b>	<b>36,924,698</b>
Contractual	15,647,340	2,068,166	17,715,506
<b>Total Operating Expense</b>	<b>\$ 45,121,590</b>	<b>\$ 9,518,614</b>	<b>\$ 54,640,204</b>
<b>Surplus/Deficit</b>	<b>\$ 225,219</b>	<b>\$ (990,951)</b>	<b>\$ (765,732)</b>

### **Budget Uncertainties**

The FY 2017-18 budget makes assumptions about two issues of uncertainty that are atypical of past MTC budgets. The first has been the source of much discussion – the long-term financial effects on MTC and ABAG of the implementation of MTC Resolution 4210, which would integrate the ABAG staff within MTC. The second issue is the long-term effects of the CalPERS rate adjustments. A bit more detail is provided below on these topics.

- MTC/ABAG Future Relationship:*** With the signing of the ABAG CS, Resolution 4210 is fully established. There is still remaining longer-term uncertainty about the financial effects of the ABAG staff consolidation. As MTC begins its post consolidation operations, it will have to obtain a new actuary report, new CalPERS information for the additional new employees, and review the current and future grant and contract agreements. This could result in changes to the retirement and OPEB liability for the consolidated staff structure under MTC.
- CALPERS Retirement Rates:*** The second uncertainty lies with the future of CalPERS retirement rates. Agencies have been provided information on the impact of lowering the discount rate from 7.5% to 7.0% over a three-year period effective July 1, 2018. After the three-year ramp-up, MTC's normal costs will increase by up to 3% annually and the unfunded actuarial liability would go up 3%, 3%, and 9% during the three-year ramp-up. After three years, the unfunded actuarial liability will go up by 5% annually. There is no

guarantee that there will not be other rate increases from CalPERS due to further discount rate lowering or other risks due to other economic or budget conditions.

**Reserve Balances**

Reserves offer support for times of fiscal distress, as well as the ability to fund one-time costs that would otherwise distort budget management. The unrestricted reserve is projected to be \$8.5 million at the end of FY 2017-18. The most significant recent increase in the restricted balance is \$18.5 million to reflect the agency's net pension liability as required by GASB 68 starting in FY 2014-15.


The reserve is important to MTC particularly because the \$51 million in active grants and the \$32 million in Clipper® costs are all managed on a reimbursement basis. Without the cash flow capacity provided by the reserve, MTC could not deliver projects on the basis of budgetary priority. MTC's current and projected reserve position is shown in Table 4 below.

**Table 4**

	<b>Actual FY 2015-16</b>	<b>Budget FY 2016-17</b>	<b>Budget FY 2017-18</b>
Benefits Reserve	\$1,468,652	\$3,000,000	\$3,000,000
Liability Reserve	964,580	500,000	300,000
Capital Asset	0	0	200,000
Compensated Leave	4,842,422	4,700,000	4,900,000
Encumbrances	4,885,700	3,500,000	4,000,000
Net Pension Liability	18,286,012	18,389,832	18,500,000
MTC/ABAG Integration	0	1,000,000	0
STA Reserve	158,050	1,500,000	500,000
<b>Total Restricted</b>	<b>\$30,605,416</b>	<b>\$32,589,832</b>	<b>\$31,400,000</b>
Unrestricted Balance	\$9,764,379	\$8,081,743	\$8,505,844
<b>Total Reserves</b>	<b>\$40,369,795</b>	<b>\$40,671,575</b>	<b>\$39,905,844</b>

**Recommendation:**

MTC staff recommends that this Committee forward Resolution No. 4280, MTC's FY 2017-18 operating and capital budget, to the Commission for approval.

  
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Andrew B. Fremier

SH:se  
Attachments

**COMMISSION AGENDA ITEM 7a**

Date: June 28, 2017  
W.I.: 1152  
Referred By: Administration

**ABSTRACT**

Resolution No. 4280

This resolution approves the Agency Budget for FY 2017-18.

Further discussion of the agency budget is contained in the MTC Deputy Executive Director's memoranda to the Administration Committee dated June 7, 2017. A budget is attached as Attachments A, B and C.

**COMMISSION AGENDA ITEM 7a**

Date: June 28, 2017  
W.I.: 1152  
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4280

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

WHEREAS, on April 26, 2017 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2017-18 with the adoption of MTC Resolution No. 4277; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2017-18; and

WHEREAS, the final draft MTC Agency Budget for FY 2017-18 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4277; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2017-18, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2017-18, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2017-18; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2017-18; and, be it further

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

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2017-18 as follows: Benefits, Liability, Compensated Leave, Encumbrances, Building, Unfunded Pension Obligation and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$200,000 for computer capital as well as set aside \$300,000 from the Liability Reserve. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2017-18 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 291 and will not be increased without approved increase to the appropriate FY 2017-18 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2017-18 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

## **COMMISSION AGENDA ITEM 7a**

Date: June 28, 2017  
W.I.: 1152  
Referred by: Administration

Attachments A, B, C  
Resolution No. 4280

# **METROPOLITAN TRANSPORTATION COMMISSION**

## **AGENCY BUDGET**

**FY 2017-18**

### **TABLE OF CONTENTS**

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Contractual Services	6

## BUDGET FY 2017-18

Attachment A

## SUMMARY

## PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change % Inc./Dec	Change \$ Inc./Dec
General Planning Revenue	\$25,896,270	\$24,602,714	-5%	(\$1,293,556)
Other MTC Revenue	1,207,933	1,187,708	-2%	(20,225)
Transfers from other Funds	18,238,661	24,201,672	33%	5,963,011
Local Revenue Grants	3,415,412	4,122,586	21%	707,174
<b>Total Operating Revenue</b>	<b>\$48,758,277</b>	<b>\$54,114,680</b>	<b>11%</b>	<b>\$5,356,404</b>
<b>Total Operating Expense</b>	<b>\$47,856,495</b>	<b>\$54,880,412</b>	<b>15%</b>	<b>\$7,023,917</b>
<b>Operating Surplus (Shortfall)</b>	<b>\$901,782</b>	<b>(\$765,732)</b>	<b>-185%</b>	<b>(\$1,667,514)</b>
Total Operating Revenue - Prior Year	\$8,975,132	\$0	0%	(\$8,975,132)
Total Operating Expense - Prior Year	\$8,975,132	\$0	0%	(\$8,975,132)
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
<b>Total Operating Surplus (Shortfall)</b>	<b>\$901,782</b>	<b>(\$765,732)</b>	<b>-185%</b>	<b>(\$1,667,514)</b>

## PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$0	\$1,610,579	0%	\$1,610,579
Total Annual Capital Expense	\$600,000	\$1,610,579	168%	\$1,010,579
Capital Surplus(Shortfall)	(\$600,000)	\$0	0%	\$600,000
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>\$301,782</b>	<b>(\$765,732)</b>	<b>-354%</b>	<b>(\$1,067,514)</b>

## PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$301,782	(\$765,732)	-354%	(\$1,067,514)
<b>Current Year Ending Balance</b>	<b>\$0</b>	<b>\$0</b>		



# COMMISSION AGENDA ITEM 7a

## REVENUE DETAIL

	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change % Inc./Dec	Change \$ Inc./Dec
<b>General Planning Revenue</b>				
FTA Section 5303	\$3,367,898	\$3,367,898	0%	\$0
FTA 5303 carryover FY'16	974,911	0	-100%	(974,911)
FTA 5304	708,000	89,377	-87%	(618,623)
Sustainable Transportation Planning Grant	150,000	0	-100%	(150,000)
FHWA SP&R	300,000	0	-100%	(300,000)
FHWA 1/2 % PL	7,895,439	7,895,439	0%	0
FHWA PL carryover FY'16	22	0	-100%	(22)
TDA (Planning/Administrative)	12,500,000	13,250,000	6%	750,000
<b>Subtotal: General Planning Revenue</b>	<b>\$25,896,270</b>	<b>\$24,602,714</b>	<b>-5%</b>	<b>(\$1,293,556)</b>
<b>Other MTC Revenue</b>				
STIP-PPM	\$687,933	657,708	-4%	(\$30,225)
HOV lane fines	500,000	500,000	0%	0
Interest	20,000	30,000	50%	10,000
<b>Subtotal: MTC Other Revenue</b>	<b>\$1,207,933</b>	<b>\$1,187,708</b>	<b>-2%</b>	<b>(\$20,225)</b>
<b>Operating Transfers</b>				
BATA 1%	\$7,297,531	\$7,494,251	3%	\$196,720
Transfer BATA RM2	1,230,000	615,000	-50%	(615,000)
BATA Reimbursements (Audit/misc. contracts)	862,550	819,074	-5%	(43,476)
RAFC Management Services	74,640	0	-100%	(74,640)
Service Authority Freeways Expressways (SAFE)	879,396	1,636,516	86%	757,119
STA Transfer	2,922,602	2,042,529	-30%	(880,073)
2% Transit Transfers	415,070	408,000	-2%	(7,070)
Coastal Conserv. grants	0	1,172,376	N/A	1,172,376
Bay Trail funds from MTC 5% and 2% Bridge Tolls	0	723,000	N/A	723,000
Other ABAG grants	0	983,029	N/A	983,029
STP Grant Funded - Overhead	0	386,975	N/A	386,975
BATA Operating for SFEP - Overhead	0	1,106,480	N/A	1,106,480
ABAG Other Programs - Overhead	0	1,132,794	N/A	1,132,794
Transfer in - Net of Membership Dues	0	782,401	N/A	782,401
Express Lanes - Overhead	617,063	456,837	-26%	(160,226)
MTC Grant Funded - Overhead	1,947,116	2,495,033	28%	547,917
Capital Programs - Overhead	1,992,693	1,947,377	-2%	(45,316)
<b>Subtotal: Transfers from other funds</b>	<b>\$18,238,661</b>	<b>\$24,201,672</b>	<b>33%</b>	<b>\$5,963,011</b>
<b>MTC Total Planning Revenue</b>	<b>\$45,342,864</b>	<b>\$49,992,094</b>	<b>10%</b>	<b>\$4,649,230</b>
<b>Local Revenue Grants</b>				
Misc. Revenue (PMP Sales)	\$1,465,000	\$1,400,000	-4%	(\$65,000)
ACTC	8,849	0	-100%	(8,849)
MPO	90,000	0	-100%	(90,000)
TFCA (Regional Rideshare), Spare the Air.	1,000,000	870,000	-13%	(130,000)
SCAG/SACOG/SANDAG	185,250	0	-100%	(185,250)
BAAQMD	308,749	223,005	-28%	(85,744)
Cities	357,564	1,629,581	356%	1,272,017
<b>Subtotal: Local Revenue Grants</b>	<b>\$3,415,412</b>	<b>\$4,122,586</b>	<b>21%</b>	<b>\$707,174</b>
<b>Total Current Year Revenue</b>	<b>\$48,758,276</b>	<b>\$54,114,680</b>	<b>11%</b>	<b>\$5,356,404</b>
<b>MTC Prior Year Project Revenue</b>				
<b>Prior Year Project Revenue - Federal/State</b>				
FTA 5303	1,904,520			
FHWA	685,870			
State Transit Assistance (STA)	408,672			
<b>Subtotal:</b>	<b>\$2,999,061</b>			
<b>Prior Year Project Revenue - Local</b>				
General Fund	3,027,933			
Transportation Funds for Clean Air (TFCA)	169,117			
Service Authority for Freeways/Expressways (SAFE)	1,449,834			
PTAP LM	143,953			
PPM	54,843			
RM2/BATA Reimb.	168,248			
SFMTA	504,585			
AB 664	0			
Local Cities/Agencies	419,759			
2% Transit	37,798			
<b>Subtotal:</b>	<b>\$5,976,071</b>			
<b>Total Prior Year Project Revenue</b>	<b>\$8,975,132</b>			

**EXPENSE SUMMMARY  
BUDGET FY 2017-18**

**COMMISSION AGENDA ITEM 7a**

	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change % Inc./Dec)	Change \$ Inc./Dec)
Operating Expense				
I. Salaries and Benefits	\$23,251,741	\$29,132,880	- 25%	\$5,881,139
MTC Staff - Regular	\$23,060,134	\$23,279,771	1%	\$219,637
ABAG Staff - Regular	0	5,632,953	N/A	\$5,632,953
Temporary Staff	168,258	180,157	7%	11,899
Hourly /Interns	23,349	40,000	71%	16,651
II. Travel and Training	\$402,000	\$606,519	51%	\$204,519
III. Printing, Repro. & Graphics	\$134,100	\$134,100	0%	\$0
IV. Computer Services	\$1,404,500	\$2,504,807	78%	\$1,100,307
V. Commissioner Expense	\$70,000	\$150,000	114%	\$80,000
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$2,838,624	\$4,371,600	54%	\$1,532,976
Subtotal Staff Cost	\$28,115,965	\$36,914,906	31%	\$8,798,941
IX. Contractual Services	\$19,740,531	\$15,897,340	-19%	(\$3,843,191)
ABAG Consultants (PL/Bay Trail/LPA/Admin	\$0	\$2,068,166	N/A	\$2,068,166
Total consultants	\$19,740,531	\$17,965,506	-9%	(\$1,775,025)
<b>Total Operating Expense</b>	<b>\$47,856,496</b>	<b>\$54,880,412</b>	<b>15%</b>	<b>\$7,023,916</b>
IX. Contractual Services - Prior Year	\$8,975,132	\$0	0%	(\$8,975,132)

# COMMISSION AGENDA ITEM 7a

## CAPITAL PROJECTS

	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change % Inc./Dec)	Change \$ Inc./Dec)
Annual Transfer from Reserve to Capital & Legal	\$0	\$500,000	N/A	\$500,000
Legal reserve	\$0	\$300,000	N/A	\$300,000
Annual Capital Expense	\$600,000	\$200,000	-67%	(\$400,000)

	LTD Budget Thru FY 2016-17	Original BUDGET FY 2017-18	LTD Budget Thru FY 2017-18
Hub Signage Program			
Revenue			
Prop. 1B	\$9,856,450	\$0	\$9,856,450
RM2	362,000	0	362,000
Real Flap Sign - STA	1,633,045	1,110,579	2,743,624
	<b>\$11,851,495</b>	<b>\$1,110,579</b>	<b>\$12,962,074</b>
Expense			
Staff	\$1,351,745	\$90,579	\$1,442,324
Consultants	10,499,750	1,020,000	11,519,750
	<b>\$11,851,495</b>	<b>\$1,110,579</b>	<b>\$12,962,074</b>

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

**COMMISSION AGENDA ITEM 7a**

Work Element	Description/Purpose	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change \$ Inc./(Dec)
1111	<b>Support Commission Standing Committees</b>			
	Planning Programs - Other	\$100,000	\$150,000	\$50,000
	<b>TOTAL</b>	<b>\$100,000</b>	<b>\$150,000</b>	<b>\$50,000</b>
1112	<b>Implement Public Information Program</b>			
	LWV Monitor	\$25,000	\$25,000	\$0
	Photography services for MTC/BATA	60,000	60,000	0
	Design & Production Services	100,000	150,000	50,000
	On-call Facilitation and Outreach	35,000	35,000	0
	Digital Promotion & Analysis	20,000	25,000	5,000
	On call Video Services	25,000	25,000	0
	Climate Initiatives	25,000	25,000	0
	Awards Program	55,000	15,000	(40,000)
	MTC web integration/portal	100,000	200,000	100,000
	Hub Outreach and Promotion	0	25,000	25,000
	Public Records Management System	0	40,000	40,000
	Regional Transit Mapping Project	0	150,000	150,000
	Regional Urban Wayfinding Coordination and Guidelines	0	40,000	40,000
	<b>TOTAL</b>	<b>\$445,000</b>	<b>\$815,000</b>	<b>\$370,000</b>
1121	<b>Plan Bay Area</b>			
	Develop Public Involvement	\$170,000	\$100,000	(\$70,000)
	Action Plan Outreach/Special Events	0	50,000	50,000
	Economic Analysis	35,000	0	(35,000)
	Event Expenses	90,000	25,000	(65,000)
	CBO Outreach	50,000	25,000	(25,000)
	Public Opinion/Revenue Polls (2 total)	150,000	150,000	0
	Digital Tools/Visualization	40,000	0	(40,000)
	EIR Development	229,761	75,000	(154,761)
	CALCOG	30,000	0	(30,000)
	2021 RTP/SCS Performance/Strategy Integration	0	75,000	75,000
	Integrated Transportation and Health Impact Model Update	0	50,000	50,000
	<b>TOTAL</b>	<b>\$794,761</b>	<b>\$550,000</b>	<b>(\$244,761)</b>
1122	<b>Analyze Regional Data using GIS and Travel Models</b>			
	Travel Model Assistance	\$100,000	\$100,000	\$0
	Land use Model Research	150,000	150,000	0
	Travel Model Research	50,000	35,000	(15,000)
	Technical Support for Web Based Projects	100,000	100,000	0
	Consolidated household travel	1,094,458	250,250	(844,208)
	Regional Transit on Board	0	1,000,000	1,000,000
	Future Mobility Research Program	50,000	100,000	50,000
	<b>TOTAL</b>	<b>\$1,544,458</b>	<b>\$1,735,250</b>	<b>\$190,792</b>
1126	<b>Resiliency (Sea Level Rise/Adaption) Planning</b>			
	Sea Level/Adaption Planning	\$991,834	\$83,000	(\$908,834)
	<b>TOTAL</b>	<b>\$991,834</b>	<b>\$83,000</b>	<b>(\$908,834)</b>
1124	<b>Regional Goods Movement Plan</b>			
		\$450,000	\$0	(\$450,000)
	<b>TOTAL</b>	<b>\$450,000</b>	<b>\$0</b>	<b>(\$450,000)</b>
1125	<b>Non-Motorized Transportation</b>			
	Complete Streets Workshops	\$0	\$40,000	\$40,000
	Bike Share Program - Operating Expenses	\$284,000	\$75,000	(209,000)
	<b>TOTAL</b>	<b>\$284,000</b>	<b>\$115,000</b>	<b>(\$169,000)</b>
1132	<b>Advocacy Coalitions</b>			
	Legislative advocates - Sacramento	\$115,000	\$120,000	\$5,000
	Mineta Transportation Institute	200,000	100,000	(100,000)
	Legislative advocates - Washington D.C.	263,100	268,362	5,262
	<b>TOTAL</b>	<b>\$578,100</b>	<b>\$488,362</b>	<b>(\$89,738)</b>
1152	<b>Agency Financial Management</b>			
	Financial Audit	\$400,000	\$422,000	\$22,000
	OPEB Actuary	20,000	30,000	10,000
	Financial System Upgrade	5,000	5,000	0
	<b>TOTAL</b>	<b>\$425,000</b>	<b>\$457,000</b>	<b>\$32,000</b>
1153	<b>Administrative Services</b>			
	Organizational and Compensation	\$60,000	\$220,000	\$160,000
	Ergonomics	55,000	40,000	(15,000)
	Language Assistance Plan Review	0	50,000	50,000
	SBE Pilot Program	0	160,000	160,000
	Internship Program	205,000	256,000	51,000
	<b>TOTAL</b>	<b>\$320,000</b>	<b>\$726,000</b>	<b>\$406,000</b>

# COMMISSION AGENDA ITEM 7a

## CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change \$ Inc./Dec)
1161	<b>Information Technology Services</b>			
	Data Security Improvements	\$55,000	\$75,000	\$20,000
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	0	50,000	50,000
	Telephone System Migration	0	80,000	80,000
	File System Migration	0	50,000	50,000
	Mobile device mgmnt merging with ABAG	0	20,000	20,000
	Change training	0	50,000	50,000
	Enterprise data and process review	207,000	0	(207,000)
	Move Assistance/Project Management	27,500	40,000	12,500
	TOTAL	\$339,500	\$415,000	\$75,500
1212	<b>Performance Measuring and Monitoring</b>			
	Vital Signs Website Development	\$150,000	\$150,000	\$0
	Federal Performance Monitoring	0	50,000	50,000
	TOTAL	\$150,000	\$200,000	\$50,000
1222	<b>Regional Rideshare Program</b>			
	511 Ridesharing Program Operations	\$1,150,000	\$870,000	(\$280,000)
	511 Program Marketing	150,000	0	(150,000)
	TOTAL	\$1,300,000	\$870,000	(\$430,000)
1224	<b>Regional Traveler Information</b>			
	511 Traffic/Real Time Transit	\$995,000	\$250,000	(\$745,000)
	511 Web Services	250,000	0	(250,000)
	511 Transit system	650,000	60,000	(590,000)
	511 Communications	0	200,000	200,000
	511 ETC Removal	0	300,000	300,000
	TOTAL	\$1,895,000	\$810,000	(\$1,085,000)
1228	<b>Regional Transportation Emergency Operation</b>			
	Global Fone NI Government	\$25,000	\$0	(\$25,000)
	EOC Training & Support	75,000	0	(75,000)
	TOTAL	\$100,000	\$0	(\$100,000)
1229	<b>Regional Transportation Emergency Planning</b>			
	Ongoing Emergency Exercise Support	\$75,000	\$300,000	\$225,000
	Joint Operations at @ Beale Street	300,000	50,000	(250,000)
	Transit Service Contingency	667,000	1,000,000	333,000
	TOTAL	\$1,042,000	\$1,350,000	\$308,000
1233	<b>Transportation Asset Management</b>			
	Software Development and Maintenance	\$1,325,000	\$1,225,000	(\$100,000)
	Transit Capital Inventory	154,549	50,000	(104,549)
	Software Training Support	160,347	238,868	78,521
	TAM Plan Development and Performance	100,000	0	(100,000)
	PTAP Projects	239,299	194,331	(44,968)
	Quality Assurance Program	50,000	75,000	25,000
	TOTAL	\$2,029,195	\$1,783,199	(\$245,996)
1234	<b>Arterial and Transit Performance</b>			
	Program for Arterial System	\$118,265	\$150,000	31,735
	TOTAL	\$118,265	\$150,000	\$31,735
1235	<b>Incident Management</b>			
	I-880 ICM Device Maint.	\$100,000	\$100,000	\$0
	Incident Management Task Force	100,000	200,000	100,000
	Incident Analytics Module	0	350,000	350,000
	TOTAL	\$200,000	\$650,000	\$450,000
1237	<b>Bay Area Forward</b>			
	Bay Area Forward Implementation	\$0	\$1,100,000	\$1,100,000
	Transit Elements	0	10,000	10,000
	Performance Monitoring	50,000	0	(50,000)
	TOTAL	\$50,000	\$1,110,000	\$1,060,000
1311	<b>Lifeline Planning</b>			
	Disabled Persons Data Collection	\$269,013	\$50,000	(\$219,013)
	Lifeline Cycle 3	747,589	0	(747,589)
	Mobility Management Implementation Technical Assist.	0	50,000	50,000
	Means Based Fare Program	0	872,529	872,529
	Non Emergency Medical Trip Reimbursement Sys.	60,000	50,000	(10,000)
	TOTAL	\$1,076,602	\$1,022,529	(\$54,073)

## CONTRACTUAL SERVICES DETAIL

## COMMISSION AGENDA ITEM 7a

Work Element	Description/Purpose	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change \$ Inc./Dec)
1413	<b>Climate Initiative</b>			
	EV Strategic Council	\$35,000	\$35,000	\$0
	TOTAL	\$35,000	\$35,000	\$0
1514	<b>Regional Assistance Programs</b>			
	TDA Claims/Fund Estimate on line Migration and Reporting	\$25,000	\$25,000	\$0
	Performance audits - TDA audit & RM2 Oversight	193,000	193,000	0
	TOTAL	\$218,000	\$218,000	\$0
1515	<b>Regional Assistance Programs</b>			
	FMS Developer	\$187,200	\$200,000	\$12,800
	FMS User Interface Upgrade	127,733	0	(127,733)
	TOTAL	\$314,933	\$200,000	(\$114,933)
1517	<b>Transit Sustainability</b>			
	Transit Sustainability Planning	\$601,224	\$408,000	(\$193,224)
	Transit Core Capacity Phase 2 Planning/Implementation	0	200,000	200,000
	SRTP	540,000	300,000	(240,000)
	TOTAL	\$1,141,224	\$908,000	(\$233,224)
1519	<b>Core Capacity Transit</b>			
	Core Capacity Transit study	\$50,000	\$0	(\$50,000)
	TOTAL	\$50,000	\$0	(\$50,000)
1611	<b>Transportation and Land Use Coordination</b>			
	ABAG - FHWA/FTA5303	\$1,372,716	\$0	(\$1,372,716)
	ABAG - TDA	1,300,000	0	(1,300,000)
	Rail Volution	0	50,000	50,000
	CASA	200,000	250,000	50,000
	Bike/ Ped Counts Program	35,000	0	(35,000)
	TOTAL	\$2,907,716	\$300,000	(\$2,607,716)
1612	Climate Adaption Consulting (BARC)	\$89,942	\$56,000	(\$33,942)
106	<b>Legal Services</b>	\$750,000	\$700,000	(\$50,000)
101	ABAG Consultants	\$0	\$2,068,166	\$2,068,166
	Total consultant contracts:	\$19,740,531	\$17,965,506	(\$1,775,025)

		1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
STP Grants		LTD Grant thru FY 2016	LTD Actual & Enc Bal. thru FY 2017	Balance thru FY 2017	New Grant FY 2017-18	staff budget FY 2017-18	Consultant budget FY 2017-18	Balance FY 2017-18
Grant # / Fund Source #	Project Description							
6084-146 1580	Station Area Planning	\$17,957,890	\$17,534,385	\$423,505	\$0	\$0	\$0	\$423,505
6084-175 1801	MTC Regional Planning	51,629,000	51,012,030	616,970		83,574	12,000	521,396
6084-176 1803	511 Grant	32,500,000	30,285,158	2,214,842			840,000	1,374,842
6084-178 1805	Regional Streets and Roads	1,200,000	1,200,000	-				-
6084-179 1806	Pavement Management	6,000,000	5,947,534	52,466				52,466
6084-187 1811	OBAG Regional PDA - ABAG	2,000,000	1,979,927	20,073				20,073
6084-186 1812	OBAG Regional PDA	8,740,305	7,918,472	821,833			500,000	321,833
6084-193 1816	Arterial Operations	2,500,000	1,488,776	1,011,224				1,011,224
6084-198 1818	Pavement Management	1,500,000	-	1,500,000			1,500,000	-
6084-199 1819	511 Traveler Information	8,750,000	2,663,289	6,086,711		2,016,377	3,210,000	860,334
6084-201 1820	Freeway Performance Initiative	3,480,000	91,461	3,388,539		1,277,834	730,000	1,380,705
6084-203 1821	Arterial Operations	500,000	-	500,000			\$0	500,000
6084-205 1822	Pavement Management	347,000	-	347,000			\$300,000	47,000
6160-027 1823	Incident Management	517,000	-	517,000			-	517,000
NEW	CMA Planning				39,016,000		7,495,000	31,521,000
NEW	MTC Planning				9,555,000	1,551,574	283,426.31	7,720,000
NEW	PDA Planning & Implementation				18,500,000	500,000	10,150,000	7,850,000
NEW	Freeway Performance			4	43,000,000		10,000,000	33,000,000
NEW	Arterial/Transit Performance			2	18,000,000	-	6,000,000	12,000,000
NEW	Connected Vehicles/Shared Mobility			1	5,000,000		4,000,000	1,000,000
NEW	Field Equipment Devices O&M			7	19,000,000	545,532	2,685,000	15,769,468
NEW	Bay Area Forward			3	2,500,000		2,500,000	-
		\$137,621,195	\$120,121,032	\$17,500,163	\$154,571,000	\$5,974,890	\$50,205,426	\$115,890,846
CMAQ Grants								
6084-160 1589	Arterial Operations	\$10,750,000	\$10,121,913	\$628,087	\$0	\$615,174	\$0	\$12,913
6084-164 1591	Climate Initiatives	7,393,432	7,393,432	-				-
6084-165 1592	Climate Initiatives Evaluation	3,200,000	3,142,348	57,652			57,652	-
6084-202 1824	Climate Initiatives	1,300,000	-	1,300,000			300,000	1,000,000
6160-018 1596	Freeway Performance	8,608,000	8,077,126	530,874		530,874		-
6160-020 1800	Incident Management	3,862,000	3,379,084	482,916				482,916
6084-176 1804	511 Grant	16,270,000	16,270,000	-				-
6084-180 1809	Freeway Performance Corridor Studies	4,000,000	2,421,146	1,578,854		500,000	1,000,000	78,854
6084-188 1814	Regional Bicycle Program	1,725,000	430,678	1,294,322				1,294,322
NEW	Climate Initiatives				22,000,000		22,000,000	-
NEW	Rideshare Implementation			A	720,000	152,322		567,678
NEW	Capital Bike Share			12	2,000,000		2,000,000	-
NEW	Carpool Program			9	7,280,000		1,231,000	6,049,000
NEW	Vanpool Program			10	2,000,000		250,000	1,750,000
NEW	Commuter Benefits Implementation			B	674,000	156,600	380,000	137,400
NEW	Commuter Benefits Program			11	1,111,000			1,111,000
NEW	511 Next Generation			6	37,215,000		6,760,000	30,455,000
NEW	Bay Area Forward			3	5,820,000		3,620,000	2,200,000
NEW	Incident Management			8	14,278,000		14,278,000	-
NEW	Incident Management			5	13,000,000	910,395	600,000	11,489,605
		\$57,108,432	\$51,235,727	\$5,872,705	\$106,098,000	\$2,865,366	\$52,476,652	\$56,628,687
FTA GRANTS								
16-X065-00 1635	FTA 5310	\$460,429	\$454,424	\$6,005	\$692,000	\$350,000	\$0	\$348,005
34-001 1631	FTA 5339 - Bus Purchases	10,506,277	840,438	9,665,839			9,665,839	-
34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	432,386	11,807,629			11,807,629	-
34-0032 1634	FTA 5339 - Bus Purchases	9,590,718	197,701	9,393,017			1,976,006	7,417,011
37-X076 1614	JARC	5,357,119	5,009,699	347,420			\$304,533	42,887
37-X104 1625	JARC	2,654,120	2,349,587	304,533				304,533
37-X133 1627	JARC	1,004,559	915,827	88,732				88,732
37-X164 1629	JARC	805,190	805,190	-				-
37-X177 1630	JARC	2,430,952	2,075,352	355,600				355,600
57-X023 1623	New Freedom	1,545,232	1,462,654	82,578				82,578
57-X050 1626	New Freedom	3,748,859	3,701,442	47,417				47,417
57-X074 1628	New Freedom	2,793,517	2,786,840	6,677				6,677
57-X109 1632	New Freedom	1,383,631	1,283,465	100,166				100,166
CA79-1001-1668	TIGER	1,000,000	1,000,000	-				-
		\$55,520,618	\$23,315,005	\$32,205,613	\$692,000	\$350,000	\$23,754,007	\$8,793,606
Other Grants								
1110	HEPP Travel Model (Reobligated)	\$90,000	\$90,000	\$0	\$0	\$0	\$0	\$0
1112	FHWA - SHRP2	700,000	636,322	63,678	-	-	-	63,678
		\$790,000	\$726,322	\$63,678	\$0	\$0	\$0	\$63,678
Total Federal Grants Budget		\$251,040,245	\$195,398,087	\$55,642,158	\$261,361,000	\$9,190,256	\$126,436,085	\$181,376,817

## CONTRACTUAL SERVICES DETAIL Federal Grants

## COMMISSION AGENDA ITEM 7a

Work Element	Description/Purpose	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change \$ Inc./Dec)
1112	<b>Implement Public Information Program</b> Bike to Work Day	\$250,000 \$250,000	\$200,000 \$200,000	(\$50,000) (\$50,000)
1152	<b>Agency Financial Management</b> Project Audits TOTAL	\$100,000 \$100,000	\$0 \$0	(\$100,000) (\$100,000)
1125	<b>Non-Motorized Transportation</b> Capital Bike Share	\$0 \$0	\$2,000,000 \$2,000,000	\$2,000,000 \$2,000,000
1222	<b>Regional Rideshare Program</b> 511 Program Operations 511 Program Marketing Rideshare: Employer Services (CMAs) SB 1128 TOTAL	\$915,000 425,800 615,000 0 \$1,955,800	\$1,621,000 0 250,000 380,000 \$2,251,000	\$706,000 (425,800) (365,000) 380,000 \$295,200
1223	<b>Operational Support for Regional Programs</b> TOS Device Maintenance and Repair TOTAL	\$100,000 \$100,000	\$2,685,000 \$2,685,000	\$2,585,000 \$2,585,000
1224	<b>Regional Traveler Information</b> 511 Traffic Real Time Transit 511 Transit 511 Licenses 511 Web Services 511 System Integrator Technical Advisor Services 511 Communications 511 TIC Operations 511 ETC Removal TOTAL	\$3,588,800 3,820,000 241,000 0 0 0 0 0 0 0 \$7,649,800	\$0 0 0 6,210,000 2,640,000 200,000 550,000 620,000 200,000 \$10,420,000	(\$3,588,800) (3,820,000) (241,000) 6,210,000 2,640,000 200,000 550,000 620,000 200,000 \$2,770,200
1233	<b>Pavement Management System</b> Software Training Support P-TAP Projects TOTAL	\$232,744 1,847,000 \$2,079,744	\$300,000 1,500,000 \$1,800,000	\$67,256 (347,000) (\$279,744)
1234	<b>Arterial and Transit Performance</b> Program for Arterial System TOTAL	\$3,393,072 \$3,393,072	\$6,000,000 \$6,000,000	\$2,606,928 \$2,606,928
1235	<b>Incident Management</b> I-880 Central Segment Project Study Report I-880 ICM TOTAL	\$0 14,423,000 \$14,423,000	\$600,000 14,278,000 \$14,878,000	\$600,000 (145,000) \$455,000
1237	<b>Bay Area Forward</b> Managed Lanes Implementation Plan Active Traffic Management Implementation Performance Monitoring & Tools Regional Dynamic Traffic Assignment Model FPI Traffic Operations/Corridor Analysis Design Alternative Assessments/Corridor Studies Bay Bridge Forward Implementation Bay Area Forward Implementation TOTAL	\$2,500,000 980,000 550,000 100,000 1,500,000 0 0 0 0 \$5,630,000	\$0 0 730,000 0 0 1,000,000 6,120,000 10,000,000 \$17,850,000	(2,500,000) (980,000) 180,000 (100,000) (1,500,000) 1,000,000 6,120,000 10,000,000 \$12,220,000
1228	<b>Technology-Based Operations &amp; Mobility</b> Technology-Based Operations & Mobility TOTAL	\$0 \$0	\$4,000,000 \$4,000,000	4,000,000 4,000,000
1310	<b>Implement Lifeline Transportation Program</b> Lifeline Planning TOTAL	\$0 \$0	\$304,533 \$304,533	\$304,533 \$304,533
1413	<b>Climate Initiative</b> Climate Initiative Outreach and Marketing program Climate Initiatives Cycle 1 Climate Initiatives Cycle 2 Climate Initiatives OBAG 2 TOTAL	\$1,663,179 0 0 0 \$1,663,179	\$0 57,652 100,000 22,000,000 \$22,157,652	(\$1,663,179) 57,652 100,000 22,000,000 \$20,494,473
1512	<b>Federal TIP Development</b> Busses replacements TOTAL	\$24,950,311 \$24,950,311	\$23,449,474 \$23,449,474	(\$1,500,837) (\$1,500,837)
1518	<b>New Freedom</b> New Freedom Projects TOTAL	\$26,000 \$26,000	\$0 \$0	(\$26,000) (\$26,000)
1611	<b>Transportation and Land Use Coordination</b> ABAG - STP BCDC STP CMAs - STP Access Public Lands near Transit PDA Implementation Studies PDA Planning Grant TOTAL	\$1,127,284 259,822 7,350,000 0 16,000 0 \$8,753,106	\$0 271,426 7,495,000 500,000 150,000 10,000,000 \$18,416,426	(\$1,127,284) 11,604 145,000 500,000 134,000 10,000,000 \$9,663,320
1612	Climate Adaption Consulting (BARC)	\$38,368	\$24,000	(\$14,368)
	<b>Total Federal funded Consultants</b>	<b>\$71,012,380</b>	<b>\$126,436,085</b>	<b>\$55,423,705</b>



# COMMISSION AGENDA ITEM 7a

## Clipper Operating:

Revenue:  
RM2  
STP  
STA  
Transit Operators  
Total clipper operating Revenue

Amended BUDGET FY 2016-17
\$2,950,000
180,000
11,736,461
18,352,529
\$33,218,990

Original BUDGET FY 2017-18
\$2,800,000
0
11,079,286
18,506,000
\$32,385,286

Change \$ Inc./Dec
-5%
-100%
-6%
1%
-3%

Expenses:  
Staff cost  
Travel & Other General Ops.  
Promotion/Outreach/Fare Inc.  
Clipper Operations  
Total clipper operating Expense

\$1,875,537
103,220
2,950,000
28,290,233
\$33,218,990

\$1,317,051
72,235
2,800,000
28,196,000
\$32,385,286

(\$558,486)
(30,985)
(150,000)
(94,233)
(\$833,704)

## Clipper 1 Capital:

Revenue:

CMAQ  
Card Sales  
Low Carbon Transit Operations (LCTOP)  
ARRA  
FTA  
STP  
STA  
Prop 1B  
SFMTA  
GGGHTD  
BART  
MTC Exchange Fund  
BATA  
Transit Operators  
WETA  
Sales Tax  
Total Clipper 1 capital Revenue

LTD Budget Thru FY2016-17
\$68,703,835
6,851,267
3,559,290
11,167,891
27,213,349
37,538,086
22,946,540
988,137
8,005,421
2,975,000
725,000
7,573,878
26,864,813
13,857,000
603,707
890,216
\$240,463,430

Original BUDGET FY 2017-18
\$0
2,000,000
0
0
0
0
0
0
0
0
0
0
0
500,000
0
0
\$2,500,000

LTD Budget Thru FY2017-18
\$68,703,835
8,851,267
3,559,290
11,167,891
27,213,349
37,538,086
22,946,540
988,137
8,005,421
2,975,000
725,000
7,573,878
26,864,813
14,357,000
603,707
890,216
\$242,963,430

Expense:

Staff Costs  
Travel  
Pilot Equipment Maintenance  
Transit Agency Funded Projects  
Design  
Site Preparation  
Construction  
Consultants  
Engineering  
Communications  
Marketing  
Financial Services  
Equipment  
Clipper Cards  
Other  
Total Clipper 1 Expense

\$10,307,040
3,208
3,093,834
13,910,707
54,690,574
3,899,437
21,867,682
24,226,696
7,953,061
1,583,000
2,212,029
391,600
49,226,873
15,140,095
31,957,594
\$240,463,430

1,109,896
0
0
500,000
0
0
0
0
0
0
0
0
0
2,000,000
(1,109,896)
\$2,500,000

\$11,416,936
3,208
3,093,834
14,410,707
54,690,574
3,899,437
21,867,682
24,226,696
7,953,061
1,583,000
2,212,029
391,600
49,226,873
17,140,095
30,847,698
\$242,963,430

## Clipper 2 Capital:

Revenue:

STP  
FTA  
TCP - CMAQ Funds  
Golden Gate Pass through  
Low Carbon Transit Operations (LCTOP)  
BATA  
STA  
Total Clipper 2 Revenue

LTD Budget Thru FY2016-17
\$4,569,554
10,078,133
2,684,772
5,000,000
1,100,000
260,000
1,410,841
\$25,103,300

Original BUDGET FY 2017-18
\$0
0
0
0
0
0
0
\$0

LTD Budget Thru FY2017-18
\$4,569,554
10,078,133
2,684,772
5,000,000
1,100,000
260,000
1,410,841
\$25,103,300

Expense:

Staff Costs  
Equipment  
Consultants  
Total Clipper 2 Expense

\$2,713,554
6,591,903
15,797,843
\$25,103,300

\$1,763,788
0
(1,763,788)
\$0

\$4,477,342
6,591,903
14,034,055
\$25,103,300



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## Memorandum

TO: Administration Committee

DATE: June 7, 2017

FR: Deputy Executive Director, Operations

W. I. 1152

RE: MTC Resolution No. 4280 – MTC FY 2017-18 Agency Budget

Staff requests that the Committee forward MTC Resolution No. 4280, the MTC FY 2017-18 agency budget, to the Commission for approval. The recommended budget is attached to the Resolution Attachment A.

We are recommending a total operating budget of \$54.9 million with operating revenue and transfers of \$54.1 million and a projected deficit of approximately \$770,000.

We are proposing a total of 291 positions, which includes 61 new positions from the ABAG staff consolidation and a reduction of the BAHA director position and one MTC planning position. This recommendation fully incorporates the contract for services (CS) for the MTC/ABAG staff consolidation signed on May 30, 2017. Offer letters have already gone out to the ABAG staff as provided in the CS. Based on a June 16 reply deadline, we expect all of the transitioned employees to be incorporated into the MTC Payroll system by July 1, with the first processed payroll for July 14, 2017.

<b>Total MTC Staff positions</b>	
<b>FY 2016-17</b>	<b>232</b>
<b>Deleted</b>	
BAHA Director	-1
Planning Vacant Position	-1
<b>Subtotal Deleted</b>	<b>-2</b>
<b>Added - ABAG</b>	
Planners	21
Public Info	3
Admin/Finance/Technology	14
Estuary	13
PLAN & SHARP	6
FAN	1
POWER	3
<b>Subtotal Added</b>	<b>61</b>
<b>Total MTC Staff positions</b>	
<b>FY 2017-18</b>	<b>291</b>

The difference between the final proposed budget and the May draft budget is mainly attributable to a correction of ABAG staffing from 60 to 61, changes to some proposed consulting work, as well as other corrections to staff charges.

### **MTC FY 2017-18 Operating Budget**

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

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

The overall operating costs are adopted on an annual basis. Grant and project funded operations are for the life of the project or until the grant expires.

### **Revenue**

Total operating revenue of \$54 million in the proposed budget is an 11% increase from the FY 2016-17 budget, as shown in Table 1.

**Table 1**

	<b>FY 2014-15 Actual</b>	<b>FY 2015-16 Actual</b>	<b>FY 2016-17 Budget</b>	<b>FY 2017-18 Budget</b>
TDA (Sales tax)	\$12,373,863	\$12,812,330	\$12,500,000	\$13,250,000
Interest/Other	546,679	606,081	520,000	530,000
Planning grants	10,803,679	9,841,225	13,396,270	11,352,714
Transfers	12,194,429	14,895,515	18,238,661	24,201,672
State & Local Funding	<u>3,567,852</u>	<u>6,135,367</u>	<u>4,103,345</u>	<u>4,780,294</u>
<b>Total Operating Revenue</b>	<b><u>\$39,486,502</u></b>	<b><u>\$44,290,518</u></b>	<b><u>\$48,758,276</u></b>	<b><u>\$54,114,680</u></b>

Highlights of the proposed MTC revenue:

- TDA (Sales Tax) – Up \$750,000 (6%).
- Federal Planning Grants – Down \$2 million mainly due to a large Sustainable Sea Level Rise planning grant that was awarded in FY 2016-17.
- Transfers – Up \$5.9 million due to funds and grants from ABAG and other MTC programs to cover the staff consolidation.
  - ABAG grants: \$1 million
  - Bay Trail funds: \$0.7 million
  - Coastal Conservancy grants: \$1.2 million
  - ABAG Membership dues net of contribution to unfunded pension liability: \$0.8 million
  - Transfer from other programs to cover indirect cost: \$2.2 million
- State and Local funding – Up \$700,000 mainly due to the contribution of multiple cities to fund the Bay Area Forward project.

### **Operating Expenses**

The proposed operating budget shows a 15% increase in total operating expenses, mainly as a result of an increase in staffing and other operating costs (Table 2).

**Table 2**

	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Budget</b>
Salaries/ Benefits	\$18,798,762	\$19,632,581	\$23,060,134	\$28,912,724
Temporaries	2,930,237	2,897,140	191,607	220,157
Other Expenses	<u>2,591,609</u>	<u>3,235,955</u>	<u>4,864,224</u>	<u>7,782,025</u>
<b>Ops Subtotal</b>	<b>24,320,608</b>	<b>25,765,676</b>	<b>28,115,965</b>	<b>36,914,906</b>
Contractual	12,625,562	14,677,811	20,340,531	17,965,506
Transfer Out	38,459	154,232	0	0
<b>Total Operating Expense</b>	<b><u>\$36,984,629</u></b>	<b><u>\$40,597,719</u></b>	<b><u>\$48,456,496</u></b>	<b><u>\$54,880,412</u></b>

### **Staff Salaries and Benefits**

Total regular staff salaries and benefits will increase by approximately \$5.9 million (25%). \$5.6 million of the increase is due to the inclusion of 38 ABAG employees in the MTC general fund budget. The remaining 23 ABAG staff are budgeted as part of the Enterprise units (e.g. Estuary, PLAN & SHARP). The proposed staff consolidation includes:

- 21 Planner employees - \$3.3 million in operating funds and \$0.8 million grant funded.
- 3 Legislation and Public Affairs employees - \$0.5 million

- 14 Finance, Technology and Administrative Services employees - \$1.8 million.

### **Other Expenses**

Other Expenses increased by \$2.9 million:

- \$1.6 million increase in general operations due to ABAG staff consolidation.
- \$200,000 increase in travel and printing due to ABAG staff consolidation.
- \$1.1 million increase in computer services. Of that, \$342,000 is related to the ABAG staff consolidation and \$758,000 is due to software licenses, hosted services and computer hardware.

### **Multi-Year Federal Grants**

Approximately \$155 million in new STP grants and \$106 million in new CMAQ grants for multiple programs will be added in FY 2017-18 bringing the total grant program under management to \$317 million. Grants are budgeted on a life-to-date basis and as such only the new funding is subject to the annual budget approval process. The life-to-date budget for the multi-year federal grants is included in Attachment B.

### **Capital Projects**

Capital projects are also budgeted on a life-to-date basis. The proposed FY 2017-18 budget includes capital expenditures of \$200,000 for improved records management. The Hub Signage capital budget will increase by \$1.1 million to reflect the work related to the Real Time Sign Enhancement.

### **Clipper®**

Clipper® is an Enterprise Fund operated by MTC. The Clipper® operating and capital budgets for FY 2017-18 are shown in Attachment C. However, as an enterprise, Clipper®'s revenues and expenses do not flow through MTC.

The Clipper® operating expenses are projected to be \$32.4 million:

- \$28.2 million for Clipper® operations
- \$1.4 million for staff costs
- \$2.8 million for customer outreach/education

Total life-to-date Clipper® capital program budget of \$267 million will increase by \$2.5 million in FY 2017-18.

### **MTC/ABAG Staff Consolidation – Financial Consequences**

As previously shared with the Commission as part of the financial due diligence, the MTC/ABAG staff consolidation is not without financial consequences for MTC. Table 3 on the following page summarizes the FY2017-18 budget impact. The financial result of the MTC budget before including the ABAG costs was a small net surplus of roughly \$225,000. After including the full ABAG consolidation staff costs, the budget shows a deficit of just under \$770,000 - a swing of nearly \$1 million. It is important to note that the deficit would have been closer to \$2.4 million if

not for two important mitigations: 1) the savings associated with management redundancies (\$0.6 million) and 2) the transfer of toll funding to cover the overhead costs for the San Francisco Estuary Program (\$1.1 million).

Table 3

	MTC	ABAG	Total
<b>Revenues</b>			
TDA (Sales tax)	\$ 11,950,000	\$ 1,300,000	\$ 13,250,000
Interest/Other	530,000	0	530,000
Planning grants	9,980,033	1,372,716	11,352,749
Transfers	17,905,925	5,854,947	23,760,872
State & Local Funding	4,980,850	0	4,980,850
<b>Total Operating Revenue</b>	<b>\$ 45,346,809</b>	<b>\$ 8,527,663</b>	<b>\$ 53,874,472</b>
<b>Expenses</b>			
Salaries/ Benefits	\$ 23,509,719	\$ 5,632,953	\$ 29,142,672
Other Expenses	5,964,531	1,817,495	7,782,026
<b>Ops Subtotal</b>	<b>29,474,250</b>	<b>7,450,448</b>	<b>36,924,698</b>
Contractual	15,647,340	2,068,166	17,715,506
<b>Total Operating Expense</b>	<b>\$ 45,121,590</b>	<b>\$ 9,518,614</b>	<b>\$ 54,640,204</b>
<b>Surplus/Deficit</b>	<b>\$ 225,219</b>	<b>\$ (990,951)</b>	<b>\$ (765,732)</b>

### **Budget Uncertainties**

The FY 2017-18 budget makes assumptions about two issues of uncertainty that are atypical of past MTC budgets. The first has been the source of much discussion – the long-term financial effects on MTC and ABAG of the implementation of MTC Resolution 4210, which would integrate the ABAG staff within MTC. The second issue is the long-term effects of the CalPERS rate adjustments. A bit more detail is provided below on these topics.

- *MTC/ABAG Future Relationship:* With the signing of the ABAG CS, Resolution 4210 is fully established. There is still remaining longer-term uncertainty about the financial effects of the ABAG staff consolidation. As MTC begins its post consolidation operations, it will have to obtain a new actuary report, new CalPERS information for the additional new employees, and review the current and future grant and contract agreements. This could result in changes to the retirement and OPEB liability for the consolidated staff structure under MTC.
- *CALPERS Retirement Rates:* The second uncertainty lies with the future of CalPERS retirement rates. Agencies have been provided information on the impact of lowering the discount rate from 7.5% to 7.0% over a three-year period effective July 1, 2018. After the three-year ramp-up, MTC's normal costs will increase by up to 3% annually and the unfunded actuarial liability would go up 3%, 3%, and 9% during the three-year ramp-up. After three years, the unfunded actuarial liability will go up by 5% annually. There is no

guarantee that there will not be other rate increases from CalPERS due to further discount rate lowering or other risks due to other economic or budget conditions.

**Reserve Balances**

Reserves offer support for times of fiscal distress, as well as the ability to fund one-time costs that would otherwise distort budget management. The unrestricted reserve is projected to be \$8.5 million at the end of FY 2017-18. The most significant recent increase in the restricted balance is \$18.5 million to reflect the agency's net pension liability as required by GASB 68 starting in FY 2014-15.


The reserve is important to MTC particularly because the \$51 million in active grants and the \$32 million in Clipper® costs are all managed on a reimbursement basis. Without the cash flow capacity provided by the reserve, MTC could not deliver projects on the basis of budgetary priority. MTC's current and projected reserve position is shown in Table 4 below.

**Table 4**

	<b>Actual FY 2015-16</b>	<b>Budget FY 2016-17</b>	<b>Budget FY 2017-18</b>
Benefits Reserve	\$1,468,652	\$3,000,000	\$3,000,000
Liability Reserve	964,580	500,000	300,000
Capital Asset	0	0	200,000
Compensated Leave	4,842,422	4,700,000	4,900,000
Encumbrances	4,885,700	3,500,000	4,000,000
Net Pension Liability	18,286,012	18,389,832	18,500,000
MTC/ABAG Integration	0	1,000,000	0
STA Reserve	158,050	1,500,000	500,000
<b>Total Restricted</b>	<b>\$30,605,416</b>	<b>\$32,589,832</b>	<b>\$31,400,000</b>
Unrestricted Balance	\$9,764,379	\$8,081,743	\$8,505,844
<b>Total Reserves</b>	<b>\$40,369,795</b>	<b>\$40,671,575</b>	<b>\$39,905,844</b>

**Recommendation:**

MTC staff recommends that this Committee forward Resolution No. 4280, MTC's FY 2017-18 operating and capital budget, to the Commission for approval.

  
\_\_\_\_\_  
Andrew B. Fremier

SH:se  
Attachments

Date: June 28, 2017  
W.I.: 1152  
Referred By: Administration

ABSTRACT

Resolution No. 4280

This resolution approves the Agency Budget for FY 2017-18.

Further discussion of the agency budget is contained in the MTC Deputy Executive Director's memoranda to the Administration Committee dated June 7, 2017. A budget is attached as Attachments A, B and C.



Date: June 28, 2017  
W.I.: 1152  
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4280

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

WHEREAS, on April 26, 2017 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2017-18 with the adoption of MTC Resolution No. 4277; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2017-18; and

WHEREAS, the final draft MTC Agency Budget for FY 2017-18 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4277; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2017-18, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2017-18, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2017-18; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2017-18; and, be it further

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

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2017-18 as follows: Benefits, Liability, Compensated Leave, Encumbrances, Building, Unfunded Pension Obligation and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$200,000 for computer capital as well as set aside \$300,000 from the Liability Reserve. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2017-18 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 291 and will not be increased without approved increase to the appropriate FY 2017-18 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2017-18 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

Date: June 28, 2017  
W.I.: 1152  
Referred by: Administration

Attachments A, B, C  
Resolution No. 4280

## **METROPOLITAN TRANSPORTATION COMMISSION**

### **AGENCY BUDGET**

**FY 2017-18**

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**METROPOLITAN TRANSPORTATION COMMISSION**

**BUDGET FY 2017-18**

Attachment A

**SUMMARY**

**PART 1: OPERATING REVENUE-EXPENSE SUMMARY**

	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change % Inc./Dec)	Change \$ Inc./Dec)
General Planning Revenue	\$25,896,270	\$24,602,714	-5%	(\$1,293,556)
Other MTC Revenue	1,207,933	1,187,708	-2%	(20,225)
Transfers from other Funds	18,238,661	24,201,672	33%	5,963,011
Local Revenue Grants	3,415,412	4,122,586	21%	707,174
<b>Total Operating Revenue</b>	<b>\$48,758,277</b>	<b>\$54,114,680</b>	<b>11%</b>	<b>\$5,356,404</b>
<b>Total Operating Expense</b>	<b>\$47,856,495</b>	<b>\$54,880,412</b>	<b>15%</b>	<b>\$7,023,917</b>
<b>Operating Surplus (Shortfall)</b>	<b>\$901,782</b>	<b>(\$765,732)</b>	<b>-185%</b>	<b>(\$1,667,514)</b>
Total Operating Revenue - Prior Year	\$8,975,132	\$0	0%	(\$8,975,132)
Total Operating Expense - Prior Year	\$8,975,132	\$0	0%	(\$8,975,132)
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
<b>Total Operating Surplus (Shortfall)</b>	<b>\$901,782</b>	<b>(\$765,732)</b>	<b>-185%</b>	<b>(\$1,667,514)</b>

**PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY**

Total Annual Capital Revenue	\$0	\$1,610,579	0%	\$1,610,579
Total Annual Capital Expense	\$600,000	\$1,610,579	168%	\$1,010,579
Capital Surplus(Shortfall)	(\$600,000)	\$0	0%	\$600,000
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>\$301,782</b>	<b>(\$765,732)</b>	<b>-354%</b>	<b>(\$1,067,514)</b>

**PART3: CHANGES IN RESERVES**

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$301,782	(\$765,732)	-354%	(\$1,067,514)
<b>Current Year Ending Balance</b>	<b>\$0</b>	<b>\$0</b>		

# REVENUE DETAIL

	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change % Inc./Dec)	Change \$ Inc./Dec)
<b>General Planning Revenue</b>				
FTA Section 5303	\$3,367,898	\$3,367,898	0%	\$0
FTA 5303 carryover FY'16	974,911	0	-100%	(974,911)
FTA 5304	708,000	89,377	-87%	(618,623)
Sustainable Transportation Planning Grant	150,000	0	-100%	(150,000)
FHWA SP&R	300,000	0	-100%	(300,000)
FHWA 1/2 % PL	7,895,439	7,895,439	0%	0
FHWA PL carryover FY'16	22	0	-100%	(22)
TDA (Planning/Administrative)	12,500,000	13,250,000	6%	750,000
<b>Subtotal: General Planning Revenue</b>	<b>\$25,896,270</b>	<b>\$24,602,714</b>	<b>-5%</b>	<b>(\$1,293,556)</b>
<b>Other MTC Revenue</b>				
STIP-PPM	\$687,933	657,708	-4%	(\$30,225)
HOV lane fines	500,000	500,000	0%	0
Interest	20,000	30,000	50%	10,000
<b>Subtotal: MTC Other Revenue</b>	<b>\$1,207,933</b>	<b>\$1,187,708</b>	<b>-2%</b>	<b>(\$20,225)</b>
<b>Operating Transfers</b>				
BATA 1%	\$7,297,531	\$7,494,251	3%	\$196,720
Transfer BATA RM2	1,230,000	615,000	-50%	(615,000)
BATA Reimbursements (Audit/misc. contracts)	862,550	819,074	-5%	(43,476)
RAFC Management Services	74,640	0	-100%	(74,640)
Service Authority Freeways Expressways (SAFE)	879,396	1,636,516	86%	757,119
STA Transfer	2,922,602	2,042,529	-30%	(880,073)
2% Transit Transfers	415,070	408,000	-2%	(7,070)
Coastal Conserv. grants	0	1,172,376	N/A	1,172,376
Bay Trail funds from MTC 5% and 2% Bridge Tolls	0	723,000	N/A	723,000
Other ABAG grants	0	983,029	N/A	983,029
STP Grant Funded - Overhead	0	386,975	N/A	386,975
BATA Operating for SFEP - Overhead	0	1,106,480	N/A	1,106,480
ABAG Other Programs - Overhead	0	1,132,794	N/A	1,132,794
Transfer in - Net of Membership Dues	0	782,401	N/A	782,401
Express Lanes - Overhead	617,063	456,837	-26%	(160,226)
MTC Grant Funded - Overhead	1,947,116	2,495,033	28%	547,917
Capital Programs - Overhead	1,992,693	1,947,377	-2%	(45,316)
<b>Subtotal: Transfers from other funds</b>	<b>\$18,238,661</b>	<b>\$24,201,672</b>	<b>33%</b>	<b>\$5,963,011</b>
<b>MTC Total Planning Revenue</b>	<b>\$45,342,864</b>	<b>\$49,992,094</b>	<b>10%</b>	<b>\$4,649,230</b>
<b>Local Revenue Grants</b>				
Misc. Revenue (PMP Sales)	\$1,465,000	\$1,400,000	-4%	(\$65,000)
ACTC	8,849	0	-100%	(8,849)
MPO	90,000	0	-100%	(90,000)
TFCA (Regional Rideshare), Spare the Air.	1,000,000	870,000	-13%	(130,000)
SCAG/SACOG/SANDAG	185,250	0	-100%	(185,250)
BAAQMD	308,749	223,005	-28%	(85,744)
Cities	357,564	1,629,581	356%	1,272,017
<b>Subtotal: Local Revenue Grants</b>	<b>\$3,415,412</b>	<b>\$4,122,586</b>	<b>21%</b>	<b>\$707,174</b>
<b>Total Current Year Revenue</b>	<b>\$48,758,276</b>	<b>\$54,114,680</b>	<b>11%</b>	<b>\$5,356,404</b>
<b>MTC Prior Year Project Revenue</b>				
<b>Prior Year Project Revenue - Federal/State</b>				
FTA 5303	1,904,520			
FHWA	685,870			
State Transit Assistance (STA)	408,672			
<b>Subtotal:</b>	<b>\$2,999,061</b>			
<b>Prior Year Project Revenue - Local</b>				
General Fund	3,027,933			
Transportation Funds for Clean Air (TFCA)	169,117			
Service Authority for Freeways/Expressways (SAFE)	1,449,834			
PTAP LM	143,953			
PPM	54,843			
RM2/BATA Reimb.	168,248			
SFMTA	504,585			
AB 664	0			
Local Cities/Agencies	419,759			
2% Transit	37,798			
<b>Subtotal:</b>	<b>\$5,976,071</b>			
<b>Total Prior Year Project Revenue</b>	<b>\$8,975,132</b>			

**EXPENSE SUMMMARY  
BUDGET FY 2017-18**

	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change % Inc./Dec)	Change \$ Inc./Dec)
Operating Expense				
I. Salaries and Benefits	\$23,251,741	\$29,132,880	25%	\$5,881,139
MTC Staff - Regular	\$23,060,134	\$23,279,771	1%	\$219,637
ABAG Staff - Regular	0	5,632,953	N/A	\$5,632,953
Temporary Staff	168,258	180,157	7%	11,899
Hourly /Interns	23,349	40,000	71%	16,651
II. Travel and Training	\$402,000	\$606,519	51%	\$204,519
III. Printing, Repro. & Graphics	\$134,100	\$134,100	0%	\$0
IV. Computer Services	\$1,404,500	\$2,504,807	78%	\$1,100,307
V. Commissioner Expense	\$70,000	\$150,000	114%	\$80,000
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$2,838,624	\$4,371,600	54%	\$1,532,976
Subtotal Staff Cost	\$28,115,965	\$36,914,906	31%	\$8,798,941
IX. Contractual Services	\$19,740,531	\$15,897,340	-19%	(\$3,843,191)
ABAG Consultants (PL/Bay Trail/LPA/Admin	\$0	\$2,068,166	N/A	\$2,068,166
Total consultants	\$19,740,531	\$17,965,506	-9%	(\$1,775,025)
<b>Total Operating Expense</b>	<b>\$47,856,496</b>	<b>\$54,880,412</b>	<b>15%</b>	<b>\$7,023,916</b>
IX. Contractual Services - Prior Year	\$8,975,132	\$0	0%	(\$8,975,132)

# CAPITAL PROJECTS

	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change % Inc./Dec)	Change \$ Inc./Dec)
Annual Transfer from Reserve to Capital & Legal	\$0	\$500,000	N/A	\$500,000
Legal reserve	\$0	\$300,000	N/A	\$300,000
Annual Capital Expense	\$600,000	\$200,000	-67%	(\$400,000)

	LTD Budget Thru FY 2016-17	Original BUDGET FY 2017-18	LTD Budget Thru FY 2017-18
Hub Signage Program			
Revenue			
Prop. 1B	\$9,856,450	\$0	\$9,856,450
RM2	362,000	0	362,000
Real Flap Sign - STA	1,633,045	1,110,579	2,743,624
	<b>\$11,851,495</b>	<b>\$1,110,579</b>	<b>\$12,962,074</b>

Expense			
Staff	\$1,351,745	\$90,579	\$1,442,324
Consultants	10,499,750	1,020,000	11,519,750
	<b>\$11,851,495</b>	<b>\$1,110,579</b>	<b>\$12,962,074</b>

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

Work Element	Description/Purpose	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change \$ Inc./(Dec)
1111	<b>Support Commission Standing Committees</b>			
	Planning Programs - Other	\$100,000	\$150,000	\$50,000
	TOTAL	\$100,000	\$150,000	\$50,000
1112	<b>Implement Public Information Program</b>			
	LWV Monitor	\$25,000	\$25,000	\$0
	Photography services for MTC/BATA	60,000	60,000	0
	Design & Production Services	100,000	150,000	50,000
	On-call Facilitation and Outreach	35,000	35,000	0
	Digital Promotion & Analysis	20,000	25,000	5,000
	On call Video Services	25,000	25,000	0
	Climate Initiatives	25,000	25,000	0
	Awards Program	55,000	15,000	(40,000)
	MTC web integration/portal	100,000	200,000	100,000
	Hub Outreach and Promotion	0	25,000	25,000
	Public Records Management System	0	40,000	40,000
	Regional Transit Mapping Project	0	150,000	150,000
	Regional Urban Wayfinding Coordination and Guidelines	0	40,000	40,000
	TOTAL	\$445,000	\$815,000	\$370,000
1121	<b>Plan Bay Area</b>			
	Develop Public Involvement	\$170,000	\$100,000	(\$70,000)
	Action Plan Outreach/Special Events	0	50,000	50,000
	Economic Analysis	35,000	0	(35,000)
	Event Expenses	90,000	25,000	(65,000)
	CBO Outreach	50,000	25,000	(25,000)
	Public Opinion/Revenue Polls (2 total)	150,000	150,000	0
	Digital Tools/Visualization	40,000	0	(40,000)
	EIR Development	229,761	75,000	(154,761)
	CALCOG	30,000	0	(30,000)
	2021 RTP/SCS Performance/Strategy Integration	0	75,000	75,000
	Integrated Transportation and Health Impact Model Update	0	50,000	50,000
	TOTAL	\$794,761	\$550,000	(\$244,761)
1122	<b>Analyze Regional Data using GIS and Travel Models</b>			
	Travel Model Assistance	\$100,000	\$100,000	\$0
	Land use Model Research	150,000	150,000	0
	Travel Model Research	50,000	35,000	(15,000)
	Technical Support for Web Based Projects	100,000	100,000	0
	Consolidated household travel	1,094,458	250,250	(844,208)
	Regional Transit on Board	0	1,000,000	1,000,000
	Future Mobility Research Program	50,000	100,000	50,000
	TOTAL	\$1,544,458	\$1,735,250	\$190,792
1126	<b>Resiliency (Sea Level Rise/Adaption) Planning</b>			
	Sea Level/Adaption Planning	\$991,834	\$83,000	(\$908,834)
		\$991,834	\$83,000	(\$908,834)
1124	<b>Regional Goods Movement Plan</b>			
		\$450,000	\$0	(\$450,000)
	TOTAL	\$450,000	\$0	(\$450,000)
1125	<b>Non-Motorized Transportation</b>			
	Complete Streets Workshops	\$0	\$40,000	\$40,000
	Bike Share Program - Operating Expenses	\$284,000	\$75,000	(209,000)
		\$284,000	\$115,000	(\$169,000)
1132	<b>Advocacy Coalitions</b>			
	Legislative advocates - Sacramento	\$115,000	\$120,000	\$5,000
	Mineta Transportation Institute	200,000	100,000	(100,000)
	Legislative advocates - Washington D.C.	263,100	268,362	5,262
	TOTAL	\$578,100	\$488,362	(\$89,738)
1152	<b>Agency Financial Management</b>			
	Financial Audit	\$400,000	\$422,000	\$22,000
	OPEB Actuary	20,000	30,000	10,000
	Financial System Upgrade	5,000	5,000	0
	TOTAL	\$425,000	\$457,000	\$32,000
1153	<b>Administrative Services</b>			
	Organizational and Compensation	\$60,000	\$220,000	\$160,000
	Ergonomics	55,000	40,000	(15,000)
	Language Assistance Plan Review	0	50,000	50,000
	SBE Pilot Program	0	160,000	160,000
	Internship Program	205,000	256,000	51,000
	TOTAL	\$320,000	\$726,000	\$406,000



**CONTRACTUAL SERVICES DETAIL**

Work Element	Description/Purpose	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change \$ Inc./Dec)
1161	<b>Information Technology Services</b>			
	Data Security Improvements	\$55,000	\$75,000	\$20,000
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	0	50,000	50,000
	Telephone System Migration	0	80,000	80,000
	File System Migration	0	50,000	50,000
	Mobile device mgmnt merging with ABAG	0	20,000	20,000
	Change training	0	50,000	50,000
	Enterprise data and process review	207,000	0	(207,000)
	Move Assistance/Project Management	27,500	40,000	12,500
	<b>TOTAL</b>	<b>\$339,500</b>	<b>\$415,000</b>	<b>\$75,500</b>
1212	<b>Performance Measuring and Monitoring</b>			
	Vital Signs Website Development	\$150,000	\$150,000	\$0
	Federal Performance Monitoring	0	50,000	50,000
	<b>TOTAL</b>	<b>\$150,000</b>	<b>\$200,000</b>	<b>\$50,000</b>
1222	<b>Regional Rideshare Program</b>			
	511 Ridesharing Program Operations	\$1,150,000	\$870,000	(\$280,000)
	511 Program Marketing	150,000	0	(150,000)
	<b>TOTAL</b>	<b>\$1,300,000</b>	<b>\$870,000</b>	<b>(\$430,000)</b>
1224	<b>Regional Traveler Information</b>			
	511 Traffic/Real Time Transit	\$995,000	\$250,000	(\$745,000)
	511 Web Services	250,000	0	(250,000)
	511 Transit system	650,000	60,000	(590,000)
	511 Communications	0	200,000	200,000
	511 ETC Removal	0	300,000	300,000
	<b>TOTAL</b>	<b>\$1,895,000</b>	<b>\$810,000</b>	<b>(\$1,085,000)</b>
1228	<b>Regional Transportation Emergency Operation</b>			
	Global Fone NI Government	\$25,000	\$0	(\$25,000)
	EOC Training & Support	75,000	0	(75,000)
	<b>TOTAL</b>	<b>\$100,000</b>	<b>\$0</b>	<b>(\$100,000)</b>
1229	<b>Regional Transportation Emergency Planning</b>			
	Ongoing Emergency Exercise Support	\$75,000	\$300,000	\$225,000
	Joint Operations at @ Beale Street	300,000	50,000	(250,000)
	Transit Service Contingency	667,000	1,000,000	333,000
	<b>TOTAL</b>	<b>\$1,042,000</b>	<b>\$1,350,000</b>	<b>\$308,000</b>
1233	<b>Transportation Asset Management</b>			
	Software Development and Maintenance	\$1,325,000	\$1,225,000	(\$100,000)
	Transit Capital Inventory	154,549	50,000	(104,549)
	Software Training Support	160,347	238,868	78,521
	TAM Plan Development and Performance	100,000	0	(100,000)
	PTAP Projects	239,299	194,331	(44,968)
	Quality Assurance Program	50,000	75,000	25,000
	<b>TOTAL</b>	<b>\$2,029,195</b>	<b>\$1,783,199</b>	<b>(\$245,996)</b>
1234	<b>Arterial and Transit Performance</b>			
	Program for Arterial System	\$118,265	\$150,000	31,735
	<b>TOTAL</b>	<b>\$118,265</b>	<b>\$150,000</b>	<b>\$31,735</b>
1235	<b>Incident Management</b>			
	I-880 ICM Device Maint.	\$100,000	\$100,000	\$0
	Incident Management Task Force	100,000	200,000	100,000
	Incident Analytics Module	0	350,000	350,000
	<b>TOTAL</b>	<b>\$200,000</b>	<b>\$650,000</b>	<b>\$450,000</b>
1237	<b>Bay Area Forward</b>			
	Bay Area Forward Implementation	\$0	\$1,100,000	\$1,100,000
	Transit Elements	0	10,000	10,000
	Performance Monitoring	50,000	0	(50,000)
	<b>TOTAL</b>	<b>\$50,000</b>	<b>\$1,110,000</b>	<b>\$1,060,000</b>
1311	<b>Lifeline Planning</b>			
	Disabled Persons Data Collection	\$269,013	\$50,000	(\$219,013)
	Lifeline Cycle 3	747,589	0	(747,589)
	Mobility Management Implementation Technical Assist.	0	50,000	50,000
	Means Based Fare Program	0	872,529	872,529
	Non Emergency Medical Trip Reimbursement Sys.	60,000	50,000	(10,000)
	<b>TOTAL</b>	<b>\$1,076,602</b>	<b>\$1,022,529</b>	<b>(\$54,073)</b>

**CONTRACTUAL SERVICES DETAIL**

Work Element	Description/Purpose	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change \$ Inc./Dec)
1413	<b>Climate Initiative</b>			
	EV Strategic Council	\$35,000	\$35,000	\$0
	TOTAL	\$35,000	\$35,000	\$0
1514	<b>Regional Assistance Programs</b>			
	TDA Claims/Fund Estimate on line Migration and Reporting	\$25,000	\$25,000	\$0
	Performance audits - TDA audit & RM2 Oversight	193,000	193,000	0
	TOTAL	\$218,000	\$218,000	\$0
1515	<b>Regional Assistance Programs</b>			
	FMS Developer	\$187,200	\$200,000	\$12,800
	FMS User Interface Upgrade	127,733	0	(127,733)
	TOTAL	\$314,933	\$200,000	(\$114,933)
1517	<b>Transit Sustainability</b>			
	Transit Sustainability Planning	\$601,224	\$408,000	(\$193,224)
	Transit Core Capacity Phase 2 Planning/Implementation	0	200,000	200,000
	SRTP	540,000	300,000	(240,000)
	TOTAL	\$1,141,224	\$908,000	(\$233,224)
1519	<b>Core Capacity Transit</b>			
	Core Capacity Transit study	\$50,000	\$0	(\$50,000)
	TOTAL	\$50,000	\$0	(\$50,000)
1611	<b>Transportation and Land Use Coordination</b>			
	ABAG - FHWA/FTA5303	\$1,372,716	\$0	(\$1,372,716)
	ABAG - TDA	1,300,000	0	(1,300,000)
	Rail Volution	0	50,000	50,000
	CASA	200,000	250,000	50,000
	Bike/ Ped Counts Program	35,000	0	(35,000)
	TOTAL	\$2,907,716	\$300,000	(\$2,607,716)
1612	Climate Adaption Consulting (BARC)	\$89,942	\$56,000	(\$33,942)
106	<b>Legal Services</b>	\$750,000	\$700,000	(\$50,000)
101	ABAG Consultants	\$0	\$2,068,166	\$2,068,166
	<b>Total consultant contracts:</b>	<b>\$19,740,531</b>	<b>\$17,965,506</b>	<b>(\$1,775,025)</b>

## LTD Federal Grants Budget

## Attachment B

		1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
STP Grants		LTD Grant thru FY 2016	LTD Actual & Enc Bal. thru FY 2017	Balance thru FY 2017	New Grant FY 2017-18	staff budget FY 2017-18	Consultant budget FY 2017-18	Balance FY 2017-18
Grant # / Fund Source #	Project Description							
6084-146 1580	Station Area Planning	\$17,957,890	\$17,534,385	\$423,505	\$0	\$0	\$0	\$423,505
6084-175 1801	MTC Regional Planning	51,629,000	51,012,030	616,970		83,574	12,000	521,396
6084-176 1803	511 Grant	32,500,000	30,285,158	2,214,842			840,000	1,374,842
6084-178 1805	Regional Streets and Roads	1,200,000	1,200,000	-				-
6084-179 1806	Pavement Management	6,000,000	5,947,534	52,466				52,466
6084-187 1811	OBAG Regional PDA - ABAG	2,000,000	1,979,927	20,073				20,073
6084-186 1812	OBAG Regional PDA	8,740,305	7,918,472	821,833			500,000	321,833
6084-193 1816	Arterial Operations	2,500,000	1,488,776	1,011,224				1,011,224
6084-198 1818	Pavement Management	1,500,000	-	1,500,000			1,500,000	-
6084-199 1819	511 Traveler Information	8,750,000	2,663,289	6,086,711		2,016,377	3,210,000	860,334
6084-201 1820	Freeway Performance Initiative	3,480,000	91,461	3,388,539		1,277,834	730,000	1,380,705
6084-203 1821	Arterial Operations	500,000	-	500,000			\$0	500,000
6084-205 1822	Pavement Management	347,000	-	347,000			\$300,000	47,000
6160-027 1823	Incident Management	517,000	-	517,000			-	517,000
NEW	CMA Planning				39,016,000		7,495,000	31,521,000
NEW	MTC Planning				9,555,000	1,551,574	283,426.31	7,720,000
NEW	PDA Planning & Implementation				18,500,000	500,000	10,150,000	7,850,000
NEW	Freeway Performance			4	43,000,000		10,000,000	33,000,000
NEW	Arterial/Transit Performance			2	18,000,000	-	6,000,000	12,000,000
NEW	Connected Vehicles/Shared Mobility			1	5,000,000		4,000,000	1,000,000
NEW	Field Equipment Devices O&M			7	19,000,000	545,532	2,685,000	15,769,468
NEW	Bay Area Forward			3	2,500,000		2,500,000	-
		\$137,621,195	\$120,121,032	\$17,500,163	\$154,571,000	\$5,974,890	\$50,205,426	\$115,890,846
CMAQ Grants								
6084-160 1589	Arterial Operations	\$10,750,000	\$10,121,913	\$628,087	\$0	\$615,174	\$0	\$12,913
6084-164 1591	Climate Initiatives	7,393,432	7,393,432	-				-
6084-165 1592	Climate Initiatives Evaluation	3,200,000	3,142,348	57,652			57,652	-
6084-202 1824	Climate Initiatives	1,300,000	-	1,300,000			300,000	1,000,000
6160-018 1596	Freeway Performance	8,608,000	8,077,126	530,874		530,874		-
6160-020 1800	Incident Management	3,862,000	3,379,084	482,916				482,916
6084-176 1804	511 Grant	16,270,000	16,270,000	-				-
6084-180 1809	Freeway Performance Corridor Studies	4,000,000	2,421,146	1,578,854		500,000	1,000,000	78,854
6084-188 1814	Regional Bicycle Program	1,725,000	430,678	1,294,322				1,294,322
NEW	Climate Initiatives				22,000,000		22,000,000	-
NEW	Rideshare Implementation			A	720,000	152,322		567,678
NEW	Capital Bike Share			12	2,000,000		2,000,000	-
NEW	Carpool Program			9	7,280,000		1,231,000	6,049,000
NEW	Vanpool Program			10	2,000,000		250,000	1,750,000
NEW	Commuter Benefits Implementation			B	674,000	156,600	380,000	137,400
NEW	Commuter Benefits Program			11	1,111,000			1,111,000
NEW	511 Next Generation			6	37,215,000		6,760,000	30,455,000
NEW	Bay Area Forward			3	5,820,000		3,620,000	2,200,000
NEW	Incident Management			8	14,278,000		14,278,000	-
NEW	Incident Management			5	13,000,000	910,395	600,000	11,489,605
		\$57,108,432	\$51,235,727	\$5,872,705	\$106,098,000	\$2,865,366	\$52,476,652	\$56,628,687
FTA GRANTS								
16-X065-00 1635	FTA 5310	\$460,429	\$454,424	\$6,005	\$692,000	\$350,000	\$0	\$348,005
34-001 1631	FTA 5339 - Bus Purchases	10,506,277	840,438	9,665,839			9,665,839	-
34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	432,386	11,807,629			11,807,629	-
34-0032 1634	FTA 5339 - Bus Purchases	9,590,718	197,701	9,393,017			1,976,006	7,417,011
37-X076 1614	JARC	5,357,119	5,009,699	347,420			\$304,533	42,887
37-X104 1625	JARC	2,654,120	2,349,587	304,533				304,533
37-X133 1627	JARC	1,004,559	915,827	88,732				88,732
37-X164 1629	JARC	805,190	805,190	-				-
37-X177 1630	JARC	2,430,952	2,075,352	355,600				355,600
57-X023 1623	New Freedom	1,545,232	1,462,654	82,578				82,578
57-X050 1626	New Freedom	3,748,859	3,701,442	47,417				47,417
57-X074 1628	New Freedom	2,793,517	2,786,840	6,677				6,677
57-X109 1632	New Freedom	1,383,631	1,283,465	100,166				100,166
CA79-1001-1668	TIGER	1,000,000	1,000,000	-				-
		\$55,520,618	\$23,315,005	\$32,205,613	\$692,000	\$350,000	\$23,754,007	\$8,793,606
Other Grants								
1110	HEPP Travel Model (Reobligated)	\$90,000	\$90,000	\$0	\$0	\$0	\$0	\$0
1112	FHWA - SHRP2	700,000	636,322	63,678	-	-	-	63,678
		\$790,000	\$726,322	\$63,678	\$0	\$0	\$0	\$63,678
Total Federal Grants Budget		\$251,040,245	\$195,398,087	\$55,642,158	\$261,361,000	\$9,190,256	\$126,436,085	\$181,376,817

**CONTRACTUAL SERVICES DETAIL Federal Grants**

Work Element	Description/Purpose	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18	Change \$ Inc./Dec)
1112	<b>Implement Public Information Program</b>			
	Bike to Work Day	\$250,000	\$200,000	(\$50,000)
		\$250,000	\$200,000	(\$50,000)
1152	<b>Agency Financial Management</b>			
	Project Audits	\$100,000	\$0	(\$100,000)
	TOTAL	\$100,000	\$0	(\$100,000)
1125	<b>Non-Motorized Transportation</b>			
	Capital Bike Share	\$0	\$2,000,000	\$2,000,000
		\$0	\$2,000,000	\$2,000,000
1222	<b>Regional Rideshare Program</b>			
	511 Program Operations	\$915,000	\$1,621,000	\$706,000
	511 Program Marketing	425,800	0	(425,800)
	Rideshare: Employer Services (CMAs)	615,000	250,000	(365,000)
	SB 1128	0	380,000	380,000
	TOTAL	\$1,955,800	\$2,251,000	\$295,200
1223	<b>Operational Support for Regional Programs</b>			
	TOS Device Maintenance and Repair	\$100,000	\$2,685,000	\$2,585,000
	TOTAL	\$100,000	\$2,685,000	\$2,585,000
1224	<b>Regional Traveler Information</b>			
	511 Traffic Real Time Transit	\$3,588,800	\$0	(\$3,588,800)
	511 Transit	3,820,000	0	(3,820,000)
	511 Licenses	241,000	0	(241,000)
	511 Web Services	0	6,210,000	6,210,000
	511 System Integrator	0	2,640,000	2,640,000
	Technical Advisor Services	0	200,000	200,000
	511 Communications	0	550,000	550,000
	511 TIC Operations	0	620,000	620,000
	511 ETC Removal	0	200,000	200,000
		\$7,649,800	\$10,420,000	\$2,770,200
1233	<b>Pavement Management System</b>			
	Software Training Support	\$232,744	\$300,000	\$67,256
	P-TAP Projects	1,847,000	1,500,000	(347,000)
	TOTAL	\$2,079,744	\$1,800,000	(\$279,744)
1234	<b>Arterial and Transit Performance</b>			
	Program for Arterial System	\$3,393,072	\$6,000,000	\$2,606,928
	TOTAL	\$3,393,072	\$6,000,000	\$2,606,928
1235	<b>Incident Management</b>			
	I-880 Central Segment Project Study Report	\$0	\$600,000	\$600,000
	I-880 ICM	14,423,000	14,278,000	(145,000)
	TOTAL	\$14,423,000	\$14,878,000	\$455,000
1237	<b>Bay Area Forward</b>			
	Managed Lanes Implementation Plan	\$2,500,000	\$0	(2,500,000)
	Active Traffic Management Implementation	980,000	0	(980,000)
	Performance Monitoring & Tools	550,000	730,000	180,000
	Regional Dynamic Traffic Assignment Model	100,000	0	(100,000)
	FPI Traffic Operations/Corridor Analysis	1,500,000	0	(1,500,000)
	Design Alternative Assessments/Corridor Studies	0	1,000,000	1,000,000
	Bay Bridge Forward Implementation	0	6,120,000	6,120,000
	Bay Area Forward Implementation	0	10,000,000	10,000,000
	TOTAL	\$5,630,000	\$17,850,000	\$12,220,000
1228	<b>Technology-Based Operations &amp; Mobility</b>			
	Technology-Based Operations & Mobility	\$0	\$4,000,000	4,000,000
	TOTAL	\$0	\$4,000,000	\$4,000,000
1310	<b>Implement Lifeline Transportation Program</b>			
	Lifeline Planning	\$0	\$304,533	\$304,533
	TOTAL	\$0	\$304,533	\$304,533
1413	<b>Climate Initiative</b>			
	Climate Initiative Outreach and Marketing program	\$1,663,179	\$0	(\$1,663,179)
	Climate Initiatives Cycle 1	0	57,652	57,652
	Climate Initiatives Cycle 2	0	100,000	100,000
	Climate Initiatives OBAG 2	0	22,000,000	22,000,000
	TOTAL	\$1,663,179	\$22,157,652	\$20,494,473
1512	<b>Federal TIP Development</b>			
	Busses replacements	\$24,950,311	\$23,449,474	(\$1,500,837)
	TOTAL	\$24,950,311	\$23,449,474	(\$1,500,837)
1518	<b>New Freedom</b>			
	New Freedom Projects	\$26,000	\$0	(\$26,000)
	TOTAL	\$26,000	\$0	(\$26,000)
1611	<b>Transportation and Land Use Coordination</b>			
	ABAG - STP	\$1,127,284	\$0	(\$1,127,284)
	BCDC STP	259,822	271,426	11,604
	CMAs - STP	7,350,000	7,495,000	145,000
	Access Public Lands near Transit	0	500,000	500,000
	PDA Implementation Studies	16,000	150,000	134,000
	PDA Planning Grant	0	10,000,000	10,000,000
	TOTAL	\$8,753,106	\$18,416,426	\$9,663,320
1612	<b>Climate Adaption Consulting (BARC)</b>			
		\$38,368	\$24,000	(\$14,368)
	<b>Total Federal funded Consultants</b>	<b>\$71,012,380</b>	<b>\$126,436,085</b>	<b>\$55,423,705</b>

**Clipper Operating:**

	Amended BUDGET FY 2016-17	Original BUDGET FY 2017-18		Change \$ Inc./Dec
Revenue:				
RM2	\$2,950,000	\$2,800,000	-5%	(\$150,000)
STP	180,000	0	-100%	(180,000)
STA	11,736,461	11,079,286	-6%	(657,175)
Transit Operators	18,352,529	18,506,000	1%	153,471
Total clipper operating Revenue	\$33,218,990	\$32,385,286	-3%	(\$833,704)
Expenses:				
Staff cost	\$1,875,537	\$1,317,051	-30%	(\$558,486)
Travel & Other General Ops.	103,220	72,235	-30%	(30,985)
Promotion/Outreach/Fare Inc.	2,950,000	2,800,000	-5%	(150,000)
Clipper Operations	28,290,233	28,196,000	0%	(94,233)
Total clipper operating Expense	\$33,218,990	\$32,385,286	-3%	(\$833,704)

**Clipper 1 Capital:**

	LTD Budget Thru FY2016-17	Original BUDGET FY 2017-18	LTD Budget Thru FY2017-18
Revenue:			
CMAQ	\$68,703,835	\$0	\$68,703,835
Card Sales	6,851,267	2,000,000	8,851,267
Low Carbon Transit Operations (LCTOP)	3,559,290	0	3,559,290
ARRA	11,167,891	0	11,167,891
FTA	27,213,349	0	27,213,349
STP	37,538,086	0	37,538,086
STA	22,946,540	0	22,946,540
Prop 1B	988,137	0	988,137
SFMTA	8,005,421	0	8,005,421
GGGHTD	2,975,000	0	2,975,000
BART	725,000	0	725,000
MTC Exchange Fund	7,573,878	0	7,573,878
BATA	26,864,813	0	26,864,813
Transit Operators	13,857,000	500,000	14,357,000
WETA	603,707	0	603,707
Sales Tax	890,216	0	890,216
Total Clipper 1 capital Revenue	\$240,463,430	\$2,500,000	\$242,963,430
Expense:			
Staff Costs	\$10,307,040	1,109,896	\$11,416,936
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	13,910,707	500,000	14,410,707
Design	54,690,574	0	54,690,574
Site Preparation	3,899,437	0	3,899,437
Construction	21,867,682	0	21,867,682
Consultants	24,226,696	0	24,226,696
Engineering	7,953,061	0	7,953,061
Communications	1,583,000	0	1,583,000
Marketing	2,212,029	0	2,212,029
Financial Services	391,600	0	391,600
Equipment	49,226,873	0	49,226,873
Clipper Cards	15,140,095	2,000,000	17,140,095
Other	31,957,594	(1,109,896)	30,847,698
Total Clipper 1 Expense	\$240,463,430	\$2,500,000	\$242,963,430

**Clipper 2 Capital:**

	LTD Budget Thru FY2016-17	Original BUDGET FY 2017-18	LTD Budget Thru FY2017-18
Revenue:			
STP	\$4,569,554	\$0	\$4,569,554
FTA	10,078,133	0	10,078,133
TCP - CMAQ Funds	2,684,772	0	2,684,772
Golden Gate Pass through	5,000,000	0	5,000,000
Low Carbon Transit Operations (LCTOP)	1,100,000	0	1,100,000
BATA	260,000	0	260,000
STA	1,410,841	0	1,410,841
Total Clipper 2 Revenue	\$25,103,300	\$0	\$25,103,300
Expense:			
Staff Costs	\$2,713,554	\$1,763,788	\$4,477,342
Equipment	6,591,903	0	6,591,903
Consultants	15,797,843	(1,763,788)	14,034,055
Total Clipper 2 Expense	\$25,103,300	\$0	\$25,103,300



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2627      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution No. 4278. FY2017-18 RM2 Operating Program.

Adopt the FY2017-18 RM2 Operating Program and provide an update about routes that are at risk of losing funds.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8a PAC 4a Reso-4278 2017-18 RM2 Op Program](#)  
[4a Reso-4278 2017-18 RM2 Op Program.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4278. FY2017-18 RM2 Operating Program.

*Adopt the FY2017-18 RM2 Operating Program and provide an update about routes that are at risk of losing funds.*

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

June 14, 2017

Item Number 4a

### Resolution No. 4278

**Subject:** Adopt the FY2017-18 Regional Measure 2 (RM2) Operating Program and provide an update about routes at risk of losing funding.

**Background:** This item adopts the FY2017-18 Regional Measure 2 (RM2) Operating Program and provides a brief summary of routes at risk of losing funds. The overall program is very similar to last year's program.

MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. RM2 operating projects must meet farebox recovery standards and maintain or increase passengers per revenue hour by the third year of service. Farebox recovery requirements are established by mode (ferry, bus or rail) and type of service (peak, all day and owl service).

Subject to the approval of the FY2017-18 Bay Area Toll Authority (BATA) budget, Resolution 4278 adopts the Operating Assistance Program for FY2017-18 and includes roughly \$43.7 million in RM2 funds. In general, the same transit routes and services as last year are proposed for funding. However, as discussed in agenda item 2e, minor adjustments continue to be made to the programming for the Richmond Bridge, Express Bus North, and Express Bus South categories as operators who received additional funding in FY 2015-16 respond to service needs. A small amount of funds in Express Bus North is unprogrammed.

The RM2 program also identifies \$3.9 million in marketing funding for Clipper® and other RM2 projects. Notably, the marketing budget includes \$500,000 for AC Transit for RM2-funded service such as the Bus Rapid Transit/1R service and Transbay service/Transbay Comprehensive Operational Analysis. The RM2 marketing support will free up funds for AC Transit to use in support of school bus service. The marketing program is also included in the proposed FY2017-18 BATA budget and subject to its approval.

**At-risk Routes:** The Dumbarton Express DB1, AC Transit's Route LA and County Connection's Route 96x are currently not meeting RM2 performance standards. Below is a preliminary update on these routes. Staff will return in the Fall to provide a comprehensive update on the performance of RM2-funded routes. The farebox recovery of the at-risk routes is as follows:

Service	Type of Service	Required Farebox	FY2016-17 thru 12/2016 Farebox (unaudited)	FY2015-16 Farebox	FY2014-15 Farebox
DBROC-DB1	All day <sup>1</sup>	20%/30%	22.4%	25.9%	26.9%
AC Transit-LA	Peak	30%	19.1%	24.0%	24.6%
CCCTA-96x	Peak	30%	24.1%	24.1%	25.0%

*Note 1: DB1 changed to all day in FY2016-17. It was peak-only service prior to this fiscal year.*

The Dumbarton Express DB1 has not met the RM2-required farebox recovery standard of 30% since the RM2 Program began to provide full support of service in FY2012-13. The DB1 was required to achieve the performance standard by the end of FY 2014-15. It was in its grace year of funding in FY2015-16. Based on ridership patterns showing a demand for mid-day service and in anticipation of the recommendations of a study of the Dumbarton corridor, MTC agreed to provide additional funding for all-day service rather than peak-only service for FY 2016-17 contingent upon cost per passenger not worsening. However, ridership continues to decline on the service and the route will need another grace year of funding in FY 2017-18.

Improving transit ridership on the corridor is a challenge. Lack of parking along the Dumbarton corridor is a major obstacle to ridership growth with the only park and ride lot often filled by 7:00 am. Acting as the head of the transit consortium operating DB1, AC Transit is exploring expansion of the park and ride and other parking opportunities. The aforementioned corridor study draft report includes several short-term capital improvements that would benefit transit service and potentially increase ridership. Private entities served by the DB1 also have expressed interest in partially funding the service.

Over the last several years, AC Transit's Route LA and County Connection's (CCCTA's) Route 96x were restructured to include fewer mid-day trips, causing these routes to need to conform to the 30% farebox requirement for peak service routes. Due to this higher standard, both routes are now at-risk of losing funds.

Both AC Transit and CCCTA have been informed that they will be in a grace year of funding in FY2017-18. Staff may recommend termination of funding starting in FY 2018-19. In the meantime, AC Transit is conducting a Comprehensive Operational Analysis of its Transbay Service. Preliminary recommendations are expected this Fall and AC Transit will provide a corrective action proposal for Route LA at that time. CCCTA is currently considering options and will send MTC a proposed corrective action plan.

Finally, some good news. Last year, the South San Francisco (SSF) ferry was given until the end of FY 2018-19 to meet the RM2-required 40% farebox recovery standards. The farebox continues to grow at a rapid rate and after three quarters of reporting in FY2016-17, farebox recovery is at 37%.

**Issues:** This proposed program does not include funding for the two projects that are the subject of the public hearing in item 3a. Staff will return to the Commission at a future date with program revisions pending the outcome of the hearing process.

**Recommendation:** Refer MTC Resolution No. 4278 to the Commission for approval.

**Attachments:** MTC Resolution No. 4278



**COMMISSION AGENDA ITEM 8a**

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4278

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2017-18.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2017-18 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4278

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the 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 identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2017-18, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$100,000 for each project, in consultation with the affected sponsor.

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 June 28, 2017.

# COMMISSION AGENDA ITEM 8a

Date: June 28, 2017

W.I.: 1255

Referred by: PAC

Attachment A

MTC Resolution No. 4278

Page 1 of 2

## FY 2017-18 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Route	Programmed (1,2)	Notes
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	2,130,612	
		Golden Gate Transit	Route 40 Express Service Pilot	343,113	
			<b>Total</b>	<b>2,473,725</b>	
2	Napa VINE Service	NCTPA	Route 29	426,400	
			<b>Total</b>	<b>426,400</b>	
3	Express Bus North	SolTrans	Route 78	731,700	
		SolTrans	Route 80	578,000	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	433,100	
		Fairfield/Suisun Transit	Route 90	636,600	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		SolTrans	Route 82 Pilot	30,000	
		Solano TA	TBD	61,734	
			<b>Total</b>	<b>3,750,608</b>	
4	Express Bus South	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	819,550	
		WestCat	Bay Bridge Forward Service Start-up	100,000	
		LAVTA	Rapid	580,836	
			<b>Total</b>	<b>7,073,629</b>	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,432,828	
		AC Transit	Route DB1	1,534,148	
			<b>Total</b>	<b>2,966,976</b>	
6	Ferry Service	WETA	Alameda Harbor Bay	900,800	
		WETA	Alameda/Oakland	5,123,400	
		WETA	Vallejo	6,353,000	
		WETA	South San Francisco	2,922,800	
		WETA	Bay Bridge Forward Service Expansion	1,200,000	
			<b>Total</b>	<b>16,500,000</b>	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		AC Transit	Route 800 Service Enhancements	227,000	
			<b>Total</b>	<b>2,054,000</b>	
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	<b>2,500,000</b>	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/Oakland/San Leandro Corridor	<b>3,000,000</b>	
11	WETA planning	WETA	Planning and operations	<b>3,000,000</b>	
<b>Grand Total</b>				<b>43,745,338</b>	

## COMMISSION AGENDA ITEM 8a

Attachment A  
MTC Resolution No. 4278  
Page 2 of 2

### RM2 Marketing Assistance Program (4)

Project Name	Operator	Description	Programmed (4)	Notes
Clipper®	MTC	Public Information and Marketing	2,700,000	
511 Real Time Transit	MTC	Public Information and Marketing	200,000	
Seamless Transit Map	MTC	Public Information	270,000	
Wayfinding	MTC	Public Information	40,000	
The Hub Regional Resource Center	MTC	Center Operations	100,000	
AC Transit Services	AC Transit	Public Information and Marketing	500,000	
New or Expanded Transit Services	TBD	Public Information and Marketing	50,000	
Grand Total			3,860,000	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
  2. Amounts shown are subject to approval of the FY 2017-18 BATA Budget.
  3. The funding for Route DB1 is consistent with the cost to provide full-day service for one fiscal year. Future funding levels are contingent upon successful performance of all-day service, i.e., satisfactory cost/passenger ratio.
  4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).

# Metropolitan Transportation Commission

## Programming and Allocations Committee

June 14, 2017

Item Number 4a

### Resolution No. 4278

**Subject:** Adopt the FY2017-18 Regional Measure 2 (RM2) Operating Program and provide an update about routes at risk of losing funding.

**Background:** This item adopts the FY2017-18 Regional Measure 2 (RM2) Operating Program and provides a brief summary of routes at risk of losing funds. The overall program is very similar to last year's program.

MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. RM2 operating projects must meet farebox recovery standards and maintain or increase passengers per revenue hour by the third year of service. Farebox recovery requirements are established by mode (ferry, bus or rail) and type of service (peak, all day and owl service).

Subject to the approval of the FY2017-18 Bay Area Toll Authority (BATA) budget, Resolution 4278 adopts the Operating Assistance Program for FY2017-18 and includes roughly \$43.7 million in RM2 funds. In general, the same transit routes and services as last year are proposed for funding. However, as discussed in agenda item 2e, minor adjustments continue to be made to the programming for the Richmond Bridge, Express Bus North, and Express Bus South categories as operators who received additional funding in FY 2015-16 respond to service needs. A small amount of funds in Express Bus North is unprogrammed.

The RM2 program also identifies \$3.9 million in marketing funding for Clipper® and other RM2 projects. Notably, the marketing budget includes \$500,000 for AC Transit for RM2-funded service such as the Bus Rapid Transit/1R service and Transbay service/Transbay Comprehensive Operational Analysis. The RM2 marketing support will free up funds for AC Transit to use in support of school bus service. The marketing program is also included in the proposed FY2017-18 BATA budget and subject to its approval.

**At-risk Routes:** The Dumbarton Express DB1, AC Transit's Route LA and County Connection's Route 96x are currently not meeting RM2 performance standards. Below is a preliminary update on these routes. Staff will return in the Fall to provide a comprehensive update on the performance of RM2-funded routes. The farebox recovery of the at-risk routes is as follows:

Service	Type of Service	Required Farebox	FY2016-17 thru 12/2016 Farebox (unaudited)	FY2015-16 Farebox	FY2014-15 Farebox
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AC Transit-LA	Peak	30%	19.1%	24.0%	24.6%
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*Note 1: DB1 changed to all day in FY2016-17. It was peak-only service prior to this fiscal year.*

The Dumbarton Express DB1 has not met the RM2-required farebox recovery standard of 30% since the RM2 Program began to provide full support of service in FY2012-13. The DB1 was required to achieve the performance standard by the end of FY 2014-15. It was in its grace year of funding in FY2015-16. Based on ridership patterns showing a demand for mid-day service and in anticipation of the recommendations of a study of the Dumbarton corridor, MTC agreed to provide additional funding for all-day service rather than peak-only service for FY 2016-17 contingent upon cost per passenger not worsening. However, ridership continues to decline on the service and the route will need another grace year of funding in FY 2017-18.

Improving transit ridership on the corridor is a challenge. Lack of parking along the Dumbarton corridor is a major obstacle to ridership growth with the only park and ride lot often filled by 7:00 am. Acting as the head of the transit consortium operating DB1, AC Transit is exploring expansion of the park and ride and other parking opportunities. The aforementioned corridor study draft report includes several short-term capital improvements that would benefit transit service and potentially increase ridership. Private entities served by the DB1 also have expressed interest in partially funding the service.

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Finally, some good news. Last year, the South San Francisco (SSF) ferry was given until the end of FY 2018-19 to meet the RM2-required 40% farebox recovery standards. The farebox continues to grow at a rapid rate and after three quarters of reporting in FY2016-17, farebox recovery is at 37%.

**Issues:** This proposed program does not include funding for the two projects that are the subject of the public hearing in item 3a. Staff will return to the Commission at a future date with program revisions pending the outcome of the hearing process.

**Recommendation:** Refer MTC Resolution No. 4278 to the Commission for approval.

**Attachments:** MTC Resolution No. 4278

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4278

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2017-18.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 14, 2017.



Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

RE: Adoption of FY2017-18 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4278

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the 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 identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2017-18, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$100,000 for each project, in consultation with the affected sponsor.

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 June 28, 2017.

**FY 2017-18 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)**

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>	<b>Programmed (1,2)</b>	<b>Notes</b>
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	2,130,612	
		Golden Gate Transit	Route 40 Express Service Pilot	343,113	
			<b>Total</b>	<b>2,473,725</b>	
2	Napa VINE Service	NCTPA	Route 29	426,400	
			<b>Total</b>	<b>426,400</b>	
3	Express Bus North	SolTrans	Route 78	731,700	
		SolTrans	Route 80	578,000	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	433,100	
		Fairfield/Suisun Transit	Route 90	636,600	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		SolTrans	Route 82 Pilot	30,000	
		Solano TA	TBD	61,734	
			<b>Total</b>	<b>3,750,608</b>	
4	Express Bus South	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	819,550	
		WestCat	Bay Bridge Forward Service Start-up	100,000	
		LAVTA	Rapid	580,836	
			<b>Total</b>	<b>7,073,629</b>	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,432,828	
		AC Transit	Route DB1	1,534,148	
			<b>Total</b>	<b>2,966,976</b>	
6	Ferry Service	WETA	Alameda Harbor Bay	900,800	
		WETA	Alameda/Oakland	5,123,400	
		WETA	Vallejo	6,353,000	
		WETA	South San Francisco	2,922,800	
		WETA	Bay Bridge Forward Service Expansion	1,200,000	
			<b>Total</b>	<b>16,500,000</b>	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		AC Transit	Route 800 Service Enhancements	227,000	
			<b>Total</b>	<b>2,054,000</b>	
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	<b>2,500,000</b>	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/Oakland/San Leandro Corridor	<b>3,000,000</b>	
11	WETA planning	WETA	Planning and operations	<b>3,000,000</b>	
<b>Grand Total</b>				<b>43,745,338</b>	

**RM2 Marketing Assistance Program (4)**

<b>Project Name</b>	<b>Operator</b>	<b>Description</b>	<b>Programmed (4)</b>	<b>Notes</b>
Clipper®	MTC	Public Information and Marketing	2,700,000	
511 Real Time Transit	MTC	Public Information and Marketing	200,000	
Seamless Transit Map	MTC	Public Information	270,000	
Wayfinding	MTC	Public Information	40,000	
The Hub Regional Resource Center	MTC	Center Operations	100,000	
AC Transit Services	AC Transit	Public Information and Marketing	500,000	
New or Expanded Transit Services	TBD	Public Information and Marketing	50,000	
<b>Grand Total</b>			<b>3,860,000</b>	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
  2. Amounts shown are subject to approval of the FY 2017-18 BATA Budget.
  3. The funding for Route DB1 is consistent with the cost to provide full-day service for one fiscal year. Future funding levels are contingent upon successful performance of all-day service, i.e., satisfactory cost/passenger ratio.
  4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2628      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 5/12/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 6/14/2017      **Final action:**  
**Title:** MTC Resolution Nos. 4279, 4284, and 4285.

Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8b PAC 4b Reso-4279-4284-4285 TransitOps & CapitalProjectsAllocation](#)  
[4b Reso-4279-4284-4285 TransitOps & CapitalProjectsAllocation.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution Nos. 4279, 4284, and 4285.

*Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.*

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 14, 2017

Agenda Item 4b

**MTC Resolution Nos. 4279, 4284, and 4285**

**Subject:** Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.

**Background:** This month's proposed actions begin the annual allocation process of these funds for FY2017-18. Entities requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220 for TDA and STA) and the RM2 Operating Program (MTC Resolution 4278).

<b>Transit Operator/ Claimant</b>	<b>TDA Resolution No. 4284</b>	<b>STA Resolution No. 4285</b>	<b>RM2 Op. Resolution No. 4279</b>	<b>Total</b>
<b>LAVTA</b>	\$13,850,852	\$ -	\$ -	<b>\$13,850,852</b>
<b>TriDelta Transit (ECCTA)</b>	\$10,284,989	\$ 3,694,112	\$ -	<b>\$13,979,101</b>
<b>County Connection (CCCTA)</b>	\$19,877,894	\$1,612,760	\$ -	<b>\$21,490,654</b>
<b>MTC</b>	\$ -	\$11,080,700	\$ -	<b>\$11,080,700</b>
<b>Vacaville</b>	\$ 2,459,551	\$ -	\$ -	<b>\$ 2,459,551</b>
<b>WETA</b>	\$ -	\$ -	\$19,500,000	<b>\$19,500,000</b>
<b>Total</b>	<b>\$46,473,286</b>	<b>\$16,387,572</b>	<b>\$19,500,000</b>	<b>\$82,360,858</b>

Information regarding the operating budgets and service plans of the above operators is provided in Attachment A. Some highlights are:

- WETA expects to have a service increase that is slightly higher than the budget increase. Additional RM2 operating approved as part of the Bay Bridge Forward project is helping to fund the service increase.
- The other four small operators will keep service levels constant while only one will keep costs under inflation costs.
- The STA allocation for MTC is to support Clipper® annual operating and capital needs. Once Sonoma Marin Area Rail Transit (SMART) starts service later this year, Clipper® will be available on 23 operators.

*Senate Bill 1 (SB1) Transit Funding*

In March of this year, the California Legislature passed SB1, the *Road Repair and Accountability Act of 2017*, consisting of approximately \$5 billion annually of transportation funding, of which \$355 million will be directed to transit operations and capital projects through the same formula used to distribute State Transit Assistance (STA) funds in the state. The Bay Area share of these funds is expected to be approximately \$105 million in FY 2017-18, increasing to an estimated \$133 million in FY 2018-19. The SB1 funding essentially doubles the level of funding of the current STA program. Staff will return to the Commission in the coming months with much more information regarding the SB1 programs

and some policy options for the Commission to consider in spending these new funds.

In conjunction with the start of the annual allocation process described above, MTC staff conducted an informal poll of transit agencies in the region to determine how operators are planning to use the new funding from SB1. Almost all operators indicated that the funds would be used to offset increases in operating costs resulting from rising labor and contracting costs, or recent service increases. Lower ridership and farebox recovery, likely resulting from increased use of ridesharing services and low gas prices, have also placed a strain on operator budgets that SB1 funding will help to alleviate as noted in a few examples below:

- BART has indicated that the funding from SB1 will allow them to forego reductions in service that were being considered prior to the passage of SB1.
- AC Transit, also suffering from recent ridership decreases, will use the funding to sustain existing services, as well as fund the new operations and maintenance costs that will be associated with Bus Rapid Transit when it begins service in FY 2018-19.

Some operators will also use some of their funding for state of good repair, or asset replacement projects, among them:

- Caltrain indicated they will invest SB1 funds in revenue vehicle rehabilitation and SamTrans will invest in the replacement of end-of-life diesel buses with electric buses.
- WETA also plans to use the funds for capital projects or local match for Federal state of good repair funding.

While SB1 provides transit operators in the region with a significant boost in operating revenue, the region must continue to focus on operating efficiencies and cost control, if higher funding levels are to translate into increased public transit service.

The STA funds proposed to be allocated in this item are the “base” STA funds that are already included in MTC’s adopted Fund Estimate; the allocations do not include any of the new SB1 funds.

**Issues:** Except for WETA, operating costs are rising much faster than service levels for all the transit agencies subject to these allocations. See Attachment A for details.

**Recommendation:** Refer MTC Resolution Nos. 4279, 4284, and 4285 to the Commission for approval.

**Attachments:** Attachment A – Transit Operator Budget Summary  
MTC Resolution Nos. 4279, 4284, and 4285

## Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request <sup>1</sup>	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
LAVTA	\$17,660,889	\$18,365,924	4.0%	0.2%	\$12,012,120	65.4%	<ul style="list-style-type: none"> <li>LAVTA is considering options to increase fare revenue by increasing the cost of a few fare products.</li> <li>Over half of the budget increase is due to the pilot ridesharing project, Go Dublin!, which is the first partnership between a Bay Area transit provider and Transportation Network Companies.</li> <li>LAVTA is conducting a comprehensive paratransit assessment as well as its first long-range transit plan.</li> </ul>
Tri Delta Transit (ECCTA)	\$20,578,000	\$21,037,727	2.2%	0%	\$16,091,418	72.7%	<ul style="list-style-type: none"> <li>Two additional staff and increases in the cost of purchased transportation account about evenly for the budget increase.</li> <li>ECCTA will implement a pilot with Transportation Network Companies for first/last miles connections with the goal of decreasing paratransit costs and increasing fixed route ridership.</li> </ul>
County Connection (CCCTA)	\$35,687,792	\$ 38,112,255	6.8%	0.8%	\$22,950,832	61.1%	<ul style="list-style-type: none"> <li>A \$500,000 contingency accounts for 20% of the budget increase.</li> <li>Increases in wages and benefits and budgeting for two vacant positions account for 40% of the increase.</li> <li>Costs continue to exceed revenue and reserves are rapidly declining. CCCTA is considering various options to maintain long-term fiscal health.</li> </ul>
Vacaville	\$ 2,365,298	\$ 2,459,242	4.0%	0%	\$1,130,551	46.0%	<ul style="list-style-type: none"> <li>Vacaville will perform a comprehensive review of its service. The last service change was ten years ago and the City saw eight consecutive years of ridership growth following that change.</li> <li>Vacaville has a new contracted service provider and costs are expected to rise.</li> </ul>

<sup>1</sup> The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.



## Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request <sup>2</sup>	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
WETA	\$38,152,000	\$40,779,500	6.9%	7.7%	\$18,300,000	54.8%	<ul style="list-style-type: none"> <li>WETA received the first of seven new ferries. Three ferries will replace ones that are at the end of their useful lives and four are for expanded and new service. WETA currently has 13 ferries.</li> <li>Purchased transportation is increasing \$1.9 million and accounts for 75% of the budget increase due to wage increases for contracted service, additional maintenance staff, and increased service.</li> <li>WETA currently has a 61% farebox recovery, expects ridership growth, and will have a 3% fare increase. Despite these factors, WETA is only budgeting for fare revenue to cover half of the total operating budget. In addition, actual spending in FY2016-17 is 12% under budget.</li> </ul>

<sup>2</sup> The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

## COMMISSION AGENDA ITEM 8B

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

### ABSTRACT

Resolution No. 4279

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2017-18.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

## COMMISSION AGENDA ITEM 8B

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2017-18

### METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION No. 4279

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at the regular meeting  
of the Commission held in San Francisco,  
California, on June 28, 2017.

## COMMISSION AGENDA ITEM 8B

Date: June 28, 2017

W.I.: 1255

Referred by: PAC

Attachment A

MTC Resolution No. 4279

Page 1 of 1

### FY 2017-18 ALLOCATION OF REGIONAL MEASURE 2 FUNDS FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2017-18 RM2 Operating Program (MTC Resolution 4278). All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636) except for WETA's South San Francisco Ferry service which was given seven years (until FY 2018-19) to meet RM2 standards when MTC Res. 4228 was adopted on June 22, 2016.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>	<b>Farebox Requirement</b>	<b>Org Key</b>
WETA	Planning and Administration	3,000,000	01	06/28/17	11	n.a.	801851400
WETA	Ferry Operations	16,500,000	02	06/28/17	6	40% Peak service, 30% All Day Service	801850900
<b>Total</b>		<b>19,500,000</b>					

## COMMISSION AGENDA ITEM 8B

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

### ABSTRACT

Resolution No. 4284

This resolution approves the allocation of fiscal year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA), TriDelta (Eastern Contra Costa Transit Authority), LAVTA (Livermore Amador Valley Transit Authority), and Vacaville.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

## COMMISSION AGENDA ITEM 8B

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

### METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 4284

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2017-18 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2017-18 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code



MTC Resolution No. 4284

Page 2

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.

**COMMISSION AGENDA ITEM 8B**

Date: June 28, 2017  
Referred by: PAC

Attachment A  
MTC Resolution No. 4284  
Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
DURING FISCAL YEAR 2017-18

All TDA allocations are subject to continued compliance with MTC Resolution 3866,  
the Transit Coordination Implementation Plan.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Alloc. Code</b>	<b>Approval Date</b>	<b>Apportionment Area</b>	<b>Note</b>
<b>5802 - 99260A Transit - Operations</b>						
LAVTA	Transit Operations	9,778,570	01	06/28/17	LAVTA	
CCCTA	Transit Operations	19,877,894	02	06/28/17	CCCTA	
ECCTA	Transit Operations	10,284,989	03	06/28/17	ECCTA	
Vacaville	Transit Operations	1,130,551	04	06/28/17	Vacaville	1
	<b>Subtotal</b>	<b>41,072,004</b>				
<b>5803 - 99260A Transit - Capital</b>						
LAVTA	Transit Capital	4,072,282	05	06/28/17	LAVTA	
Vacaville	Transit Capital	1,329,000	06	06/28/17	Vacaville	1
	<b>Subtotal</b>	<b>5,401,282</b>				
	<b>TOTAL</b>	<b>46,473,286</b>				

**Note:**

(1) Allocation subject to approval of the County TDA Matrix by the Solano Transportation Authority on 6/14/17.

Date: June 28, 2017  
Referred by: PAC

Attachment B  
Resolution No. 4284  
Page 1 of 3

**ALLOCATION OF FISCAL YEAR 2017-18  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION**

**FINDINGS**

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

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

**Transportation Development Act Article 4.5 Funds****Public Utilities Code § 99275**

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

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

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

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

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

**Transportation Development Act Article 8 Transit Funds**

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

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

## **COMMISSION AGENDA ITEM 8B**

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

### **ABSTRACT**

Resolution No. 4285

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2017-18.

This resolution allocates funds to County Connection (CCCTA), Tri Delta Transit (ECCTA), and MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

## COMMISSION AGENDA ITEM 8B

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 State Transit Assistance to Claimants in the MTC Region

### METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 4285

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2017-18 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2017-18 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4249, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

WHEREAS, the California State Legislature is currently considering revisions to the TDA, which may change the administration of STA funds; now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further



RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was approved by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California, on June 28, 2017.

## COMMISSION AGENDA ITEM 8B

Date: June 28, 2017  
Referred by: PAC

Attachment A  
MTC Resolution No. 4285  
Page 1 of 1

### ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS DURING FISCAL YEAR 2017-18

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,  
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
<b>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</b>					
CCCTA	Transit Operations	1,612,760	01	06/28/17	CCCTA
ECCTA	Transit Operations	1,069,516	02	06/28/17	ECCTA
	<b>Subtotal</b>	<b>2,682,276</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
ECCTA	Transit Operations	2,624,596	03	06/28/17	BART
	<b>Subtotal</b>	<b>2,624,596</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	11,080,700	04	06/28/17	MTC
	<b>Subtotal</b>	<b>11,080,700</b>			
	<b>TOTAL</b>	<b>16,387,572</b>			

Date: June 28, 2017  
Referred by: PAC

Attachment B  
Resolution No. 4285  
Page 1 of 2

**ALLOCATION OF FISCAL YEAR 2017-18 STATE TRANSIT ASSISTANCE FUNDS  
TO CLAIMANTS IN THE MTC REGION**

**FINDINGS**

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

## COMMISSION AGENDA ITEM 8B

Attachment B  
Resolution No. 4285  
Page 2 of 2

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

June 14, 2017

Agenda Item 4b

**MTC Resolution Nos. 4279, 4284, and 4285**

**Subject:** Allocation of \$83 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) funds to LAVTA, TriDelta, County Connection, MTC, Vacaville, and WETA to support transit operations and capital projects in the region.

**Background:** This month's proposed actions begin the annual allocation process of these funds for FY2017-18. Entities requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220 for TDA and STA) and the RM2 Operating Program (MTC Resolution 4278).

<b>Transit Operator/ Claimant</b>	<b>TDA Resolution No. 4284</b>	<b>STA Resolution No. 4285</b>	<b>RM2 Op. Resolution No. 4279</b>	<b>Total</b>
<b>LAVTA</b>	\$13,850,852	\$ -	\$ -	<b>\$13,850,852</b>
<b>TriDelta Transit (ECCTA)</b>	\$10,284,989	\$ 3,694,112	\$ -	<b>\$13,979,101</b>
<b>County Connection (CCCTA)</b>	\$19,877,894	\$1,612,760	\$ -	<b>\$21,490,654</b>
<b>MTC</b>	\$ -	\$11,080,700	\$ -	<b>\$11,080,700</b>
<b>Vacaville</b>	\$ 2,459,551	\$ -	\$ -	<b>\$ 2,459,551</b>
<b>WETA</b>	\$ -	\$ -	\$19,500,000	<b>\$19,500,000</b>
<b>Total</b>	<b>\$46,473,286</b>	<b>\$16,387,572</b>	<b>\$19,500,000</b>	<b>\$82,360,858</b>

Information regarding the operating budgets and service plans of the above operators is provided in Attachment A. Some highlights are:

- WETA expects to have a service increase that is slightly higher than the budget increase. Additional RM2 operating approved as part of the Bay Bridge Forward project is helping to fund the service increase.
- The other four small operators will keep service levels constant while only one will keep costs under inflation costs.
- The STA allocation for MTC is to support Clipper® annual operating and capital needs. Once Sonoma Marin Area Rail Transit (SMART) starts service later this year, Clipper® will be available on 23 operators.

*Senate Bill 1 (SB1) Transit Funding*

In March of this year, the California Legislature passed SB1, the *Road Repair and Accountability Act of 2017*, consisting of approximately \$5 billion annually of transportation funding, of which \$355 million will be directed to transit operations and capital projects through the same formula used to distribute State Transit Assistance (STA) funds in the state. The Bay Area share of these funds is expected to be approximately \$105 million in FY 2017-18, increasing to an estimated \$133 million in FY 2018-19. The SB1 funding essentially doubles the level of funding of the current STA program. Staff will return to the Commission in the coming months with much more information regarding the SB1 programs

and some policy options for the Commission to consider in spending these new funds.

In conjunction with the start of the annual allocation process described above, MTC staff conducted an informal poll of transit agencies in the region to determine how operators are planning to use the new funding from SB1. Almost all operators indicated that the funds would be used to offset increases in operating costs resulting from rising labor and contracting costs, or recent service increases. Lower ridership and farebox recovery, likely resulting from increased use of ridesharing services and low gas prices, have also placed a strain on operator budgets that SB1 funding will help to alleviate as noted in a few examples below:

- BART has indicated that the funding from SB1 will allow them to forego reductions in service that were being considered prior to the passage of SB1.
- AC Transit, also suffering from recent ridership decreases, will use the funding to sustain existing services, as well as fund the new operations and maintenance costs that will be associated with Bus Rapid Transit when it begins service in FY 2018-19.

Some operators will also use some of their funding for state of good repair, or asset replacement projects, among them:

- Caltrain indicated they will invest SB1 funds in revenue vehicle rehabilitation and SamTrans will invest in the replacement of end-of-life diesel buses with electric buses.
- WETA also plans to use the funds for capital projects or local match for Federal state of good repair funding.

While SB1 provides transit operators in the region with a significant boost in operating revenue, the region must continue to focus on operating efficiencies and cost control, if higher funding levels are to translate into increased public transit service.

The STA funds proposed to be allocated in this item are the “base” STA funds that are already included in MTC’s adopted Fund Estimate; the allocations do not include any of the new SB1 funds.

**Issues:** Except for WETA, operating costs are rising much faster than service levels for all the transit agencies subject to these allocations. See Attachment A for details.

**Recommendation:** Refer MTC Resolution Nos. 4279, 4284, and 4285 to the Commission for approval.

**Attachments:** Attachment A – Transit Operator Budget Summary  
MTC Resolution Nos. 4279, 4284, and 4285

## Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request <sup>1</sup>	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
LAVTA	\$17,660,889	\$18,365,924	4.0%	0.2%	\$12,012,120	65.4%	<ul style="list-style-type: none"> <li>LAVTA is considering options to increase fare revenue by increasing the cost of a few fare products.</li> <li>Over half of the budget increase is due to the pilot ridesharing project, Go Dublin!, which is the first partnership between a Bay Area transit provider and Transportation Network Companies.</li> <li>LAVTA is conducting a comprehensive paratransit assessment as well as its first long-range transit plan.</li> </ul>
Tri Delta Transit (ECCTA)	\$20,578,000	\$21,037,727	2.2%	0%	\$16,091,418	72.7%	<ul style="list-style-type: none"> <li>Two additional staff and increases in the cost of purchased transportation account about evenly for the budget increase.</li> <li>ECCTA will implement a pilot with Transportation Network Companies for first/last miles connections with the goal of decreasing paratransit costs and increasing fixed route ridership.</li> </ul>
County Connection (CCCTA)	\$35,687,792	\$ 38,112,255	6.8%	0.8%	\$22,950,832	61.1%	<ul style="list-style-type: none"> <li>A \$500,000 contingency accounts for 20% of the budget increase.</li> <li>Increases in wages and benefits and budgeting for two vacant positions account for 40% of the increase.</li> <li>Costs continue to exceed revenue and reserves are rapidly declining. CCCTA is considering various options to maintain long-term fiscal health.</li> </ul>
Vacaville	\$ 2,365,298	\$ 2,459,242	4.0%	0%	\$1,130,551	46.0%	<ul style="list-style-type: none"> <li>Vacaville will perform a comprehensive review of its service. The last service change was ten years ago and the City saw eight consecutive years of ridership growth following that change.</li> <li>Vacaville has a new contracted service provider and costs are expected to rise.</li> </ul>

<sup>1</sup> The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

## Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request <sup>2</sup>	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
WETA	\$38,152,000	\$40,779,500	6.9%	7.7%	\$18,300,000	54.8%	<ul style="list-style-type: none"> <li>• WETA received the first of seven new ferries. Three ferries will replace ones that are at the end of their useful lives and four are for expanded and new service. WETA currently has 13 ferries.</li> <li>• Purchased transportation is increasing \$1.9 million and accounts for 75% of the budget increase due to wage increases for contracted service, additional maintenance staff, and increased service.</li> <li>• WETA currently has a 61% farebox recovery, expects ridership growth, and will have a 3% fare increase. Despite these factors, WETA is only budgeting for fare revenue to cover half of the total operating budget. In addition, actual spending in FY2016-17 is 12% under budget.</li> </ul>

<sup>2</sup> The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.



Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

ABSTRACT

Resolution No. 4279

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2017-18.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4279

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at the regular meeting  
of the Commission held in San Francisco,  
California, on June 28, 2017.

Date: June 28, 2017  
W.I.: 1255  
Referred by: PAC

Attachment A  
MTC Resolution No. 4279  
Page 1 of 1

FY 2017-18 ALLOCATION OF REGIONAL MEASURE 2 FUNDS  
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2017-18 RM2 Operating Program (MTC Resolution 4278). All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636) except for WETA's South San Francisco Ferry service which was given seven years (until FY 2018-19) to meet RM2 standards when MTC Res. 4228 was adopted on June 22, 2016.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Allocation Code</b>	<b>Approval Date</b>	<b>Project Number</b>	<b>Farebox Requirement</b>	<b>Org Key</b>
WETA	Planning and Administration	3,000,000	01	06/28/17	11	n.a.	801851400
WETA	Ferry Operations	16,500,000	02	06/28/17	6	40% Peak service, 30% All Day Service	801850900
<b>Total</b>		<b>19,500,000</b>					

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

ABSTRACT

Resolution No. 4284

This resolution approves the allocation of fiscal year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA), TriDelta (Eastern Contra Costa Transit Authority), LAVTA (Livermore Amador Valley Transit Authority), and Vacaville.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4284

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2017-18 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2017-18 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.



Date: June 28, 2017  
Referred by: PAC

Attachment A  
MTC Resolution No. 4284  
Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
DURING FISCAL YEAR 2017-18

All TDA allocations are subject to continued compliance with MTC Resolution 3866,  
the Transit Coordination Implementation Plan.

<b>Claimant</b>	<b>Project Description</b>	<b>Allocation Amount</b>	<b>Alloc. Code</b>	<b>Approval Date</b>	<b>Apportionment Area</b>	<b>Note</b>
<b>5802 - 99260A Transit - Operations</b>						
LAVTA	Transit Operations	9,778,570	01	06/28/17	LAVTA	
CCCTA	Transit Operations	19,877,894	02	06/28/17	CCCTA	
ECCTA	Transit Operations	10,284,989	03	06/28/17	ECCTA	
Vacaville	Transit Operations	1,130,551	04	06/28/17	Vacaville	1
	<b>Subtotal</b>	<b>41,072,004</b>				
<b>5803 - 99260A Transit - Capital</b>						
LAVTA	Transit Capital	4,072,282	05	06/28/17	LAVTA	
Vacaville	Transit Capital	1,329,000	06	06/28/17	Vacaville	1
	<b>Subtotal</b>	<b>5,401,282</b>				
	<b>TOTAL</b>	<b>46,473,286</b>				

**Note:**

(1) Allocation subject to approval of the County TDA Matrix by the Solano Transportation Authority on 6/14/17.

Date: June 28, 2017  
Referred by: PAC

Attachment B  
Resolution No. 4284  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2017-18  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

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

**Transportation Development Act Article 4.5 Funds**

**Public Utilities Code § 99275**

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

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

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

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

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

**Transportation Development Act Article 8 Transit Funds**

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

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

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

ABSTRACT  
Resolution No. 4285

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2017-18.

This resolution allocates funds to County Connection (CCCTA), Tri Delta Transit (ECCTA), and MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017.

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4285

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2017-18 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2017-18 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4249, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

WHEREAS, the California State Legislature is currently considering revisions to the TDA, which may change the administration of STA funds; now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION

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Jake Mackenzie, Chair

The above resolution was approved by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California, on June 28, 2017.



Date: June 28, 2017  
Referred by: PAC

Attachment A  
MTC Resolution No. 4285  
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
DURING FISCAL YEAR 2017-18

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,  
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
<b>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</b>					
CCCTA	Transit Operations	1,612,760	01	06/28/17	CCCTA
ECCTA	Transit Operations	1,069,516	02	06/28/17	ECCTA
	<b>Subtotal</b>	<b>2,682,276</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
ECCTA	Transit Operations	2,624,596	03	06/28/17	BART
	<b>Subtotal</b>	<b>2,624,596</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	11,080,700	04	06/28/17	MTC
	<b>Subtotal</b>	<b>11,080,700</b>			
	<b>TOTAL</b>	<b>16,387,572</b>			

Date: June 28, 2017  
Referred by: PAC

Attachment B  
Resolution No. 4285  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2017-18 STATE TRANSIT ASSISTANCE FUNDS  
TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2588      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 5/9/2017      **In control:** Legislation Committee  
**On agenda:** 6/9/2017      **Final action:**  
**Title:** AB 544 (Bloom): Clean Air Vehicle Access to High-Occupancy Vehicle (HOV) Lanes

Provides that the DMV-issued Clean Air Vehicle stickers to allow access to HOV lanes are valid for up to three years.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9a LEG 5b AB 544 Bloom](#)  
[5b AB 544 Bloom.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2017	1	Legislation Committee		

**Subject:**

AB 544 (Bloom): Clean Air Vehicle Access to High-Occupancy Vehicle (HOV) Lanes

Provides that the DMV-issued Clean Air Vehicle stickers to allow access to HOV lanes are valid for up to three years.

**Presenter:**

Rebecca Long

**Recommended Action:**

Oppose Unless Amended / Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

## Agenda Item 5b

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

## Memorandum

TO: Legislation Committee

DATE: June 2, 2017

FR: Executive Director

W. I. 1131

RE: AB 544 (Bloom): Clean Air Vehicle Access to High-Occupancy Vehicle (HOV) Lanes

### Background

Under the state's Clean Air Vehicle (CAV) Program, the California Department of Motor Vehicles (DMV) is authorized to issue stickers to allow certain low-emission, plug-in hybrid, electric and alternative fuel vehicles to obtain decals allowing usage of HOV lanes without the required number of occupants. The program features two distinct decals:

- Green stickers available to owners of plug-in hybrid vehicles that meet the “enhanced advanced technology partial zero-emission vehicles (enhanced AT PZEV) standard or transitional zero-emission vehicle (TZEV)” standard
- White stickers available to owners of zero-emission vehicles, such as electric vehicles (EVs) and certain alternative fuel vehicles, such as hydrogen fuel cell, liquefied petroleum gas and compressed natural gas.

AB 544 would retain the 2019 sunset date for vehicles with stickers issued on or before January 1, 2018 and set a four-year limit on stickers issued after January 1, 2018. The bill also provides that motorists may not qualify for a CAV decal if they have also received a tax rebate, unless they meet certain income restrictions. The entire program would sunset in 2025.

### Recommendation: Oppose Unless Amended

### Discussion

The cap on the number of stickers and the CAV program's expiration date has been extended multiple times due to its popularity as an incentive for the purchase of alternative fuel and zero-emission vehicles. Last year, the Legislature enacted a budget trailer bill (SB 838) that eliminated an 85,000 cap on the number of green stickers but retained a 2019 sunset date for both programs. Last year, MTC took an “oppose-unless-amended” position on AB 1964 (Bloom), a similar bill. MTC's proposed amendment would have retained a cap on the number of stickers, a sunset date of 2021, and the three-year rolling sticker period.

The increased availability of EVs with a longer range has led demand for white stickers (which have never been capped) to more than triple over the last four years from roughly 41,000 at the end of 2013 to almost 128,000 today – now exceeding the total number of green stickers. As of mid-May, DMV had issued a combined total of 240,911 stickers for the program as a whole, up from just 69,554 at the end of 2013. Of that total, 38 percent are registered to Bay Area drivers.

While the CAV program – together with certain tax incentives – encourages the purchase of low-emission, alternative fuel vehicles, the power of this incentive depends on HOV lanes offering a significant time savings relative to the general purpose lanes. According to the 2015 California HOV Lane Degradation Report by Caltrans, 58 percent of the Bay Area's HOV lanes were degraded in 2015, failing to achieve the minimum federal performance standard of 45 mph speeds at least 90 percent of the time. In Los Angeles, performance is even worse at 68 percent degraded.

***Clean Air Vehicles Are Hurting HOV Lanes, But Cheaters are the Real Culprit*** In 2015, an MTC data collection effort undertaken as part the Managed Lane Implementation Plan (MLIP) found that an average of 8 percent of vehicles using the Bay Area's HOV lanes were CAVs. On some HOV segments in the South Bay where ownership of CAVs is the highest in the region, the rate was as high as 18 percent. While it is clear that the presence of CAVs in HOV lanes contributes to the deterioration of speeds, a much bigger factor is usage by unauthorized single occupant vehicles (SOVs), i.e. "cheaters." MTC's MLIP found an average 24 percent violation rate by SOVs in the afternoon commute, and a 19 percent violation rate in the morning commute.

***An Opportunity for Better Enforcement?*** Since unauthorized SOVs are the largest culprit in HOV lane degradation, improved enforcement could create capacity for CAVs to use the lanes without causing them to be degraded. Notably, the MLIP study found that reducing the number of vehicles using an HOV lane by just 5-10 percent can significantly *increase* the speed of the lanes, underscoring the potential of improved enforcement (as well as the downside of increased CAVs).

***MTC Proposed Amendments: Enhance Performance Monitoring & Enforcement*** AB 544 presents an opportunity to improve HOV performance monitoring and enforcement in exchange for extending the CAV program. Staff seeks approval for an "oppose unless amended" position with the following amendments:

1. Require that all HOV lanes to be monitored twice a year.
2. Require the California Highway Patrol to dedicate officers to work on HOV enforcement and authorize the use of technology to assist in enforcement.
3. Double the cost of the CAV decal from \$22 to \$44 to help offset enforcement costs.
4. Require that DMV issue CAV decals at the same time or after issuance of license plate to aid enforcement and monitoring of SOV violations.

#### **Known Positions**

##### **Support**

Alliance of Automobile Manufacturers (sponsor)  
Global Automakers  
Hyundai  
California New Car Dealers Association  
California Electric Transportation Coalition

##### **Oppose**

None on File

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

SH: rl



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 5b**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: June 2, 2017

FR: Executive Director

W. I. 1131

RE: AB 544 (Bloom): Clean Air Vehicle Access to High-Occupancy Vehicle (HOV) Lanes

### **Background**

Under the state's Clean Air Vehicle (CAV) Program, the California Department of Motor Vehicles (DMV) is authorized to issue stickers to allow certain low-emission, plug-in hybrid, electric and alternative fuel vehicles to obtain decals allowing usage of HOV lanes without the required number of occupants. The program features two distinct decals:

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### **Recommendation: Oppose Unless Amended**

### **Discussion**

The cap on the number of stickers and the CAV program's expiration date has been extended multiple times due to its popularity as an incentive for the purchase of alternative fuel and zero-emission vehicles. Last year, the Legislature enacted a budget trailer bill (SB 838) that eliminated an 85,000 cap on the number of green stickers but retained a 2019 sunset date for both programs. Last year, MTC took an “oppose-unless-amended” position on AB 1964 (Bloom), a similar bill. MTC's proposed amendment would have retained a cap on the number of stickers, a sunset date of 2021, and the three-year rolling sticker period.

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***MTC Proposed Amendments: Enhance Performance Monitoring & Enforcement*** AB 544 presents an opportunity to improve HOV performance monitoring and enforcement in exchange for extending the CAV program. Staff seeks approval for an "oppose unless amended" position with the following amendments:

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4. Require that DMV issue CAV decals at the same time or after issuance of license plate to aid enforcement and monitoring of SOV violations.

#### **Known Positions**

##### **Support**

Alliance of Automobile Manufacturers (sponsor)  
Global Automakers  
Hyundai  
California New Car Dealers Association  
California Electric Transportation Coalition

##### **Oppose**

None on File

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

SH: rl





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2549      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 4/25/2017      **In control:** Legislation Committee  
**On agenda:** 5/12/2017      **Final action:**  
**Title:** AB 686 (Santiago): Housing Discrimination - Affirmatively Further Fair Housing

Adds a requirement to the Sustainable Communities Strategy requiring that it identify specific actions to affirmatively further fair housing.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9b AB 686 \(Santiago\) Update.docx](#)  
[9a LEG 4b AB 686 \(Santiago\) Oppose Unless Amended](#)  
[4b AB 686 \(Santiago\) Oppose Unless Amended.pdf](#)

Date	Ver.	Action By	Action	Result
5/24/2017	1	Metropolitan Transportation Commission		
5/12/2017	1	Legislation Committee	adopted	
5/12/2017	1	Legislation Committee	adopted	Pass

**Subject:**

AB 686 (Santiago): Housing Discrimination - Affirmatively Further Fair Housing

Adds a requirement to the Sustainable Communities Strategy requiring that it identify specific actions to affirmatively further fair housing.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Oppose Unless Amended / Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 9b**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Metropolitan Transportation Commission

DATE: June 21, 2017

FR: Deputy Executive Director, Policy

W. I. 1131

RE: AB 686 (Santiago): Affirmatively Furthering Fair Housing – Oppose Unless Amended

### **Background**

At MTC's May Legislation Committee the committee approved staff's recommendation for an "oppose unless amended" position on Assembly Bill 686, which would extend the federal fair housing regulations to metropolitan planning organizations (MPO) and the development of the sustainable communities strategy (SCS), such as *Plan Bay Area 2040*. As discussed at the Legislation Committee meeting, the staff recommendation was based on significant concerns that the broad scope of AB 686 could expose the agency to litigation regarding land-use matters. The bill is anticipated to be heard in the Senate Transportation and Housing Committee on June 27.

The Commission deferred action on the Legislation Committee's recommendation and instead directed staff to work with the bill author's office and sponsors on our concerns and report back. MTC staff has had extensive communication with the AB 686 author and sponsors and representatives of the California Association of Councils of Government (CALCOG), however we do not yet have a firm commitment on amendments. Given this, staff continues to recommend an "oppose unless amended" position. Staff will provide an update on the status of the bill and negotiations at your meeting.

### **Recommendation: Oppose unless amended**

### **Discussion**

The Commission has been sued a number of times since the late 1990's over the regional transportation plan over many iterations – at a combined cost of at least \$6 million. Given this history and the close scrutiny the Commission regularly faces from diverse advocates across the political spectrum, staff has significant concerns about the current wording of AB 686. Specifically, certain provisions in AB 686 appear to require that every action by a MPO further fair housing. This could open up a potential legal minefield. Provisions requiring a broad "commitment to meaningful action" in the SCS also opens the field for litigation. Although it is impossible to predict all the potential litigation risk, one example is a decision to focus affordable housing and transit funds in a community of concern could be argued as not affirmatively furthering fair housing if the area is not considered a high opportunity area, thereby exposing the agency to litigation.

The city of San Francisco experienced this kind of perverse outcome in 2016 when federal Department of Housing and Urban Development (HUD) officials challenged the city's anti-displacement strategy of giving low-income seniors priority to live in new affordable housing developments in their neighborhoods, asserting that a neighborhood preference would violate federal fair housing laws by limiting equal access and perpetuating segregation. HUD ultimately agreed to an amended anti-displacement preference, but only after formal city appeals, a delegation trip to Washington, D.C. and engagement from Members of Congress.

AB 686 has the laudable policy goal of furthering fair housing opportunity. MTC supports this goal and is not opposed to incorporating into state law a policy that supports materially positive changes that affirmatively further fair housing. However, given that regional agencies have no enforcement authority over land use and housing investment strategies, assigning that obligation to regional planning and the SCS is misplaced.

Over the past month, staff has continued to work in coordination with CALCOG and the AB 686 sponsors and author on amendments to address these concerns. MTC seeks the following key changes:

1. *Removal of MPOs and councils of governments (COGs) from the broad requirement that agency actions affirmatively further fair housing.*

AB 686 would add to the Government Code the following: “12958 (a) Notwithstanding any other law, a public agency shall administer its program and activities related to housing and community development in a manner to affirmatively further fair housing, and shall not take any action that is inconsistent with this obligation.” Staff seeks to remove MPOs and COGs from this definition of “public agency” and strike accompanying references to regional agencies and sustainable communities strategies from the section.

2. *In exchange for #1, add a reasonably-scoped requirement that MPOs or COGs prepare and update on the same timeframe as the SCS a regional fair housing study. We are not opposed to a fair housing assessment, at issue is exposure to litigation.*

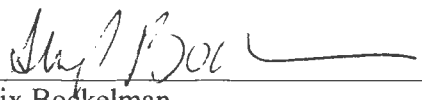
AB 686 proposes to add a new requirement that the SCS include a broad analysis of “barriers that restrict access to opportunity” and a “commitment to specific meaningful actions to affirmatively further fair housing.” Staff seek to limit the scope of a barriers analysis to transportation and housing and either remove or sufficiently focus any “action” requirement to limit exposure to litigation.

The bill’s sponsors seek to retain in the bill a “focused action” requirement that MPOs and COGs make commitments to undertake actions to address barriers to fair housing. The sponsors additionally seek to add a new requirement that COGs incorporate fair housing into the regional housing needs allocation methodology.

These key points remain unresolved as of the date this memorandum was written. Thus, staff recommend the Commission adopt an “oppose unless amended” position on AB 686 and direct staff to continue negotiations.

#### **Known Positions**

See Attached

  
Alix Bockelman

AB:gd

**AB 686 (Santiago) Support and Opposition**

**Support**

National Housing Law Project (co-sponsor)  
Public Advocates (co-sponsor)  
Western Center on Law & Poverty (co-sponsor)  
AFSCME  
Alliance of Californians for Community Empowerment  
Bay Area Legal Aid  
California Environmental Justice Alliance  
California Housing Partnership Corporation  
California Reinvestment Coalition  
Communities for a Better Environment  
Courage Campaign  
Disability Rights California  
Enterprise Community Partners  
Equal Justice Society  
Fair Housing Advocates of Northern California  
Fair Housing Council of Orange County  
Grounded Solutions Network  
Human Equity Law Project  
HERA  
Law Foundation of Silicon Valley  
Lawyers' Committee for Civil Rights Under Law  
Legal Aid Association of California  
Legal Aid Foundation of Los Angeles  
Legal Aid Society of San Diego  
Legal Services of Northern California  
Little Tokyo Service Center  
Mission Economic Development Agency  
National Association of Social Workers  
Non-Profit Housing Association of Northern California  
Peace and Freedom Party of California  
Policy Link  
Project Sentinel  
Public Counsel  
Public Interest Law Project  
Tenants Together

**Support if Amended**

American Planning Association, California Chapter

**Opposition**

California Association of Councils of Governments  
California League of Cities



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 9a**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: May 5, 2017

FR: Deputy Executive Director, Policy

W. I. 1131

RE: AB 686 (Santiago): Housing Discrimination – Affirmatively Further Fair Housing

### **Background**

In 2015, the Obama Administration adopted an affirmatively further fair housing (AFFH) rulemaking to strengthen compliance with the longstanding obligation for recipients of federal housing funding to advance fair housing goals. The rule requires Department of Housing and Urban Development (HUD) grantees, including 33 Bay Area cities and counties, to incorporate fair housing community planning into HUD-required planning documents and prioritize actions the jurisdiction will take to address impediments to achieving full housing integration within their borders. The Trump Administration has since indicated opposition to the new approach and legislation was introduced (H.R. 482 and S. 103) to nullify the AFFH rule, creating uncertainty over the future of the rule.

In response, Assembly Bill 686 (Santiago) seeks to place the AFFH duty in state law and adds failure to affirmatively further fair housing as a new category of housing discrimination. While the federal AFFH rule applies only to HUD grantees, this bill applies the fair housing obligation to any state, regional or local agency that administers programs and activities related to housing and community development, including MTC and the Association of Bay Area Governments (ABAG). The bill further requires MTC and ABAG to incorporate a fair housing assessment into the Sustainable Communities Strategy (SCS) – the state’s general term for Plan Bay Area 2040 (Plan), the Bay Area’s long-range Regional Transportation Plan (RTP). This provision would require that the SCS include a commitment to take specific meaningful actions to affirmatively further fair housing.

### **Recommendation: Oppose Unless Amended**

#### **Discussion**

AB 686 has the laudable policy goal of furthering fair housing opportunity. MTC supports this policy and does not object to incorporating AFFH into state policy. However, given that regional agencies have no land use authority, the focus on regional planning and the SCS is misplaced. Staff takes issue with the requirement that the SCS take meaningful action in areas over which regional agencies have no enforcement authority. Cities and counties have jurisdiction over land use and housing investment strategies, and therefore it makes sense for them to continue to be responsible for fair housing compliance. This was reinforced in a 2015 update to MTC’s environmental justice analysis for Plan Bay Area which showed that while planned transportation investments equitably benefitted minority and low-income households, there are widespread inequities in other areas including access to fair and affordable housing.

Another cause for concern is the potential conflict of the AFFH requirement with other state policy goals, putting public agencies in a bind and at risk of litigation. For example, California Senate Bill 375 (Steinberg, 2008) requires metropolitan areas to create a SCS that aligns land use and

transportation planning in order to reduce greenhouse gas emissions (GHG). The Plan's core strategy to reduce GHG emissions focuses growth in locally-identified Priority Development Areas (PDAs), or existing neighborhoods served by public transit. This may or may not affirmatively further fair housing. Therefore, the addition of a new state policy objective to the SCS would require a re-evaluation and potential revision of SB 375 to ensure each objective can realistically be reached.

The Plan is already required to meet federal nondiscrimination obligations as a part of the metropolitan transportation planning process, which are incorporated into the Plan through the equity framework. This equity framework has three components: A Title VI analysis of investments to identify any disparate impacts on populations based on race, color or national origin; an environmental justice analysis to identify any adverse impacts on low-income and minority populations or communities of concern; and an equity analysis that assesses benefits of planned investments on communities of concern in comparison to the rest of the region. These obligations provide room for assessing affordable housing and access to opportunity challenges.

Given the lack of enforcement authority at the regional level and potential legal ramifications and conflicts with other state policies, staff recommends an "oppose unless amended" position on AB 686, authorizing staff to pursue an amendment that would eliminate the provisions related to regional planning agencies and the SCS and instead, require a study identifying strategies to better-align HUD-grantee fair housing plans and policies with regional transportation and land use planning.

#### **Known Positions**

##### **Support**

National Housing Law Project (co-sponsor)  
Public Advocates (co-sponsor)  
Western Center on Law & Poverty (co-sponsor)  
AFSCME  
Alliance of Californians for Community Empowerment  
American Planning Association, California Chapter (*if amended*)  
Bay Area Legal Aid  
California Environmental Justice Alliance  
California Housing Partnership Corporation  
California Reinvestment Coalition  
Communities for a Better Environment  
Courage Campaign  
Disability Rights California  
Enterprise Community Partners  
Equal Justice Society  
Fair Housing Advocates of Northern California  
Fair Housing Council of Orange County  
Grounded Solutions Network  
Human Equity Law Project

##### **HERA**

Law Foundation of Silicon Valley  
Lawyers' Committee for Civil Rights Under Law  
Legal Aid Association of California  
Legal Aid Foundation of Los Angeles  
Legal Aid Society of San Diego  
Legal Services of Northern California  
Little Tokyo Service Center  
Mission Economic Development Agency  
National Association of Social Workers  
Non-Profit Housing Association of Northern California  
Peace and Freedom Party of California  
Policy Link  
Project Sentinel  
Public Counsel  
Public Interest Law Project  
Tenants Together

##### **Opposition**

California Association of Councils of Governments

  
Alix A. Bockelman

SH:gd



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](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: May 5, 2017

FR: Deputy Executive Director, Policy

W. I. 1131

RE: AB 686 (Santiago): Housing Discrimination – Affirmatively Further Fair Housing

### **Background**

In 2015, the Obama Administration adopted an affirmatively further fair housing (AFFH) rulemaking to strengthen compliance with the longstanding obligation for recipients of federal housing funding to advance fair housing goals. The rule requires Department of Housing and Urban Development (HUD) grantees, including 33 Bay Area cities and counties, to incorporate fair housing community planning into HUD-required planning documents and prioritize actions the jurisdiction will take to address impediments to achieving full housing integration within their borders. The Trump Administration has since indicated opposition to the new approach and legislation was introduced (H.R. 482 and S. 103) to nullify the AFFH rule, creating uncertainty over the future of the rule.

In response, Assembly Bill 686 (Santiago) seeks to place the AFFH duty in state law and adds failure to affirmatively further fair housing as a new category of housing discrimination. While the federal AFFH rule applies only to HUD grantees, this bill applies the fair housing obligation to any state, regional or local agency that administers programs and activities related to housing and community development, including MTC and the Association of Bay Area Governments (ABAG). The bill further requires MTC and ABAG to incorporate a fair housing assessment into the Sustainable Communities Strategy (SCS) – the state’s general term for Plan Bay Area 2040 (Plan), the Bay Area’s long-range Regional Transportation Plan (RTP). This provision would require that the SCS include a commitment to take specific meaningful actions to affirmatively further fair housing.

### **Recommendation: Oppose Unless Amended**

#### **Discussion**

AB 686 has the laudable policy goal of furthering fair housing opportunity. MTC supports this policy and does not object to incorporating AFFH into state policy. However, given that regional agencies have no land use authority, the focus on regional planning and the SCS is misplaced. Staff takes issue with the requirement that the SCS take meaningful action in areas over which regional agencies have no enforcement authority. Cities and counties have jurisdiction over land use and housing investment strategies, and therefore it makes sense for them to continue to be responsible for fair housing compliance. This was reinforced in a 2015 update to MTC’s environmental justice analysis for Plan Bay Area which showed that while planned transportation investments equitably benefitted minority and low-income households, there are widespread inequities in other areas including access to fair and affordable housing.

Another cause for concern is the potential conflict of the AFFH requirement with other state policy goals, putting public agencies in a bind and at risk of litigation. For example, California Senate Bill 375 (Steinberg, 2008) requires metropolitan areas to create a SCS that aligns land use and



transportation planning in order to reduce greenhouse gas emissions (GHG). The Plan's core strategy to reduce GHG emissions focuses growth in locally-identified Priority Development Areas (PDAs), or existing neighborhoods served by public transit. This may or may not affirmatively further fair housing. Therefore, the addition of a new state policy objective to the SCS would require a re-evaluation and potential revision of SB 375 to ensure each objective can realistically be reached.

The Plan is already required to meet federal nondiscrimination obligations as a part of the metropolitan transportation planning process, which are incorporated into the Plan through the equity framework. This equity framework has three components: A Title VI analysis of investments to identify any disparate impacts on populations based on race, color or national origin; an environmental justice analysis to identify any adverse impacts on low-income and minority populations or communities of concern; and an equity analysis that assesses benefits of planned investments on communities of concern in comparison to the rest of the region. These obligations provide room for assessing affordable housing and access to opportunity challenges.

Given the lack of enforcement authority at the regional level and potential legal ramifications and conflicts with other state policies, staff recommends an "oppose unless amended" position on AB 686, authorizing staff to pursue an amendment that would eliminate the provisions related to regional planning agencies and the SCS and instead, require a study identifying strategies to better-align HUD-grantee fair housing plans and policies with regional transportation and land use planning.

#### **Known Positions**

##### **Support**

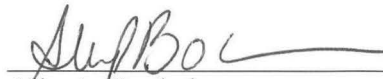
National Housing Law Project (co-sponsor)  
Public Advocates (co-sponsor)  
Western Center on Law & Poverty (co-sponsor)  
AFSCME  
Alliance of Californians for Community Empowerment  
American Planning Association, California Chapter (*if amended*)  
Bay Area Legal Aid  
California Environmental Justice Alliance  
California Housing Partnership Corporation  
California Reinvestment Coalition  
Communities for a Better Environment  
Courage Campaign  
Disability Rights California  
Enterprise Community Partners  
Equal Justice Society  
Fair Housing Advocates of Northern California  
Fair Housing Council of Orange County  
Grounded Solutions Network  
Human Equity Law Project

##### **HERA**

Law Foundation of Silicon Valley  
Lawyers' Committee for Civil Rights Under Law  
Legal Aid Association of California  
Legal Aid Foundation of Los Angeles  
Legal Aid Society of San Diego  
Legal Services of Northern California  
Little Tokyo Service Center  
Mission Economic Development Agency  
National Association of Social Workers  
Non-Profit Housing Association of Northern California  
Peace and Freedom Party of California  
Policy Link  
Project Sentinel  
Public Counsel  
Public Interest Law Project  
Tenants Together

##### **Opposition**

California Association of Councils of Governments

  
Alix A. Bockelman

SH:gd





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	17-2721	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	6/21/2017	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	6/28/2017	<b>Final action:</b>			
<b>Title:</b>	Regional Measure 3 Update				

Information on a proposed ballot measure under which voters could consider a bridge toll increase to fund congestion-relief projects and improve mobility in the bridge corridors.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9c\\_Regional Measure 3](#)  
[9c\\_RM 3\\_Update\\_Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Regional Measure 3 Update

Information on a proposed ballot measure under which voters could consider a bridge toll increase to fund congestion-relief projects and improve mobility in the bridge corridors.

Information



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 9c**  
Bay Area Metro Center  
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San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Metropolitan Transportation Commission


DATE: June 21, 2017

FR: Deputy Executive Director, Policy

W. I. 1131

RE: Regional Measure 3

At the June 9<sup>th</sup> Legislation Committee meeting, staff presented an update on Regional Measure 3, including a potential framework for the measure based in part on the framework architecture from Regional Measure 2. Based on committee input and direction, staff is preparing additional material for the Commission meeting related to alternative frameworks, performance standards, and project benefit-cost information. This material will be provided at your June 28<sup>th</sup> meeting.

  
Alix Bockelman

AB:KF

J:\COMMITTEE\Commission\2017\06\_June\_2017\RM3 Update.docx



# Regional Measure 3 Follow-Up

Metropolitan Transportation Commission

June 28, 2017



## RM3 Follow-Up Discussion

- **Review framework presented at June 9, 2017 Legislation Committee meeting**
- **Respond to commissioner requests regarding alternative frameworks, RM 2 Performance Standards and project benefit-cost information.**



## Bridge Corridor Framework Presented to June Legislation Committee (Option 1)

PROGRAM CATEGORY	\$3 Toll Funding (in millions)
Operating Program	\$60/year
Regional Capital Program	\$2,000
Corridor-Based Capital Program	\$2,000
Reserve	\$200
Grand Total Capital Program	\$4,200



## COMMON TO ALL OPTIONS: Annual Operating Funding

OPERATING PROGRAM	Annual Amount
15% of \$3 Toll Revenue	\$60 million
ALL CORRIDORS	
Transbay Terminal	
• Ferries	
Clipper 2.0	
• Regional Express Bus	



## RM3 Framework Alternatives

### Option 1: Corridor Approach (RM2)

#### Operating Program

#### Regional Capital Program

- Bridge Rehabilitation
- BART Expansion Cars
- Corridor Express Lanes
- Freight
- Bay Trail/Safe Routes to Transit
- Ferries

#### Corridor-Based Capital Program

- Central Corridor
- North Corridor
- South Corridor

Reserve

### Option 2: Corridor Approach with fewer regional programs

#### Operating Program

#### Regional Capital Program

- Bridge Rehabilitation
- BART Expansion Cars
- Bay Trail/Safe Routes to Transit
- Ferries

#### Corridor-Based Capital Program

- ***Corridor Express Lanes and Freight included by corridor***
- Central Corridor
- North Corridor
- South Corridor

Reserve

### Option 3: County Group Alternative

#### Operating Program

#### Regional Capital Program

- Bridge Rehabilitation
- BART Expansion Cars
- Corridor Express Lanes
- Freight
- Bay Trail/Safe Routes to Transit
- Ferries

#### County Group-Based Capital Program

- North
- East
- South
- West

Reserve



## OPTION 1: Corridor Approach

### Regional Programs

(50% Capital Funds)

- **Bridge Rehabilitation**  
(SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward and Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward)
- **BART Expansion Cars**  
(all BART-reliant counties)
- **Corridor Express Lanes**  
(San Mateo 101, Alameda/Contra Costa I-80, Alameda I-880, Contra Costa I-680, SR 84, SR 92)
- **Freight**  
(I-580, I-880, I-80, Port of Oakland)
- **Bay Trail / Safe Routes to Transit**  
(all bridge corridors eligible)
- **Ferries**  
(New vessels to add frequency to existing routes and expansion to Mission Bay, Alameda Point-Seaplane Lagoon, Berkeley, San Francisco)

## Corridor-Specific Projects & Programs

(50% Capital Funds)

### Central

San Francisco-Oakland Bay Bridge  
*Corridor Revenue Generated: 32%*

- New Transbay Tube + Approaches (Design)
- Caltrain Downtown Extension
- Muni Expansion LRVs
- Core Capacity Projects (SF/Oakland)
- AC Transit – Rapid Bus Improvements

### South

San Mateo-Hayward, Dumbarton Bridges  
*Corridor Revenue Generated: 22%*

- Tri-Valley Transit Access Improvements
- Eastridge to BART Regional Connector
- San Jose Diridon Station
- Dumbarton Corridor/ACE Connection
- BART to San Jose

### North

Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch Bridges  
*Corridor Revenue Generated: 46%*

- Contra Costa 680 Express Bus/Transit Capacity
- Marin-Sonoma Narrows
- Solano 80/680 Interchange
- Highway 37
- San Rafael Transit Center/SMART
- Marin 101/580 Interchange
- North Bay Transit Improvements





## OPTION 2: Corridor Approach with fewer regional programs

### Regional Programs

- **Bridge Rehabilitation**  
(SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward and Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward)
- **BART Expansion Cars**  
(all BART-reliant counties)
- **Bay Trail / Safe Routes to Transit**  
(all bridge corridors eligible)
- **Ferries**  
(New vessels to add frequency to existing routes and expansion to Mission Bay, Alameda Point-Seaplane Lagoon, Berkeley, San Francisco)

### Corridor-Specific Projects & Programs

#### Central

San Francisco-Oakland Bay Bridge

*Corridor Revenue Generated: 32%*

- New Transbay Tube + Approaches (Design)
- Caltrain Downtown Extension
- Muni Expansion LRVs
- Core Capacity Projects (SF/Oakland)
- AC Transit – Rapid Bus Improvements
- **Freight (I-880, I-80, Port of Oakland)**
- **Corridor Express Lanes (Alameda/Contra Costa I-80, Alameda I-880)**

#### North

Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch Bridges

*Corridor Revenue Generated: 46%*

- Contra Costa 680 Express Bus/Transit Capacity
- Marin-Sonoma Narrows
- Solano 80/680 Interchange
- Highway 37
- San Rafael Transit Center/SMART
- Marin 101/580 Interchange
- North Bay Transit Improvements
- **Freight (I-80)**
- **Corridor Express Lanes (Contra Costa I-680)**

#### South

San Mateo-Hayward, Dumbarton Bridges

*Corridor Revenue Generated: 22%*

- Tri-Valley Transit Access Improvements
- Eastridge to BART Regional Connector
- San Jose Diridon Station
- Dumbarton Corridor/ACE Connection
- BART to San Jose
- **Freight (I-580)**
- **Corridor Express Lanes (San Mateo 101, SR 84, SR 92)**



## OPTION 3: County Group Alternative

### Regional Programs

(50% Capital Funds)

- **Bridge Rehabilitation**  
(SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward and Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward)
- **BART Expansion Cars**  
(all BART-reliant counties)
- **Corridor Express Lanes**  
(San Mateo 101, Alameda/Contra Costa I-80, Alameda I-880, Contra Costa I-680, SR 84, SR 92)
- **Freight**  
(I-580, I-880, I-80, Port of Oakland)
- **Bay Trail / Safe Routes to Transit**  
(all bridge corridors eligible)
- **Ferries**  
(New vessels to add frequency to existing routes and expansion to Mission Bay, Alameda Point-Seaplane Lagoon, Berkeley, San Francisco)

## County Group Projects & Programs

(50% Capital Funds)

### North

Marin, Sonoma, Napa, Solano

*County Group Revenue Generated: 24%*

- Marin-Sonoma Narrows
- Solano 80/680 Interchange
- Highway 37
- San Rafael Transit Center/SMART
- Marin 101/580 Interchange
- North Bay Transit Improvements

### East

Alameda, Contra Costa

*County Group Revenue Generated: 55%*

- Core Capacity Projects
- AC Transit Rapid Bus Improvements
- New Transbay Tube + Approaches (Design)\*
- Tri-Valley Transit Access Improvements
- BART/ACE Connection / Dumbarton Corridor Transit
- Contra Costa 680 Express Bus/Transit Capacity

### South

Santa Clara

*County Group Revenue Generated: 2%*

- Eastridge to BART Regional Connector
- San Jose Diridon Station
- BART to San Jose
- Caltrain Downtown Extension\*

### West

San Francisco, San Mateo

*County Group Revenue Generated: 20%*

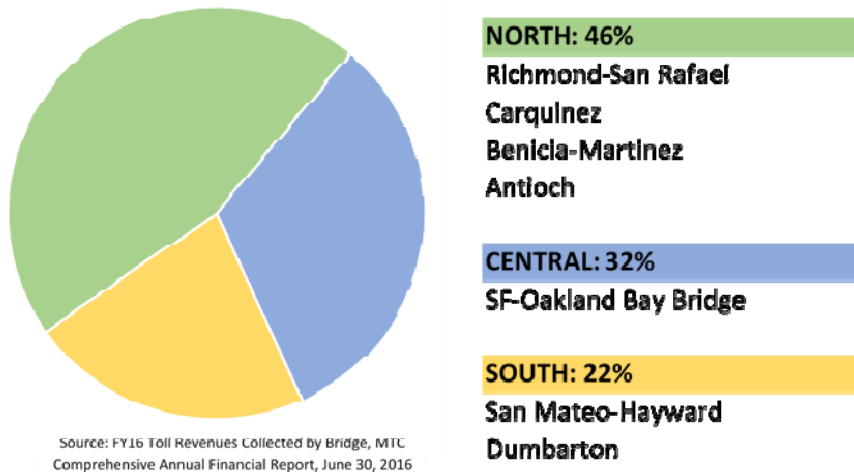
- Caltrain Downtown Extension\*
- Muni Expansion LRVs
- Core Capacity Projects
- New Transbay Tube + Approaches (Design)\*

*\*multiple county groups*

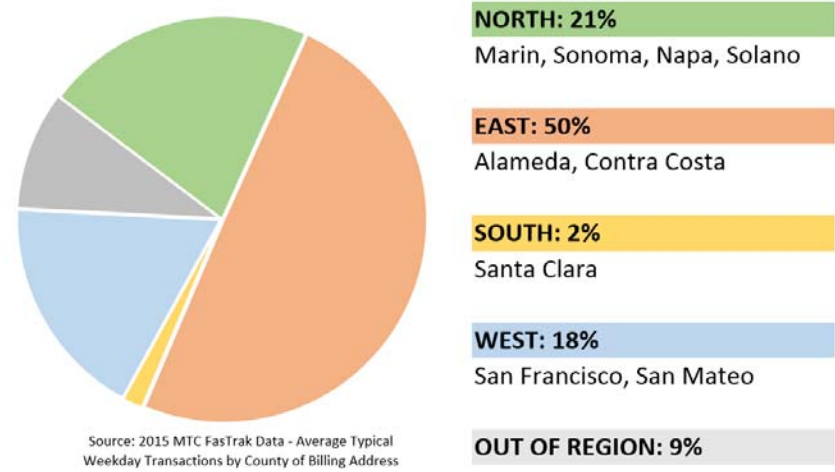


# Bridge Toll Revenue Breakdown

**Toll Revenue By Corridor**



**Bridge Toll Revenue By County Group**



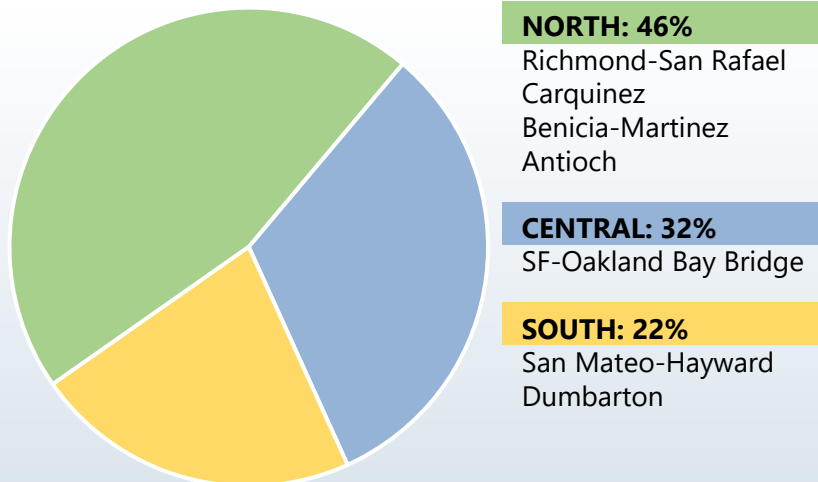


# Current Bridge Toll Investments

## Regional Measure 1

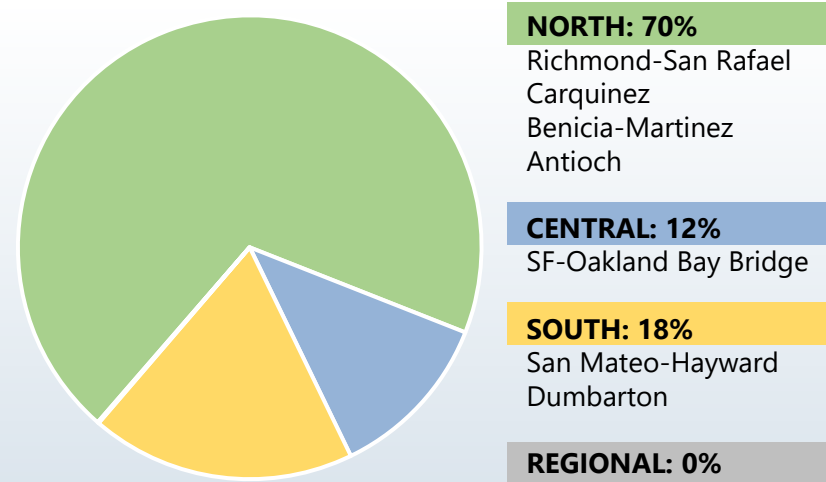
*Includes Regional Measure 1, Rail Reserves, and AB1171 funds*

**Toll Revenue By Bridge Corridor**



Source: FY16 Toll Revenue Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

**RM1 Investments By Bridge Corridor**

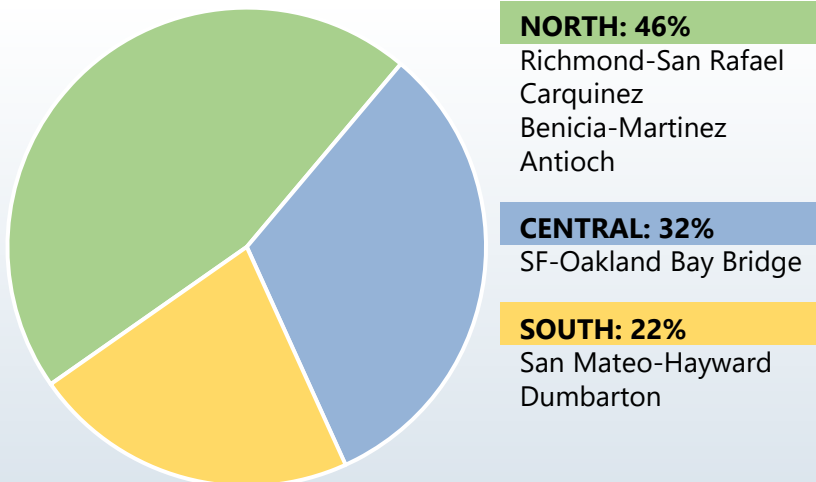


**Total = \$3.2B**



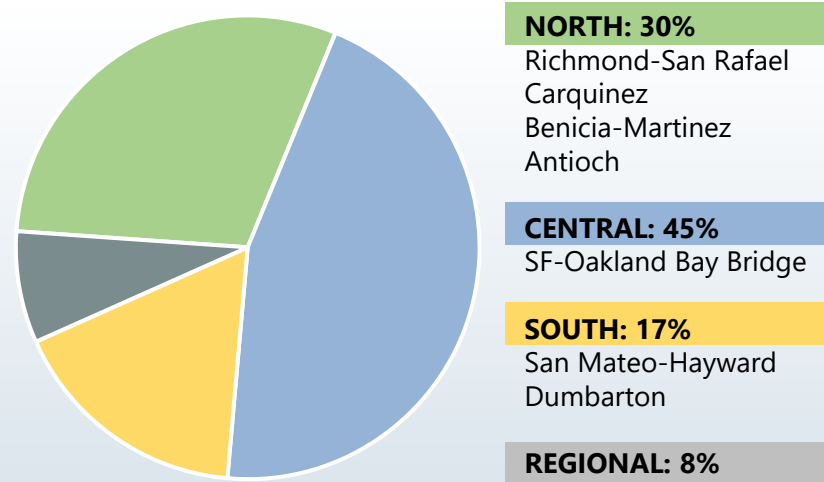
## Current Bridge Toll Investments Regional Measure 2

**Toll Revenue Bridge Corridor**



Source: FY16 Toll Revenue Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

**RM2 Investments By Bridge Corridor**

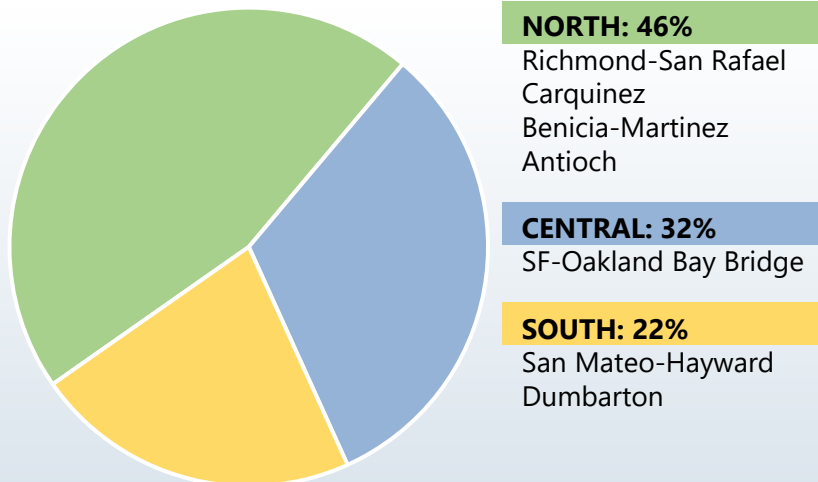


**Total = \$3.2B**



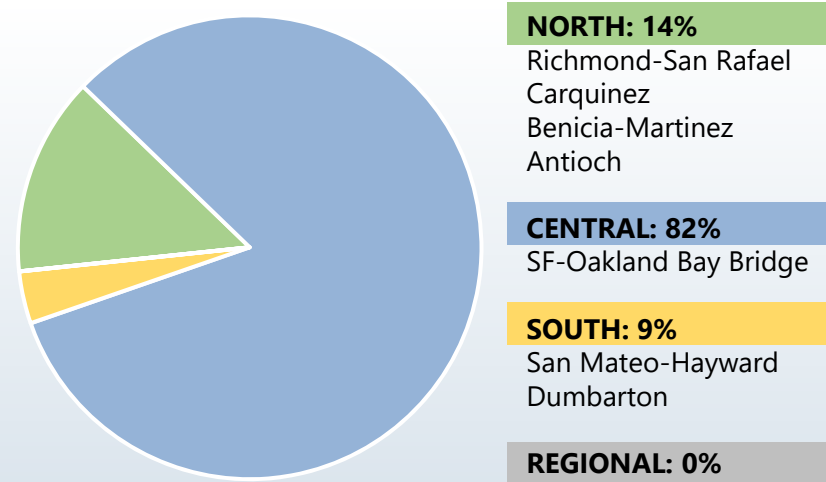
# Current Bridge Toll Investments Seismic Retrofit Program

**Toll Revenue By Bridge Corridor**



Source: FY16 Toll Revenue Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

**Seismic Investments By Bridge Corridor**

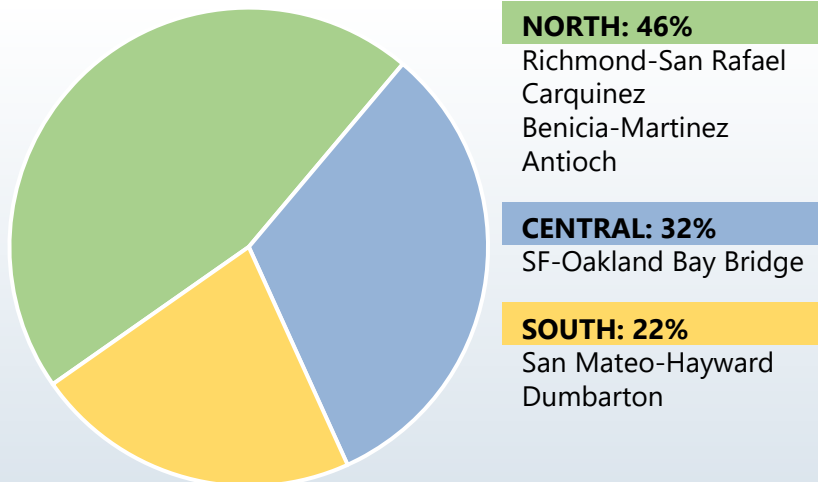


**Total = \$8.6B**



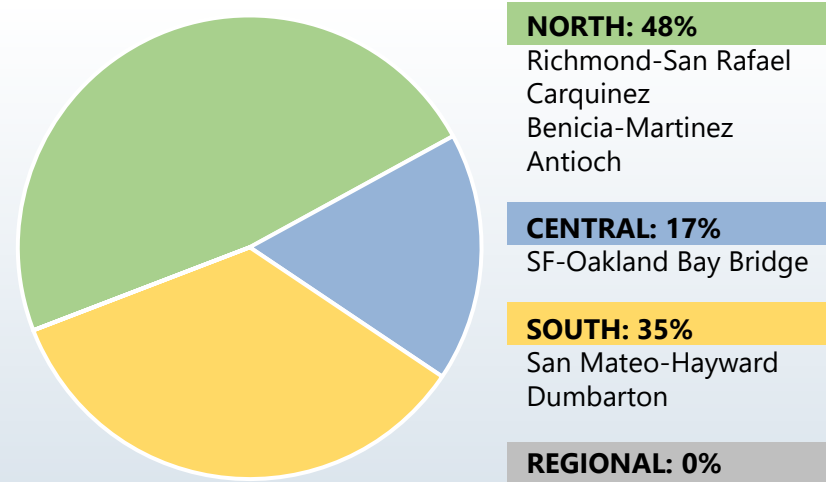
## Current Bridge Toll Investments Express Lanes Program

**Toll Revenue By Bridge Corridor**



Source: FY16 Toll Revenue Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

**EL Investments By Bridge Corridor**



**Total = \$381M**



## Performance Analysis – Capital Projects

Projects with Benefit/Cost Ratio Calculated through Plan Bay Area or Draft Plan Bay Area 2040	BENEFIT/COST	Programs or projects needing further definition or analysis	BENEFIT/COST
• Bridge Rehabilitation	17	• Freight	N/A
• BART Expansion Cars	3	• New Transbay Tube + Approaches (Design)	N/A
• Corridor Express Lanes	2-5	• Tri-Valley Transit Access Improvements	N/A
• Bay Trail / Safe Routes to Transit	2	• Dumbarton Corridor/ACE Connection	N/A
• Ferries	2-6	• Highway 37	N/A
• Caltrain Downtown Extension	3	• San Rafael Transit Center/SMART	N/A
• Muni Expansion LRVs	1	• Marin 101/580 Interchange	N/A
• Core Capacity Projects (SF/Oakland)	2-6	• North Bay Transit Improvements	N/A
• AC Transit - Rapid Bus Improvements	2-4		
• Eastridge to BART Regional Connector	6		
• San Jose Diridon Station	8		
• BART to San Jose	8		
• Contra Costa 680 Express Bus/Transit Capacity	2		
• Marin-Sonoma Narrows	2		
• Solano 80/680 Interchange	1		





## Operating Program Performance Standards

- Regional Measure 2 authorizing legislation included language requiring MTC to adopt performance measures related to transit performance.
- In seven cases, routes failed standards and operators were notified; adjustments were made to service and/or extensions were issued.
- On six bus routes, RM 2 operating funding was discontinued due to failure to achieve standard.

### MTC Policy on RM 2 Farebox Recovery

Service Type	Ferry	Rail	Bus
Peak Service	40%	35%	30%
All Day Service	30%	25%	20%
Owl Service	N/A	N/A	10%



## Next Steps for RM 3

- Continue dialogue with the Bay Area legislative delegation regarding the expenditure plan and any policy provisions.
- Senate Bill 595 (Beall) must be heard in the Assembly Transportation Committee by July 14.
- The next committee deadline is the Assembly Appropriations Committee, where it must be passed by September 1; the last day for both houses to pass bills is September 15. The Governor has until October 15 to sign or veto bills.
- If bill is enacted, Commission will need to determine when to place measure on the ballot.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2536      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 4/18/2017      **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee  
**On agenda:** 6/9/2017      **Final action:**  
**Title:** MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program  
Update on the RAMP Program efforts and proposed adoption of RAMP as the preferred mitigation strategy for the Bay Area.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10a\\_PLNG\\_5a\\_MTC\\_Res\\_No.4290](#)  
[5a\\_MTC\\_Res.No.4290.pdf](#)  
[5a\\_Handout\\_BIA\\_Letter\\_MTC\\_Planning\\_Committee\\_June\\_5\\_2017\\_RAMP.pdf](#)  
[5a\\_highlighted\\_tmp-4290.pdf](#)  
[5a\\_Handout-PPT\\_RAMP\\_20170609.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2017	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

**Subject:**

MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program

Update on the RAMP Program efforts and proposed adoption of RAMP as the preferred mitigation strategy for the Bay Area.

**Presenter:**

Ken Kirkey, MTC; Abigail Ramsden, The Nature Conservancy;  
and Laura Cholodenko, State Coastal Conservancy

**Recommended Action:**

Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 5a**  
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## *Memorandum*

TO: Planning Committee

DATE: June 2, 2017

FR: Executive Director

W.I. 1515

RE: MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program

### **Background**

Most large transportation projects require environmental mitigation as prescribed in each project's environmental document. These mitigation measures may include purchasing land or retaining land rights for certain affected species or activities. In the Bay Area, mitigation activities occur on a per-project basis, with each project individually satisfying its own mitigation purchase requirements. This may lead to increased project costs and a higher level of effort, with less environmental benefit because this piecemeal approach is not coordinated with other projects that may have the same or similar mitigation requirements.

Regional Advance Mitigation Planning (RAMP) is a mechanism by which transportation agencies can plan comprehensively for projects, reduce project costs, and accelerate project delivery, while achieving significant conservation benefits. Two years ago, following approval of Plan Bay Area, MTC and the Bay Area Program of the State Coastal Conservancy (SCC) sponsored an effort to consider the feasibility of a RAMP program in the Bay Area. This memo discusses the progress on RAMP and recommended next steps.

### **Development and Engagement**

In 2015, MTC staff worked with staff from the Nature Conservancy (TNC) and SCC (the "RAMP Team") to form a Technical Advisory Committee (TAC). The TAC included state and federal regulatory agencies, three Congestion Management Agency's (Contra Costa Transportation Authority (CCTA), Solano Transportation Authority (STA), and Santa Clara Valley Transportation Authority (VTA)) and the two approved habitat conservancies in the region. The RAMP team used the TAC to set the vision and goals, develop the tools and receive feedback on the framework. The team also formed a Stakeholder Advisors group consisting of regional organizations representing conservation, business, transportation and mitigation experts to provide advice and guidance on the direction of the program and to serve as a sounding board on ideas.

### **Framework and Pilots**

Last Fall, the Governor signed AB 2087 into law, which enables advance mitigation through approval of a new tool called a Regional Conservation Investment Strategy (RCIS). Entities that invest in conservation actions consistent with an approved RCIS will be able to receive assurances through a Mitigation Credit Agreement with California Department of Fish and Wildlife for advance mitigation. In other words, agencies that participate in RAMP by investing in a "conservation bank" will receive mitigation credit for their project; the "bank" will then use the investment to purchase or improve environmentally valuable properties in a more coordinated and strategic fashion, for instance focusing on wildlife corridors or watersheds in their entirety, rather than piecemeal.

Thanks to funding from the Bechtel Foundation, the team is testing the RCIS concept with two pilots in Santa Clara County and the East Bay (Contra Costa and Alameda counties). Both areas expressed interest given the recently-approved sales tax measures in Alameda and Santa Clara Counties. Voters approved VTA's measure and VTA is working with partners on an advance mitigation plan specific to the county. As the Contra Costa Sales tax measure failed last November, funding for RAMP is not readily available there, but CCTA remains engaged on the East Bay pilot.

### **Funding**

The RAMP team examined a number of options for establishing RAMP in the Bay Area. A self-sustaining funding arrangement is the preferred funding mechanism, where the RAMP account is funded through initial start-up. The program would purchase mitigation land/credits based on expected impacts from projects in the regional transportation plan. Once those projects complete the environmental process and identify mitigation values, the project would purchase the advance mitigation. Proceeds would then be re-deposited into the account to purchase further mitigation land/credits.

While the RAMP team has not yet identified a fund source for the initial start up, potential sources include local sales taxes, future State Transportation Improvement Program (STIP) funds, new transportation revenues, and statewide Advance Mitigation Program funds authorized by Senate Bill 1 (SB 1). The SB 1 funds are currently limited to Caltrans projects, though further enabling legislation may allow participation from regional programs.

### **Recommendations**

MTC staff believes that a RAMP Program for the Bay Area will improve how projects are delivered, produce cost savings through mitigation efficiencies and improve environmental benefits. As part of the development of *Plan Bay Area 2040* (PBA2040), staff incorporated RAMP into the Environmental Impact Report and propose it as a resilience action in the Draft PBA2040. Furthering the region's commitment, staff recommends the following actions:

- Adopt RAMP as the preferred mitigation strategy for the Bay Area, through the adoption of Plan Bay Area 2040 and MTC Resolution No. 4290;
- Direct staff to develop RAMP pilots, and engage with Caltrans, State Coastal Conservancy, and other partners on implementation strategies;
- Direct staff to examine funding options for a self-sustaining fund and to fund reasonable costs associated with implementation, conditioned on further Commission authorization and approval of future agency budgets or other processes; and
- Report back to the Planning Committee in 2018 on the status of the RAMP pilots and implementation.

Adopting RAMP as the preferred strategy does not preclude the use of other mitigation strategies where required or appropriate, particularly as RAMP is being developed.

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

### **Attachment:**

- MTC Resolution No. 4290

SH:kk

J:\COMMITTEE\Planning Committee\2017\06\_PLNG\_June 2017\5a\_RAMP\_Res-4290.docx

Date: June 28, 2017  
W.I.: 1515  
Referred by: Planning

ABSTRACT

Resolution No. 4290

This resolution establishes the Regional Advance Mitigation Planning (RAMP) Program as ~~a the~~  
~~region's~~ preferred mitigation strategy for the region.

Discussion of this resolution is contained in the Executive Director's Memorandum to the  
Planning Committee dated June 2, 2017.

The resolution includes the following attachment:

Attachment A – Regional Advance Mitigation Planning (RAMP) Program List



Date: June 28, 2017  
W.I.: 1515  
Referred by: Planning

RE: Regional Advance Mitigation Planning (RAMP) Program as a MTC's Preferred Mitigation Strategy for the Region

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 4290

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

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

WHEREAS, MTC, with the State Coastal Conservancy, formed a Technical Advisory Committee comprised of regulatory agencies and other stakeholders to examine the viability and framework for a Regional Advance Mitigation Planning (RAMP) Program; and

WHEREAS, the State of California enacted Assembly Bill 2087 (Statutes of 2016) into law, enabling advance mitigation through approval of Regional Conservation Investment Strategies (RCISs) with the California Department of Fish and Wildlife; and

WHEREAS, the State of California enacted Senate Bill 1 (Statutes of 2017) into law, setting aside \$120 million over four years to establish an Advance Mitigation Program administered by the California Department of Transportation; and

WHEREAS, MTC finds that the RAMP Program – which includes and will coordinate with and does not limit or preempt other mitigation strategies such as Natural Community Conservation Plans (NCCPs), Habitat Conservation Plans (HCPs), and mitigation banking – enables an efficient use of funding and will promote better project delivery and mitigation of project impacts identified in each project's environmental document; now, therefore, be it

RESOLVED, that MTC adopts the Regional Advance Mitigation Planning (RAMP) Program as a preferred mitigation strategy for transportation projects in the Regional Transportation Plan/Sustainable Communities Strategy; and be it further

RESOLVED, that adopting RAMP as a preferred mitigation strategy does not require a transportation project to participate in a RAMP or RCIS, nor does it preclude the use of other mitigation strategies; and be it further

RESOLVED, that MTC supports the establishment of a self-sustaining fund to implement the RAMP Program, conditioned on further Commission authorization and approval; and be it further

RESOLVED, that MTC supports the advance mitigation efforts developed through Regional Conservation Investment Strategies (RCISs) with the California Department of Fish and Wildlife, as identified in Attachment A.

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 June 28, 2017.



**Attachment A**  
**MTC Resolution No. 4290**

MTC Res. No. 4290  
Attachment A  
Adopted: 06/28/17-C

**Regional Advance Mitigation Planning (RAMP)**  
**June 2017**

**Program List**

Regional Advance Mitigation Planning (RAMP)	
Santa Clara County RAMP Pilot Program	Santa Clara County
East Bay RAMP Pilot Program	Alameda & Contra Costa Counties

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\[tmp-4290\_Attachment\_A.xlsx]Mar 22 2017

# Bay Area Regional Advance Mitigation Planning



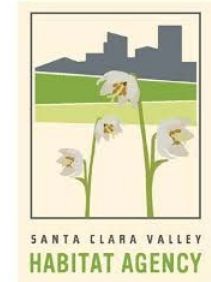
Joint MTC Planning Committee with the  
ABAG Administrative Committee

June 9, 2017

# Regional Advance Mitigation Planning

- **Goal:** Expedite project delivery and achieve meaningful conservation outcomes. Specifically, we aim to:
  - Save time
  - Save money
  - Improve project delivery and conservation outcomes
  - Encourage agency communication

# Technical Advisory Committee



Aware and/or Advising



California Strategic Growth Council



# Stakeholder Advisors



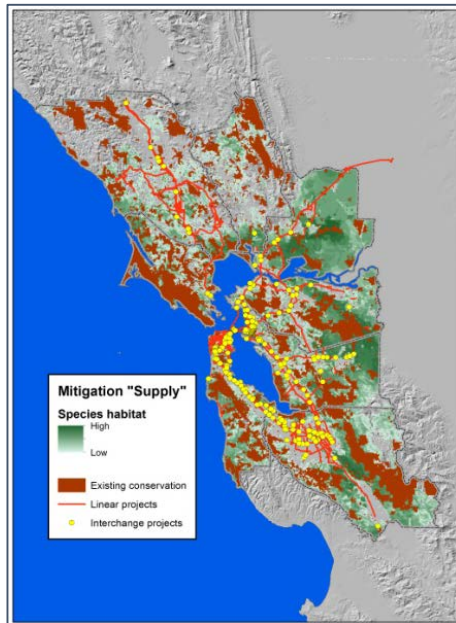
Craig Denisoff  
Consulting





# RAMP Planning Methodology

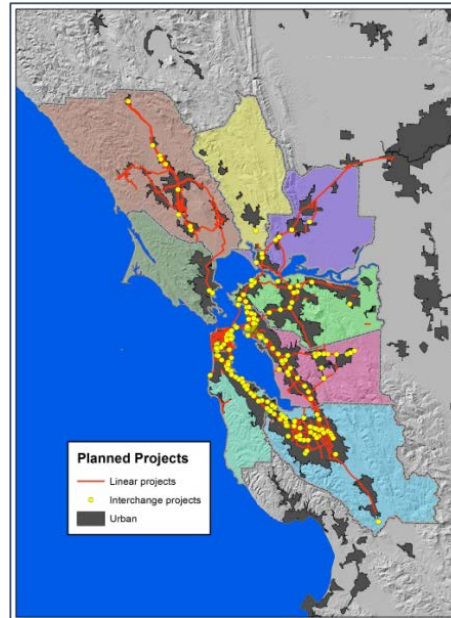
Identify Regional  
Conservation Values  
and Priorities



1



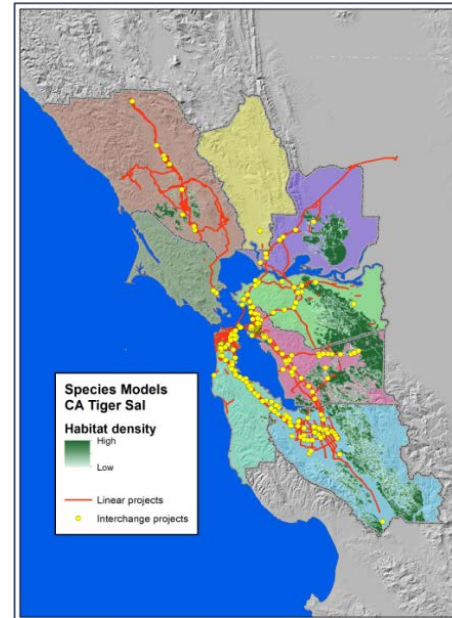
Identify Planned  
Transportation  
Projects



2



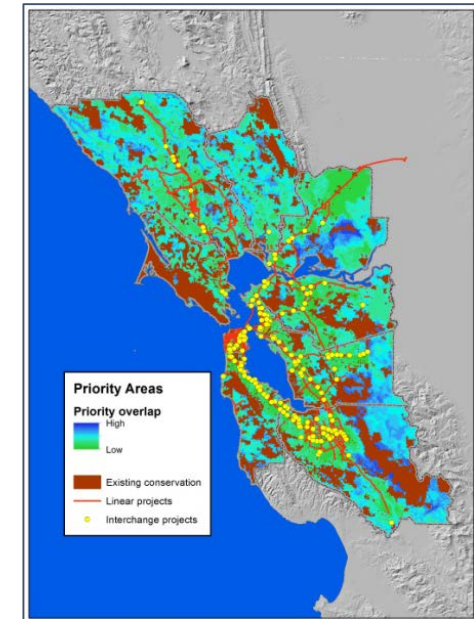
Estimate Potential  
Impacts and  
Mitigation Needs



3

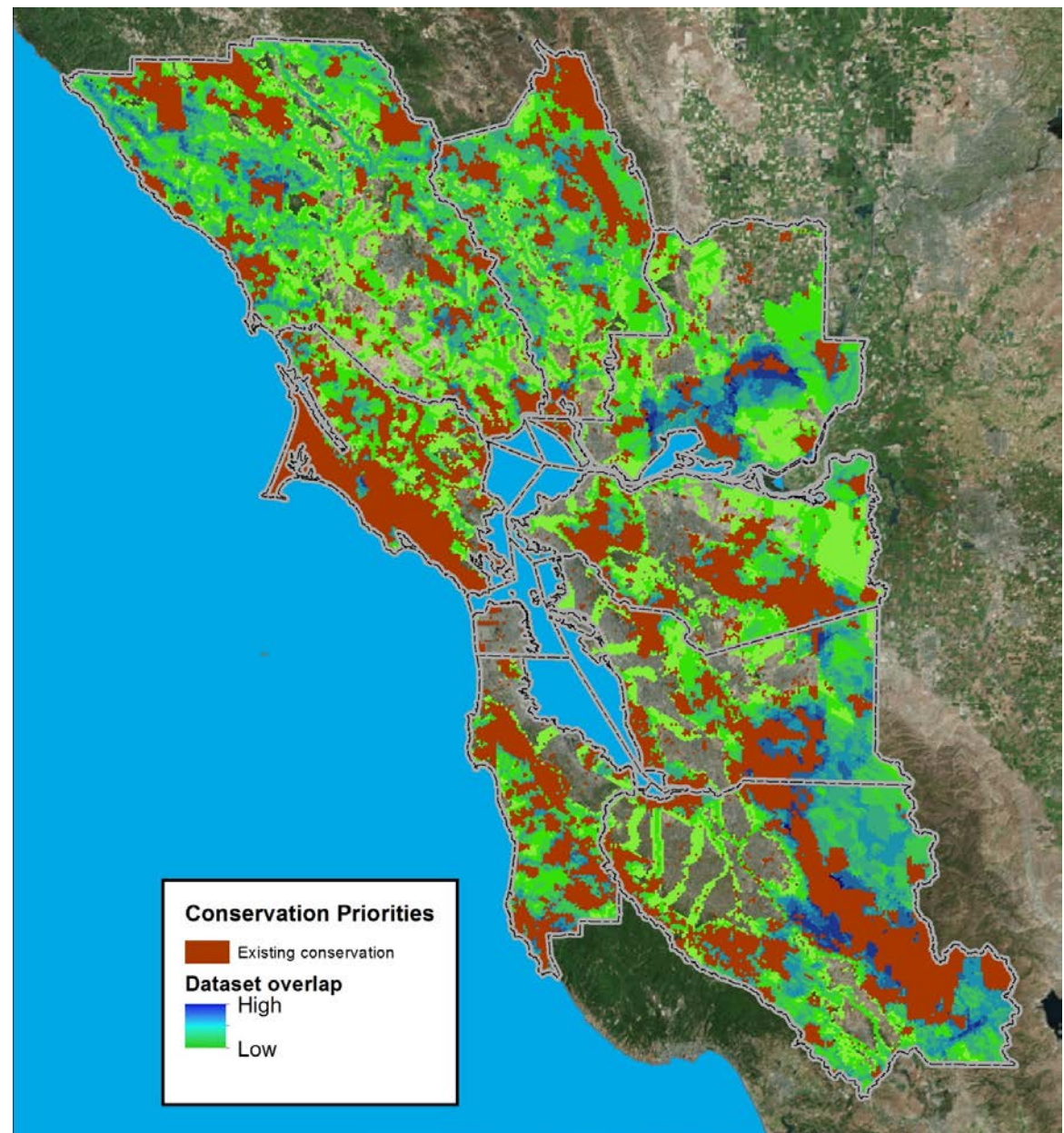


Select Appropriate  
Mitigation Sites

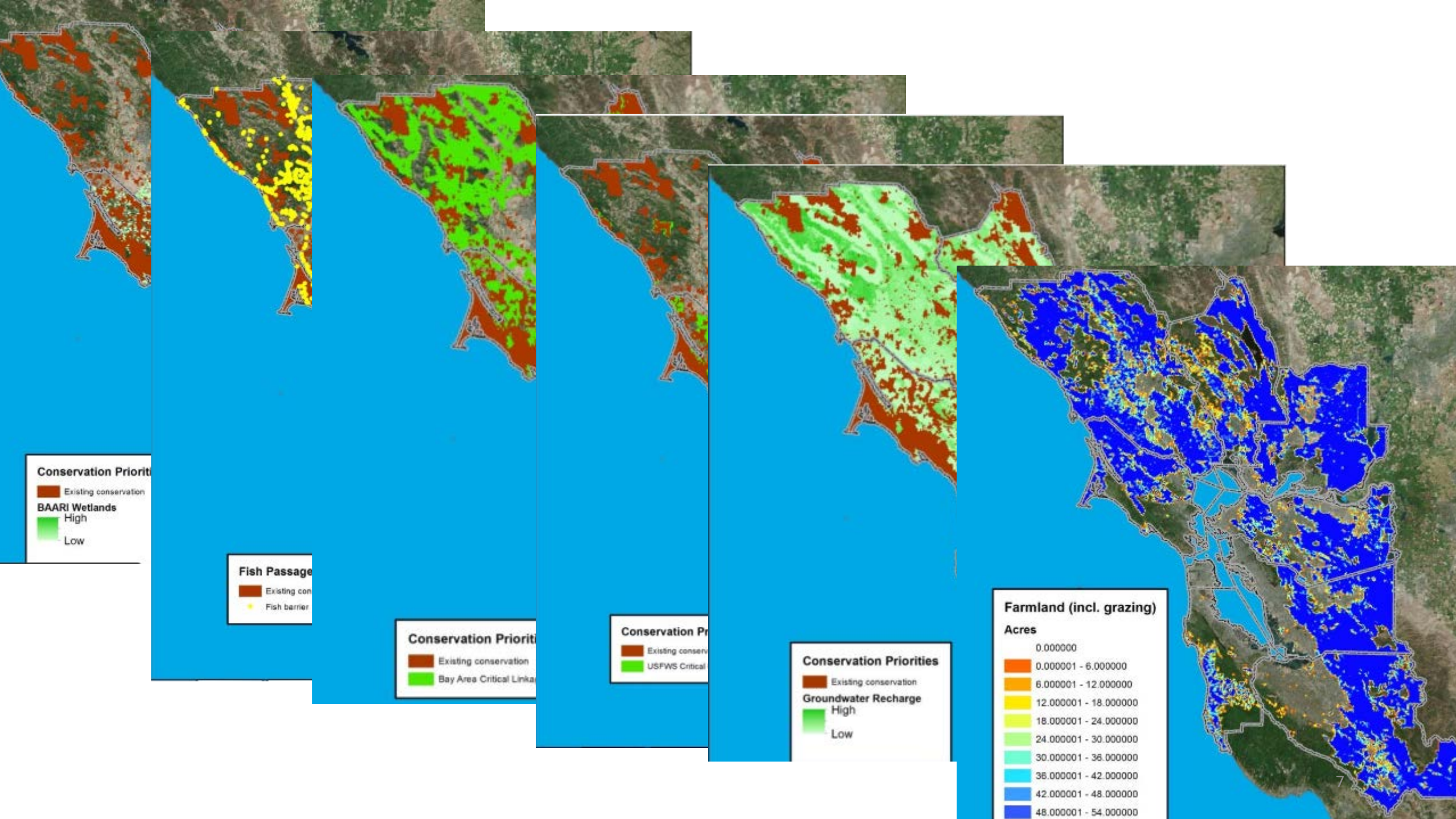


4

# Conservation Assessment







#### Conservation Prioriti

- Existing conservation
- BAARI Wetlands
- High
- Low

#### Fish Passage

- Existing con
- Fish barrier

#### Conservation Prioriti

- Existing conservation
- Bay Area Critical Linka

#### Conservation Pr

- Existing conserv
- USFWS Critical

#### Conservation Priorities

- Existing conservation
- Groundwater Recharge
- High
- Low

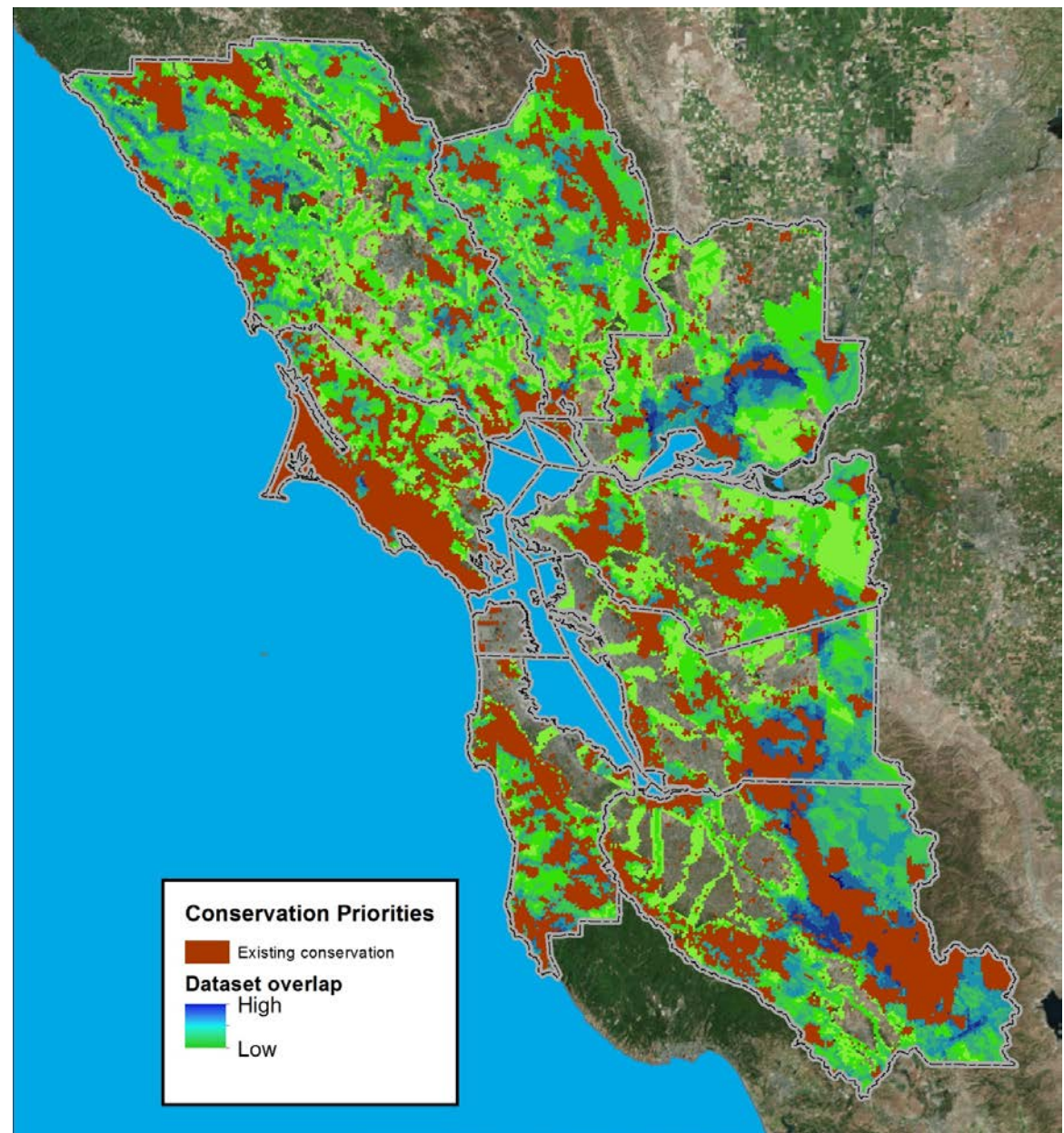
#### Farmland (incl. grazing)

##### Acres

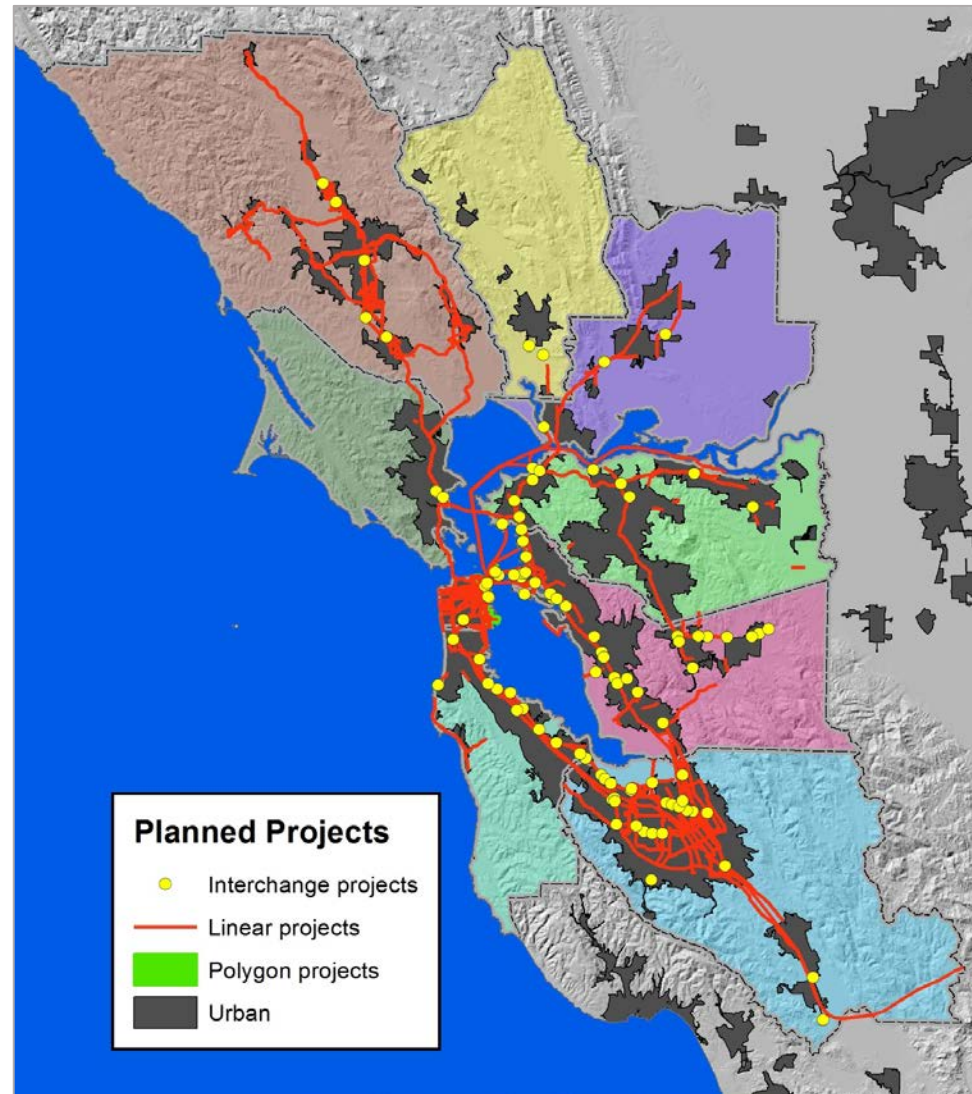
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- 6.000001 - 12.000000
- 12.000001 - 18.000000
- 18.000001 - 24.000000
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- 36.000001 - 42.000000
- 42.000001 - 48.000000
- 48.000001 - 54.000000



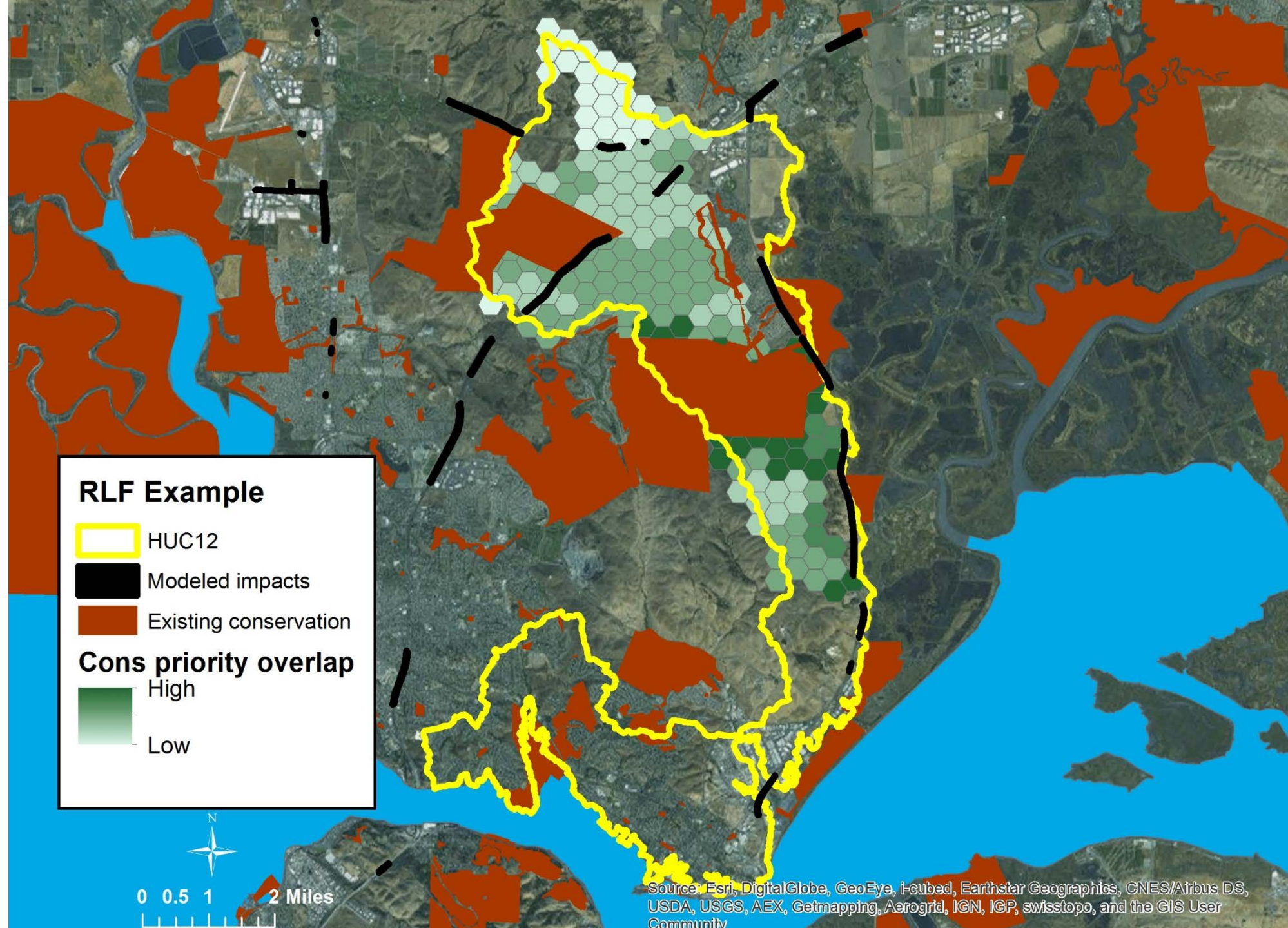
# Conservation Assessment



# Transportation Assessment





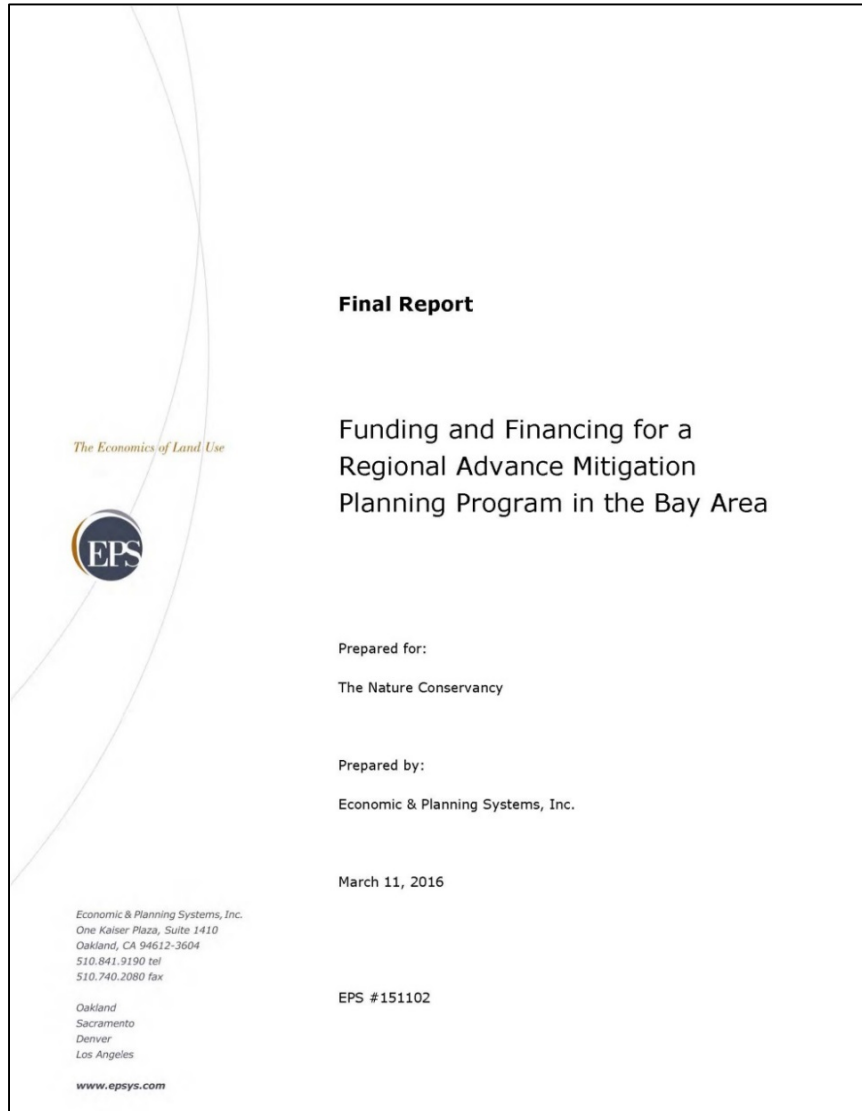


# Mitigation Framework



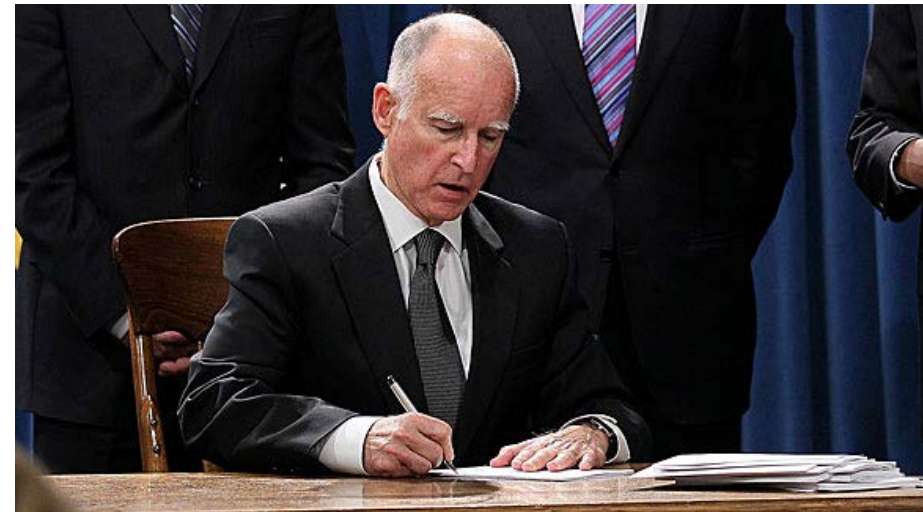
- RAMP is aligned with the agencies' policies to achieve outcomes
- Incorporated agency considerations into RAMP documents –  
**more to be done through implementation**

# Funding



## SBI Signed into Law

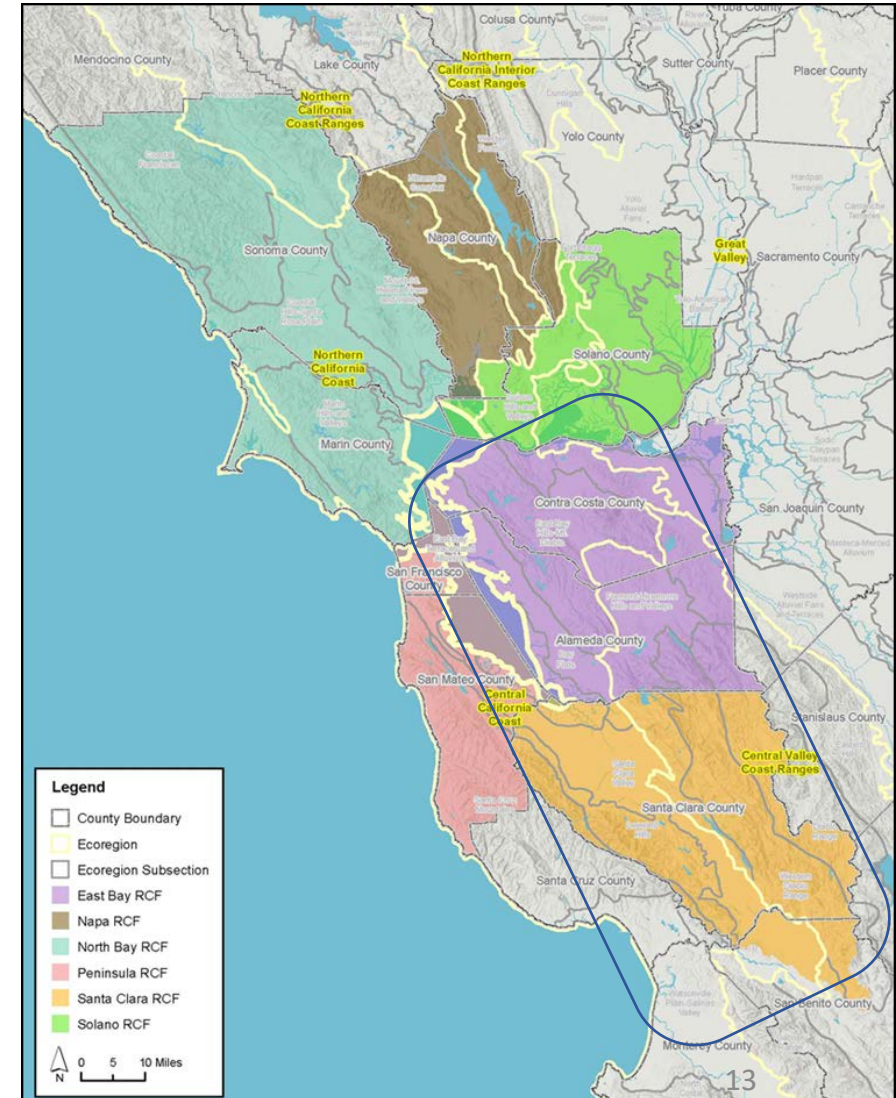
- ✓ New Advance Mitigation Program
- ✓ Predictable funding flow





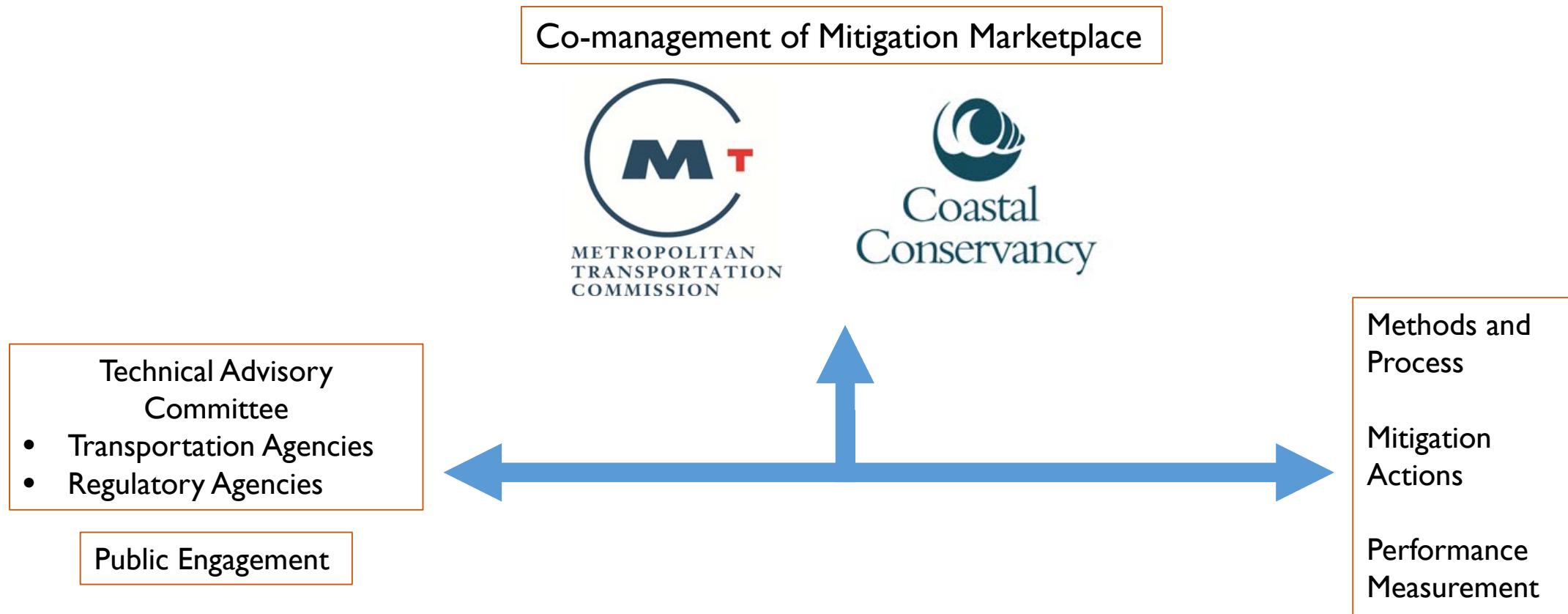
# New law: AB 2087

- Encourages *Regional Conservation Investment Strategies*
- Enables Mitigation Credit Agreements
- Bay Area Pilots: Santa Clara and East Bay



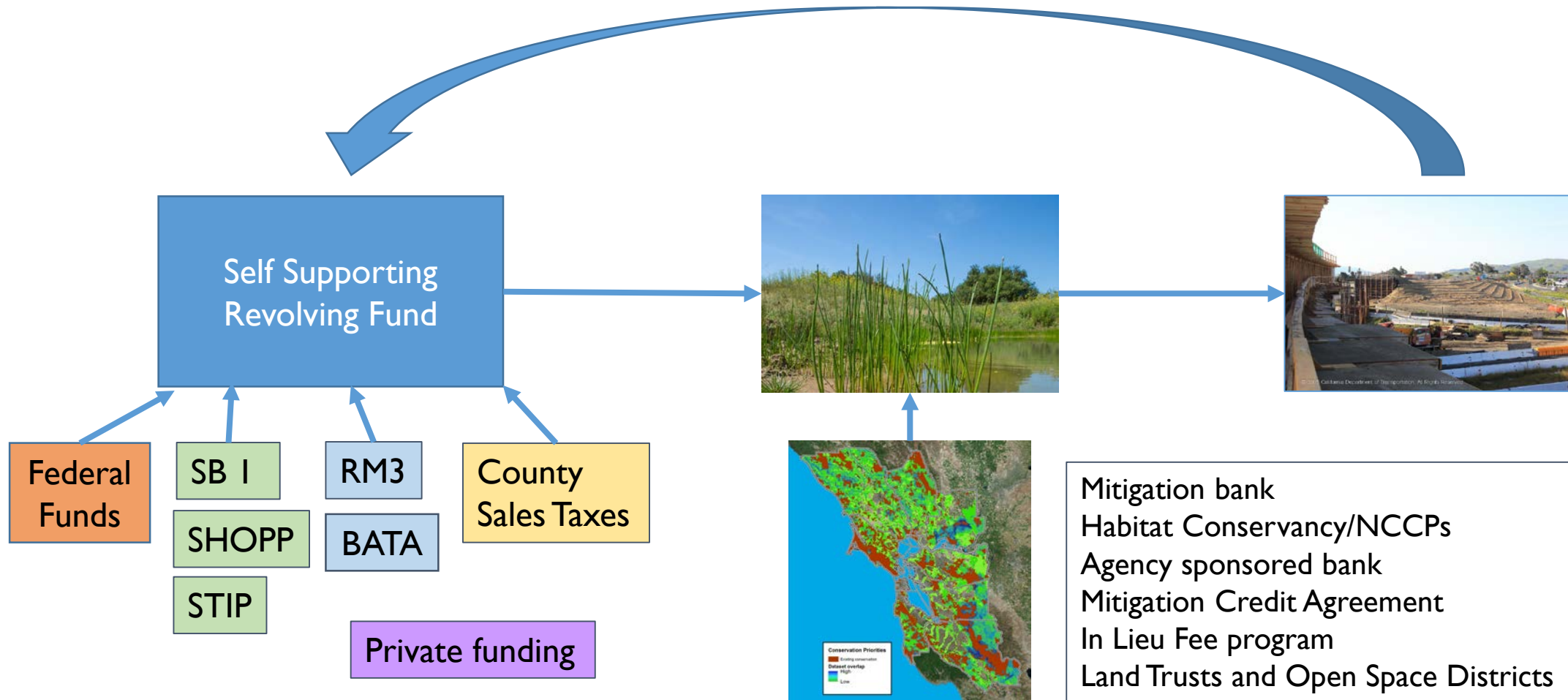
# How RAMP would work

# Organization and Administration





# Funding opportunities and process



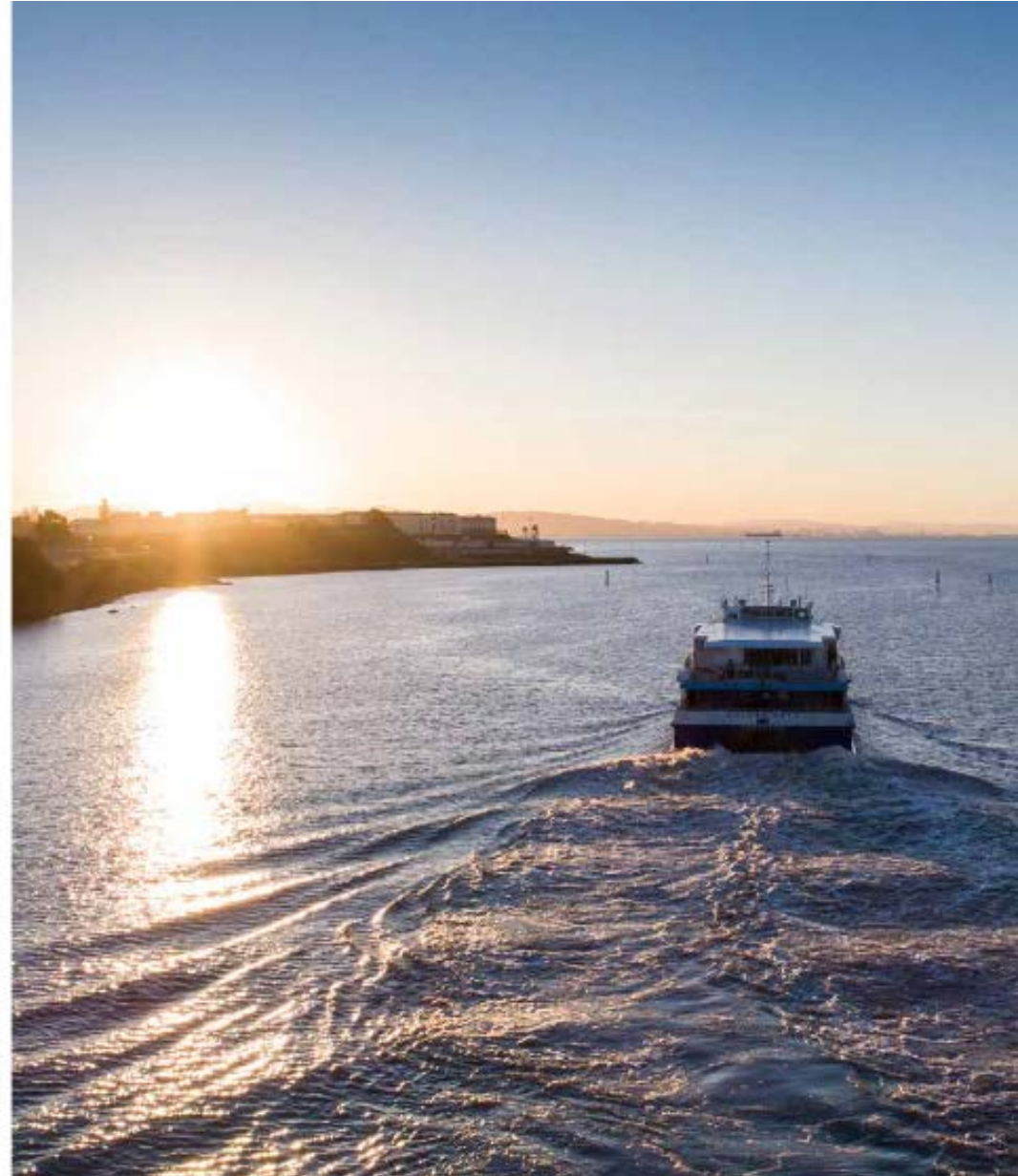
# Plan Bay Area 2040 Action Plan - Resilience

This Action Plan makes the following recommendations for Resilience:

Resilience Actions	Partners and Timeframe
<b>Develop a regional governance strategy for climate adaptation projects:</b> Develop an institutional strategy for managing, coordinating, and implementing regional and local projects related to sea level rise.	BARC, MTC/ABAG, BCDC, Caltrans, local jurisdictions 2 - 4 YEARS
<b>Provide stronger policy leadership on resilient housing and infrastructure:</b> Expand guidance on resilient housing policies for earthquake, flooding, and fire, working in coordination with state and federal agencies and focusing on communities with high social vulnerability and exposure to natural hazards. Strengthen infrastructure lifelines to ensure that utilities can provide services under a variety of conditions and future scenarios.	MTC/ABAG, local jurisdictions 1 - 4 YEARS
<b>Create new funding sources for adaptation and resilience:</b> Pursue new funding opportunities, including innovative financing, for retrofits of buildings, retrofits of existing infrastructure, and infrastructure solutions to protect against flooding, earthquakes, and exposure to environmental health risks.	MTC/ABAG, BARC, BCDC 1 - 4 YEARS
<b>Establish and provide a resilience technical services team:</b> Broadly share best practices and grant opportunities for climate adaptation and natural hazard mitigation. Continue to assess vulnerabilities and identify workable solutions through public and private avenues. Integrate resilience into Priority Development Area (PDA) planning.	BARC, MTC/ABAG, BCDC 1-2 YEARS
<b>Expand the region's network of natural infrastructure:</b> Coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, and improve access to urban and rural public space. Leverage existing initiatives—including Priority Conservation Areas (PCAs), the Resilient by Design Challenge, San Francisco Estuary Partnership, and Bay Restoration Authority—and partner with special districts and cities.	MTC/ABAG, BCDC, jurisdictions, utilities 1 - 4 YEARS
<b>Establish the Regional Advance Mitigation Program (RAMP):</b> Advance mitigation for infrastructure projects to strengthen regional biological conservation priorities. Work to secure off-site compensatory mitigation lands for multiple infrastructure projects in advance of environmental reviews to improve both project delivery and conservation outcomes.	MTC/ABAG, Caltrans, RAMP coalition 1 - 4 YEARS

TABLE 5.3 Plan Bay Area 2040 "Action Plan" recommendations for resilience.

Source: Metropolitan Transportation Commission, 2014



# More work to be done

- Move from plans to action
  - Focus on pilots
  - Regulatory agency alignment
  - Refine transportation assessment
- Fully develop the funding mechanism
  - Sources
  - Financial modeling
  - Accounting and process
- Refine program guidelines

# Committee Recommendation/Approval

- **PBA 2040:** Adopt RAMP as a preferred mitigation strategy
- **Pilots and Partners:** Develop RAMP pilots, and engage with State Coastal Conservancy and partners
- **Funding:** Pursue a self-sustaining fund; fund reasonable costs associated with implementation
- **Report:** back to the Planning Committee in 2018



# Thank You!



Coastal  
Conservancy



S. D. BECHTEL, JR.  
FOUNDATION

STEPHEN BECHTEL FUND





June 5, 2017

Hon. Jim Spering, Chair  
MTC Planning Committee  
Via email to [kkirkey@mtc.ca.gov](mailto:kkirkey@mtc.ca.gov)

**Re: Agenda Item 5a: MTC Resolution No. 4290 (RAMP)—Request for Clarifying Amendments**

Dear Chair Spering and Committee Members:

BIA|Bay Area appreciates the opportunity to comment on proposed Resolution 4290. We applaud the public policy goals underlying the proposed Resolution as identified in the June 2 staff report: “improve how projects are delivered, produce cost saving through mitigation efficiencies and improve environmental benefits.”

Because a properly structured RAMP program can advance these goals, we support MTC adopting RAMP as a preferred mitigation strategy. However, we believe that the Resolution as drafted is overbroad and respectfully suggest the language be amended to clarify that:

- RAMP is “a” preferred mitigation strategy rather than “the” preferred strategy. In light of the pilot status of RAMP, and the fact that the Regional Conservation Investment Strategies (RCISs) were only authorized in statute by AB 2087 last year, it is premature for MTC to declare RAMP “the” preferred mitigation strategy. We also note that even with respect to the CCTA pilot RAMP, there were significant differences between business/development and environmentalist stakeholders as to what “RAMP” means and how it should be structured in a transportation sales tax measure.
- The Resolution deals with transportation projects in the RTP. As drafted, the Resolution is not on its face limited with respect to type of project, planning document, or jurisdiction. Instead it broadly declares that RAMP is “the preferred mitigation strategy for the Bay Area.” We do not understand MTC’s intent to be so broad.
- Other types of mitigation are not precluded. Language in the staff report makes this point but the Resolution should also include this language.

We request that the Resolution be amended to make these clarifications as follows:

MTC Planning Committee  
June 5, 2017  
Page Two

RESOLVED, that MTC adopts the Regional Advance Mitigation Planning (RAMP) Program as ~~the~~ a preferred mitigation strategy for transportation projects in the Regional Transportation Plan Bay Area; and be it further

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Paul Campos  
Sr. Vice President & General Counsel  
[pcampos@biabayarea.org](mailto:pcampos@biabayarea.org)



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 5a**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Planning Committee

DATE: June 2, 2017

FR: Executive Director

W.I. 1515

RE: MTC Resolution No. 4290 - Regional Advance Mitigation Planning (RAMP) Program

### **Background**

Most large transportation projects require environmental mitigation as prescribed in each project's environmental document. These mitigation measures may include purchasing land or retaining land rights for certain affected species or activities. In the Bay Area, mitigation activities occur on a per-project basis, with each project individually satisfying its own mitigation purchase requirements. This may lead to increased project costs and a higher level of effort, with less environmental benefit because this piecemeal approach is not coordinated with other projects that may have the same or similar mitigation requirements.

Regional Advance Mitigation Planning (RAMP) is a mechanism by which transportation agencies can plan comprehensively for projects, reduce project costs, and accelerate project delivery, while achieving significant conservation benefits. Two years ago, following approval of Plan Bay Area, MTC and the Bay Area Program of the State Coastal Conservancy (SCC) sponsored an effort to consider the feasibility of a RAMP program in the Bay Area. This memo discusses the progress on RAMP and recommended next steps.

### **Development and Engagement**

In 2015, MTC staff worked with staff from the Nature Conservancy (TNC) and SCC (the "RAMP Team") to form a Technical Advisory Committee (TAC). The TAC included state and federal regulatory agencies, three Congestion Management Agency's (Contra Costa Transportation Authority (CCTA), Solano Transportation Authority (STA), and Santa Clara Valley Transportation Authority (VTA)) and the two approved habitat conservancies in the region. The RAMP team used the TAC to set the vision and goals, develop the tools and receive feedback on the framework. The team also formed a Stakeholder Advisors group consisting of regional organizations representing conservation, business, transportation and mitigation experts to provide advice and guidance on the direction of the program and to serve as a sounding board on ideas.

### **Framework and Pilots**

Last Fall, the Governor signed AB 2087 into law, which enables advance mitigation through approval of a new tool called a Regional Conservation Investment Strategy (RCIS). Entities that invest in conservation actions consistent with an approved RCIS will be able to receive assurances through a Mitigation Credit Agreement with California Department of Fish and Wildlife for advance mitigation. In other words, agencies that participate in RAMP by investing in a "conservation bank" will receive mitigation credit for their project; the "bank" will then use the investment to purchase or improve environmentally valuable properties in a more coordinated and strategic fashion, for instance focusing on wildlife corridors or watersheds in their entirety, rather than piecemeal.



Thanks to funding from the Bechtel Foundation, the team is testing the RCIS concept with two pilots in Santa Clara County and the East Bay (Contra Costa and Alameda counties). Both areas expressed interest given the recently-approved sales tax measures in Alameda and Santa Clara Counties. Voters approved VTA's measure and VTA is working with partners on an advance mitigation plan specific to the county. As the Contra Costa Sales tax measure failed last November, funding for RAMP is not readily available there, but CCTA remains engaged on the East Bay pilot.

### **Funding**

The RAMP team examined a number of options for establishing RAMP in the Bay Area. A self-sustaining funding arrangement is the preferred funding mechanism, where the RAMP account is funded through initial start-up. The program would purchase mitigation land/credits based on expected impacts from projects in the regional transportation plan. Once those projects complete the environmental process and identify mitigation values, the project would purchase the advance mitigation. Proceeds would then be re-deposited into the account to purchase further mitigation land/credits.

While the RAMP team has not yet identified a fund source for the initial start up, potential sources include local sales taxes, future State Transportation Improvement Program (STIP) funds, new transportation revenues, and statewide Advance Mitigation Program funds authorized by Senate Bill 1 (SB 1). The SB 1 funds are currently limited to Caltrans projects, though further enabling legislation may allow participation from regional programs.

### **Recommendations**

MTC staff believes that a RAMP Program for the Bay Area will improve how projects are delivered, produce cost savings through mitigation efficiencies and improve environmental benefits. As part of the development of *Plan Bay Area 2040* (PBA2040), staff incorporated RAMP into the Environmental Impact Report and propose it as a resilience action in the Draft PBA2040. Furthering the region's commitment, staff recommends the following actions:

- Adopt RAMP as the preferred mitigation strategy for the Bay Area, through the adoption of Plan Bay Area 2040 and MTC Resolution No. 4290;
- Direct staff to develop RAMP pilots, and engage with Caltrans, State Coastal Conservancy, and other partners on implementation strategies;
- Direct staff to examine funding options for a self-sustaining fund and to fund reasonable costs associated with implementation, conditioned on further Commission authorization and approval of future agency budgets or other processes; and
- Report back to the Planning Committee in 2018 on the status of the RAMP pilots and implementation.

Adopting RAMP as the preferred strategy does not preclude the use of other mitigation strategies where required or appropriate, particularly as RAMP is being developed.



---

Steve Heminger

### **Attachment:**

- MTC Resolution No. 4290

SH:kk

J:\COMMITTEE\Planning Committee\2017\06\_PLNG\_June 2017\5a\_RAMP\_Res-4290.docx

Date: June 28, 2017  
W.I.: 1515  
Referred by: Planning

ABSTRACT

Resolution No. 4290

This resolution establishes the Regional Advance Mitigation Planning (RAMP) Program as the region's preferred mitigation strategy.

Discussion of this resolution is contained in the Executive Director's Memorandum to the Planning Committee dated June 2, 2017.

The resolution includes the following attachment:

Attachment A – Regional Advance Mitigation Planning (RAMP) Program List

Date: June 28, 2017  
W.I.: 1515  
Referred by: Planning

RE: Regional Advance Mitigation Planning (RAMP) Program as MTC's Preferred Mitigation Strategy

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MTC Res. No. 4290  
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Adopted: 06/28/17-C

**Regional Advance Mitigation Planning (RAMP)**  
**June 2017**

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J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\[tmp-4290\_Attachment\_A.xlsx]Mar 22 2017



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Sr. Vice President & General Counsel  
[pcampos@biabayarea.org](mailto:pcampos@biabayarea.org)

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Adopted: 06/28/17-C

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**June 2017**

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# Bay Area Regional Advance Mitigation Planning



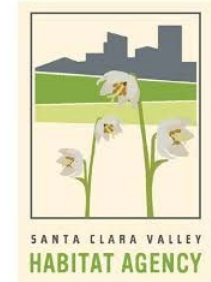
Joint MTC Planning Committee with the  
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June 9, 2017

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# Technical Advisory Committee



Aware and/or Advising



California Strategic Growth Council



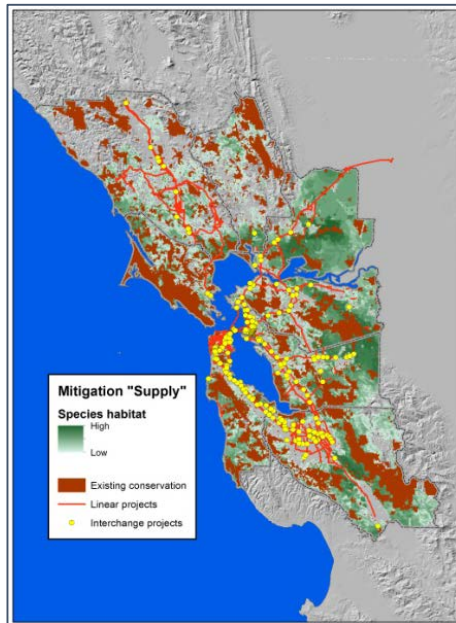


# Stakeholder Advisors



# RAMP Planning Methodology

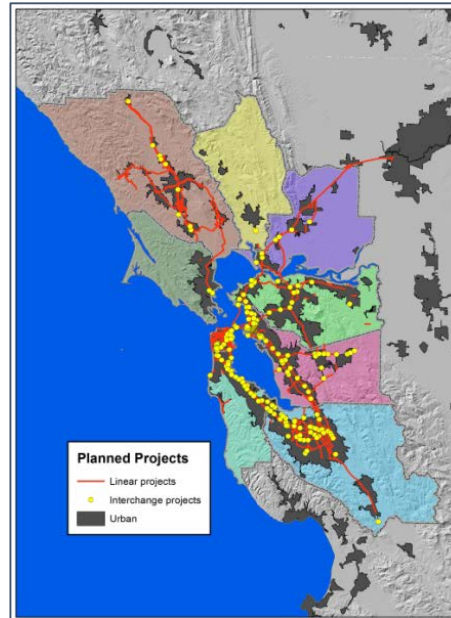
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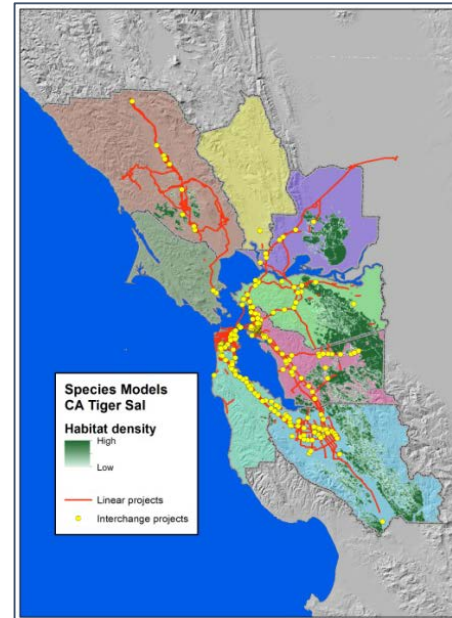
Identify Planned  
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Projects



2



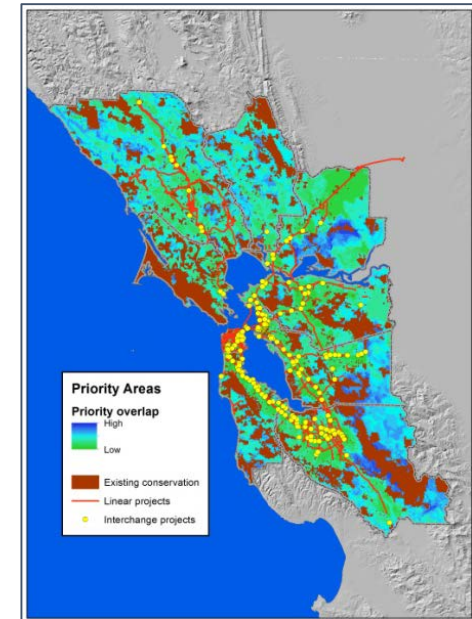
Estimate Potential  
Impacts and  
Mitigation Needs



3



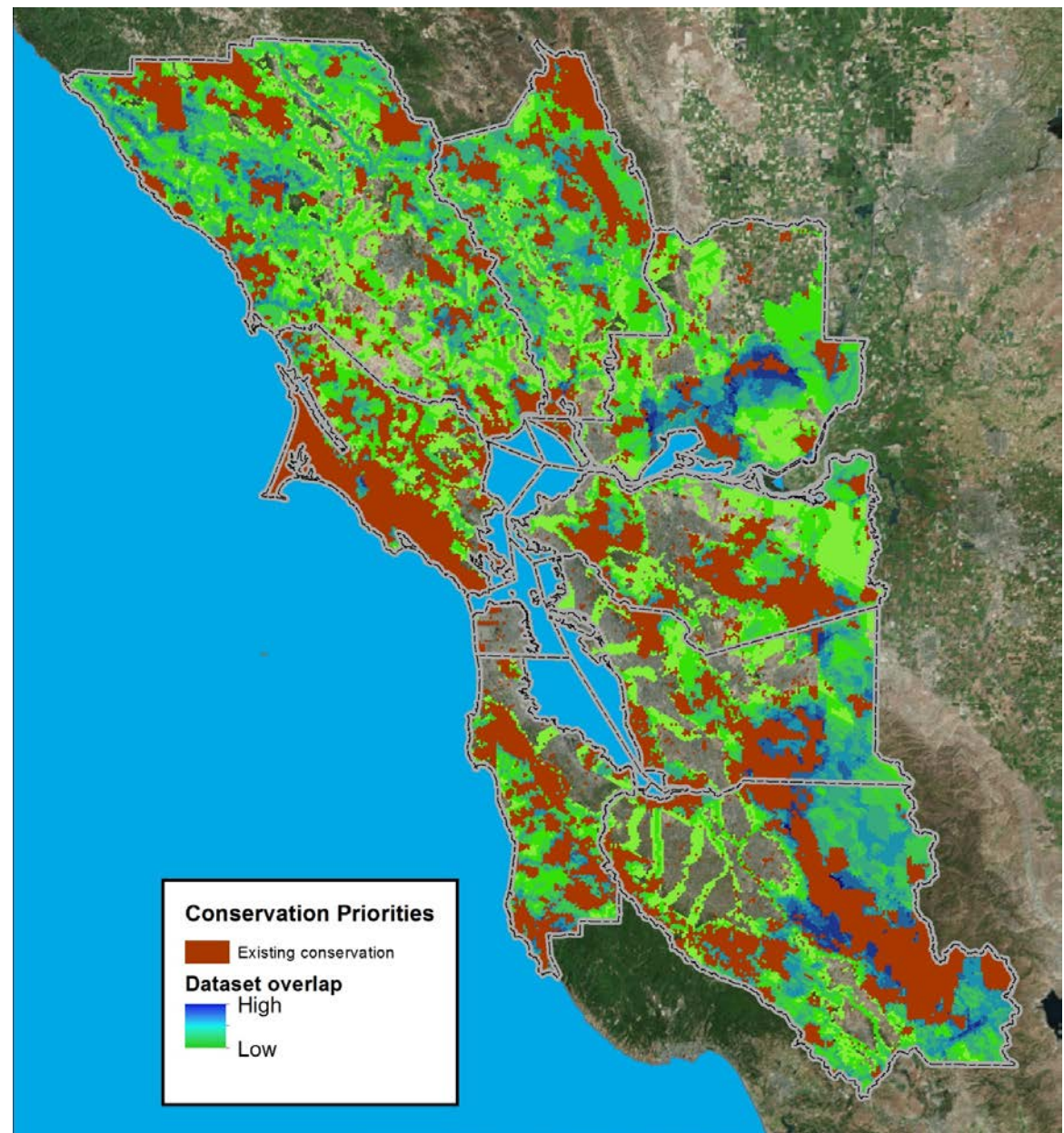
Select Appropriate  
Mitigation Sites



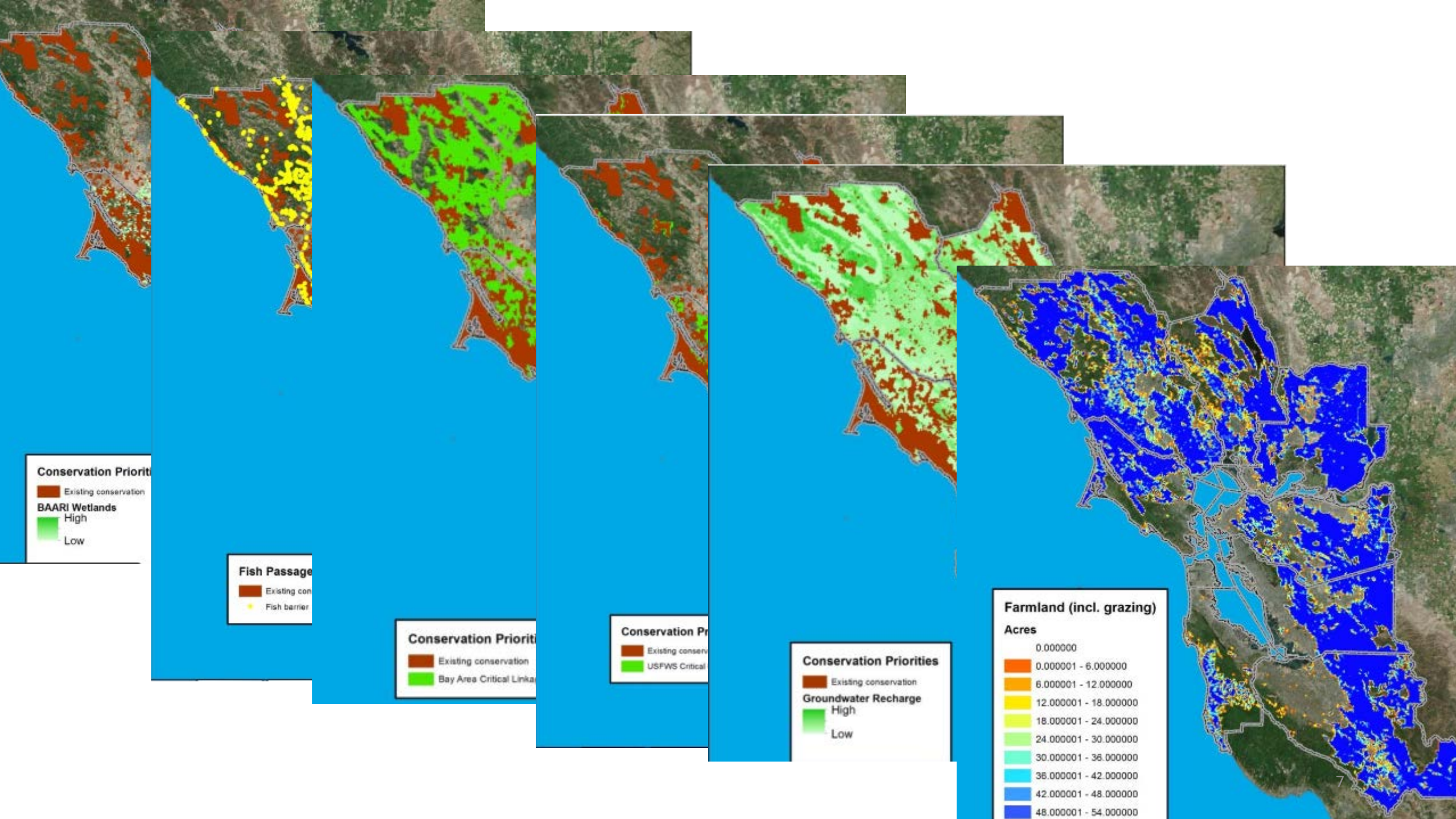
4



# Conservation Assessment

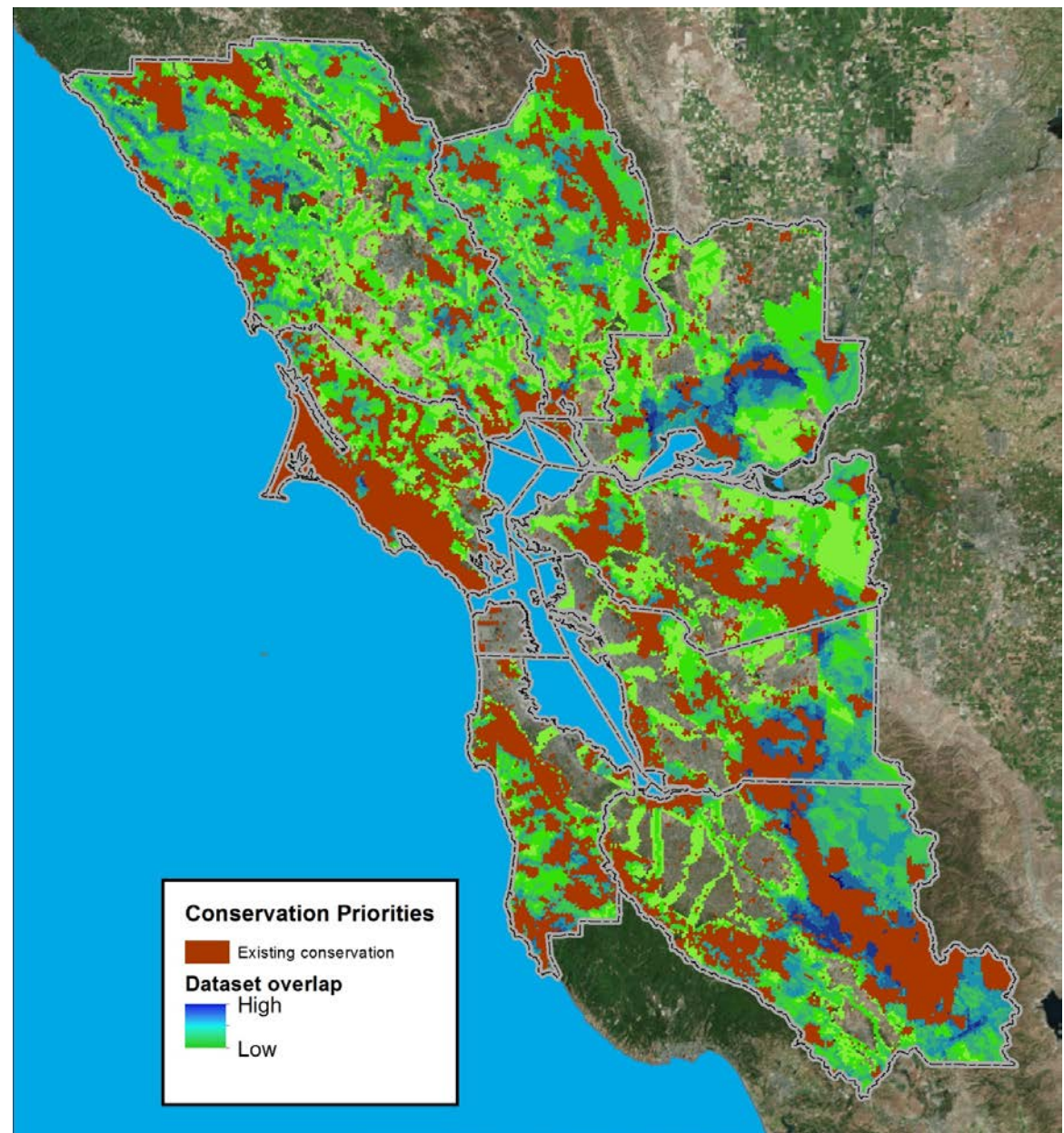




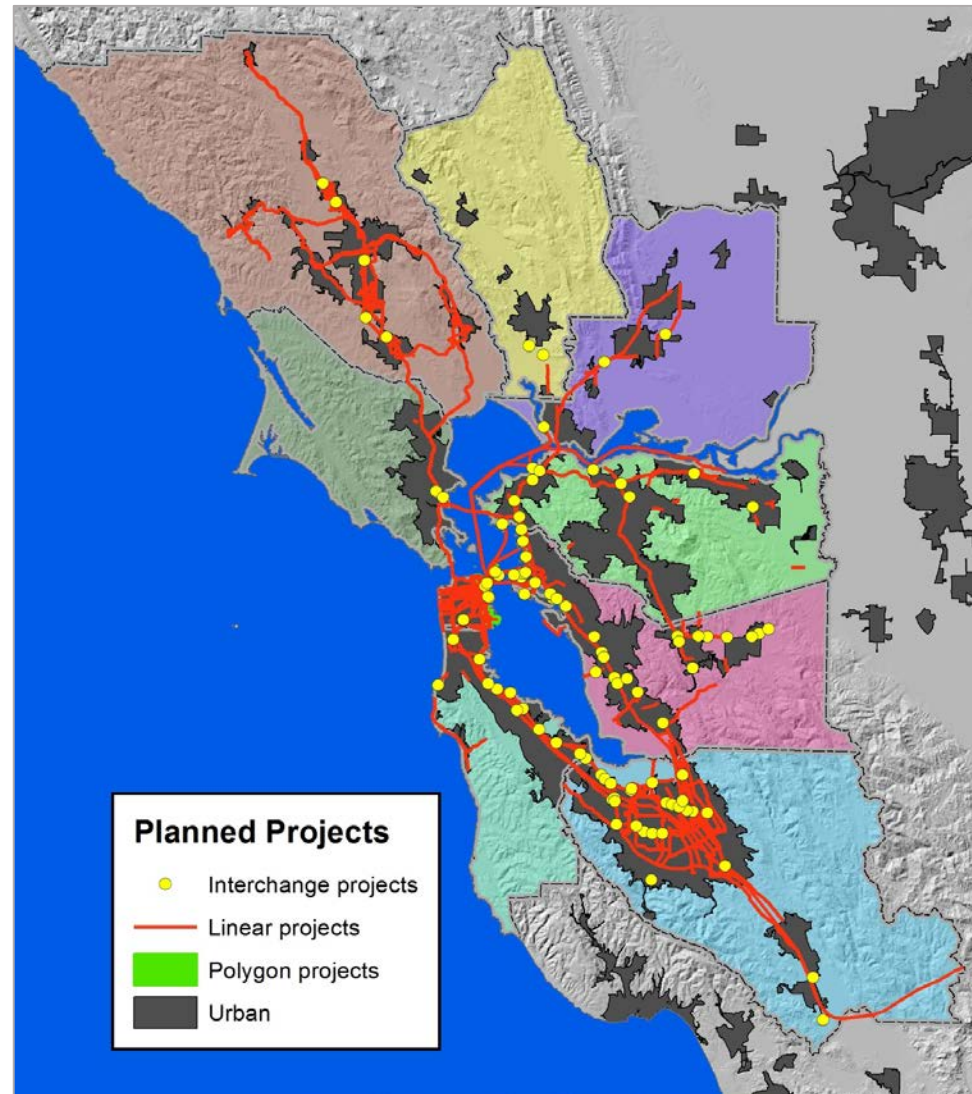




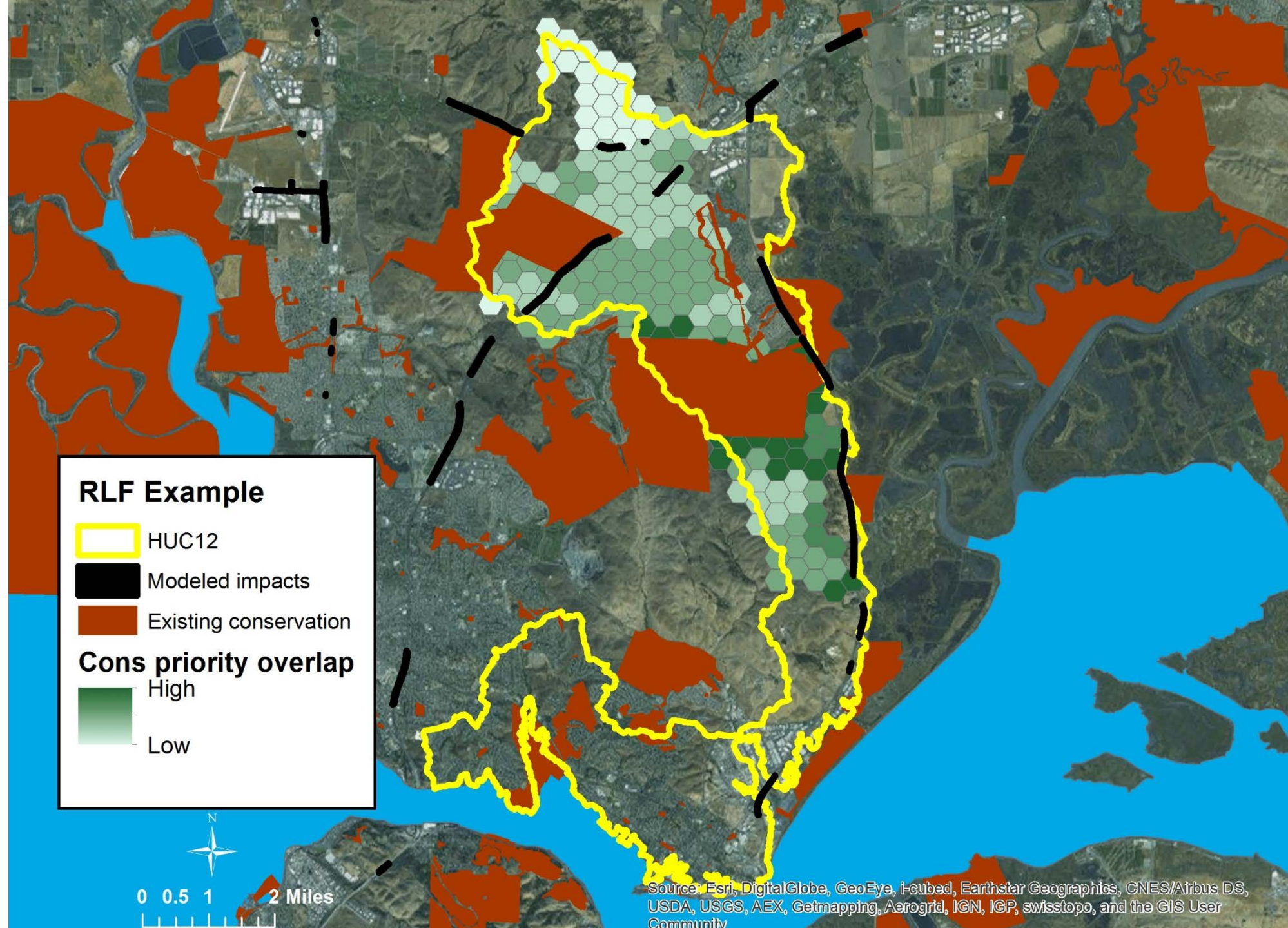
# Conservation Assessment



# Transportation Assessment





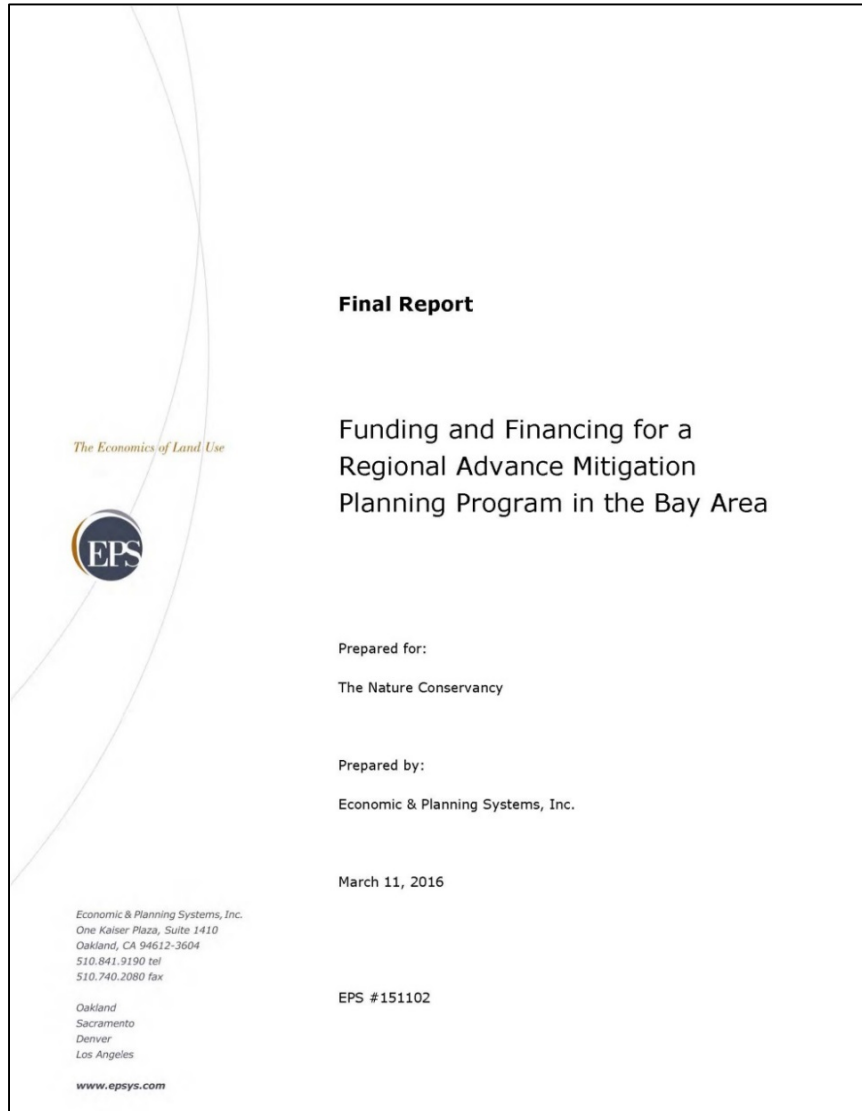


# Mitigation Framework



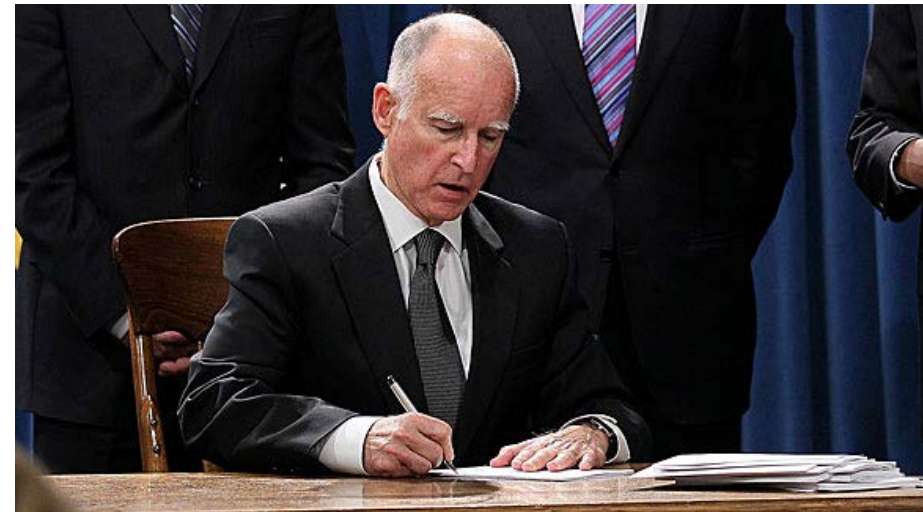
- RAMP is aligned with the agencies' policies to achieve outcomes
- Incorporated agency considerations into RAMP documents –  
**more to be done through implementation**

# Funding



## SBI Signed into Law

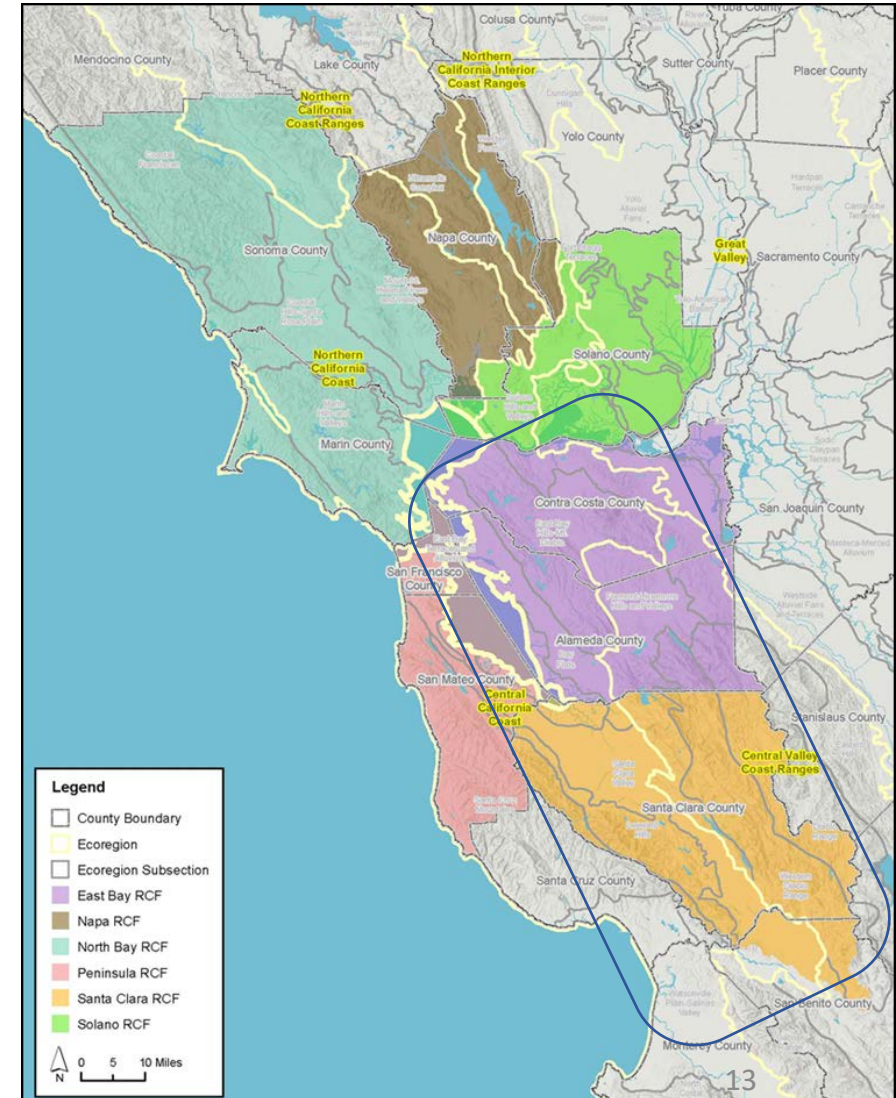
- ✓ New Advance Mitigation Program
- ✓ Predictable funding flow





# New law: AB 2087

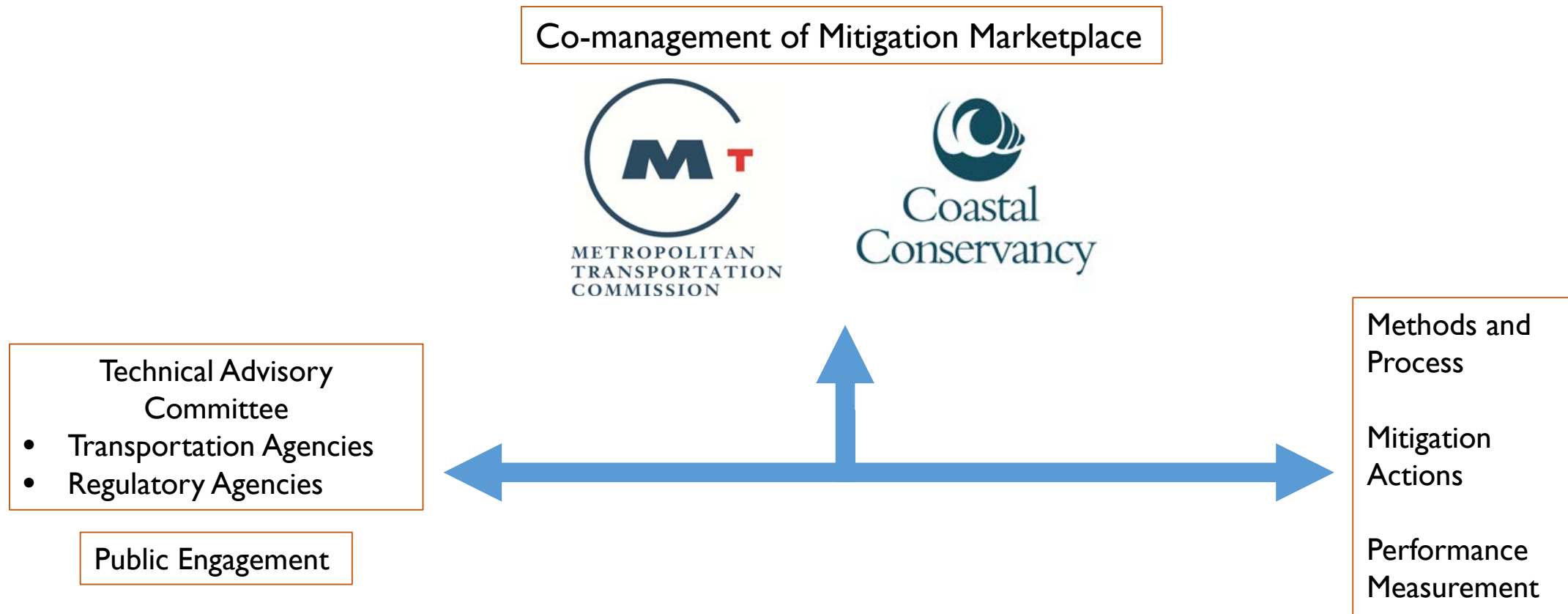
- Encourages *Regional Conservation Investment Strategies*
- Enables Mitigation Credit Agreements
- Bay Area Pilots: Santa Clara and East Bay



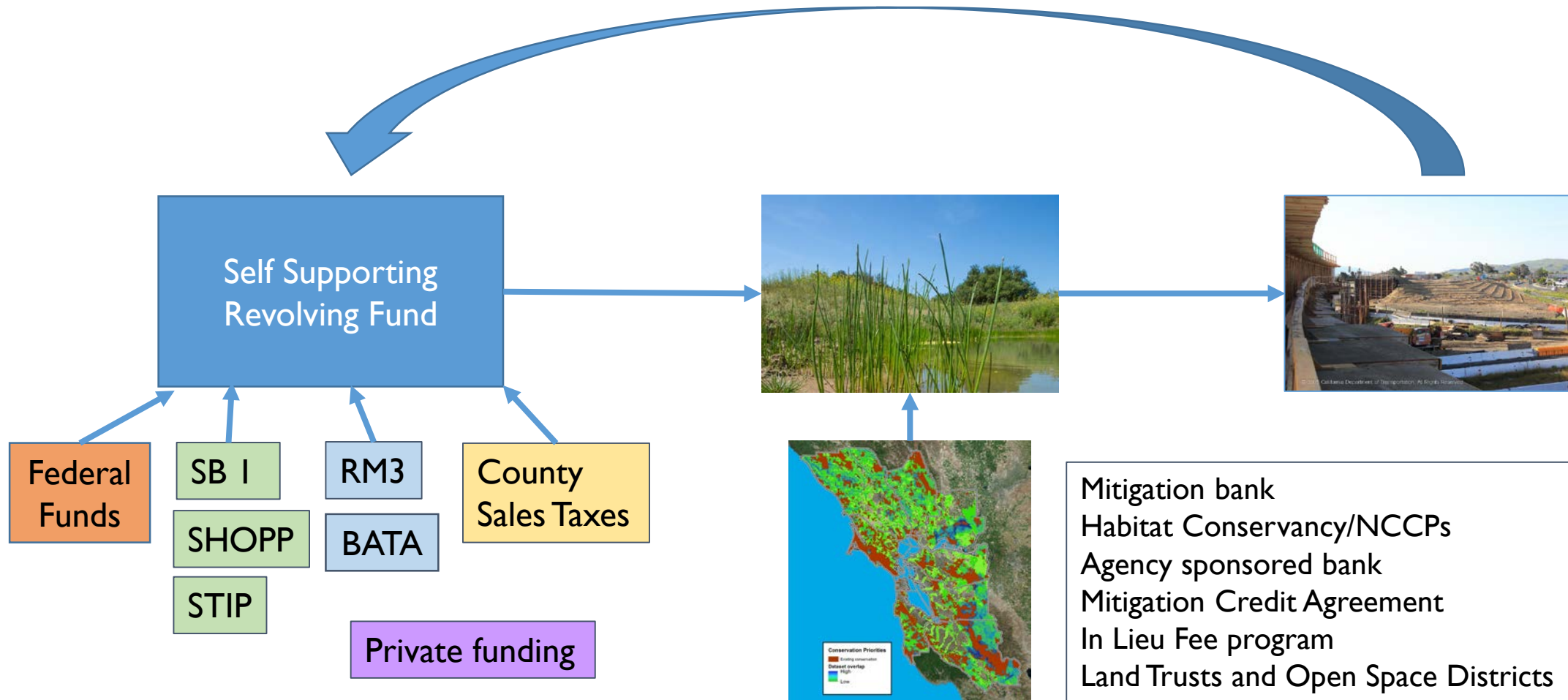


# How RAMP would work

# Organization and Administration



# Funding opportunities and process



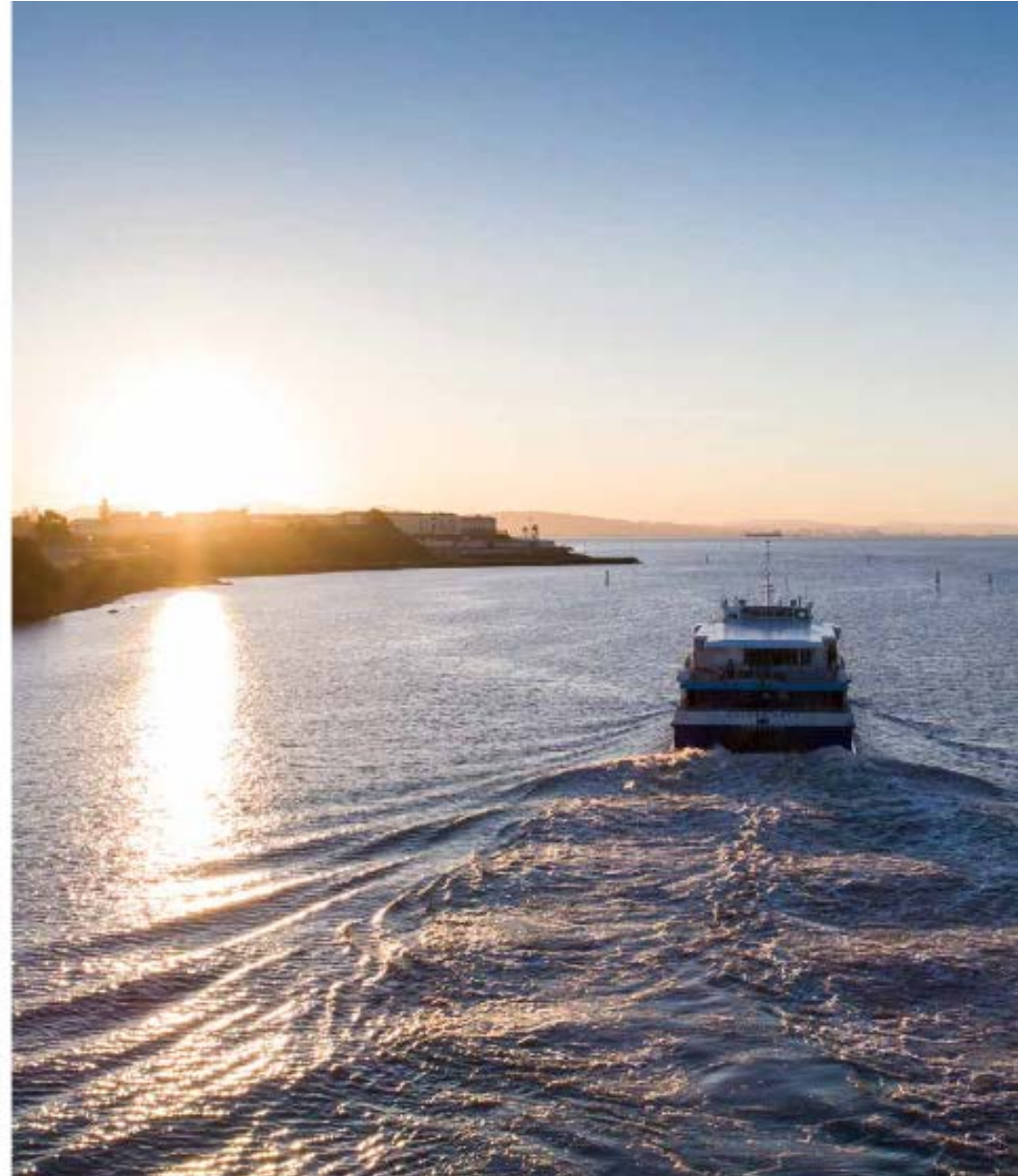
# Plan Bay Area 2040 Action Plan - Resilience

This Action Plan makes the following recommendations for Resilience:

Resilience Actions	Partners and Timeframe
<b>Develop a regional governance strategy for climate adaptation projects:</b> Develop an institutional strategy for managing, coordinating, and implementing regional and local projects related to sea level rise.	BARC, MTC/ABAG, BCDC, Caltrans, local jurisdictions 2 - 4 YEARS
<b>Provide stronger policy leadership on resilient housing and infrastructure:</b> Expand guidance on resilient housing policies for earthquake, flooding, and fire, working in coordination with state and federal agencies and focusing on communities with high social vulnerability and exposure to natural hazards. Strengthen infrastructure lifelines to ensure that utilities can provide services under a variety of conditions and future scenarios.	MTC/ABAG, local jurisdictions 1 - 4 YEARS
<b>Create new funding sources for adaptation and resilience:</b> Pursue new funding opportunities, including innovative financing, for retrofits of buildings, retrofits of existing infrastructure, and infrastructure solutions to protect against flooding, earthquakes, and exposure to environmental health risks.	MTC/ABAG, BARC, BCDC 1 - 4 YEARS
<b>Establish and provide a resilience technical services team:</b> Broadly share best practices and grant opportunities for climate adaptation and natural hazard mitigation. Continue to assess vulnerabilities and identify workable solutions through public and private avenues. Integrate resilience into Priority Development Area (PDA) planning.	BARC, MTC/ABAG, BCDC 1-2 YEARS
<b>Expand the region's network of natural infrastructure:</b> Coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, and improve access to urban and rural public space. Leverage existing initiatives—including Priority Conservation Areas (PCAs), the Resilient by Design Challenge, San Francisco Estuary Partnership, and Bay Restoration Authority—and partner with special districts and cities.	MTC/ABAG, BCDC, jurisdictions, utilities 1 - 4 YEARS
<b>Establish the Regional Advance Mitigation Program (RAMP):</b> Advance mitigation for infrastructure projects to strengthen regional biological conservation priorities. Work to secure off-site compensatory mitigation lands for multiple infrastructure projects in advance of environmental reviews to improve both project delivery and conservation outcomes.	MTC/ABAG, Caltrans, RAMP coalition 1 - 4 YEARS

TABLE 5.3 Plan Bay Area 2040 "Action Plan" recommendations for resilience.

Source: Metropolitan Transportation Commission, 2014



# More work to be done

- Move from plans to action
  - Focus on pilots
  - Regulatory agency alignment
  - Refine transportation assessment
- Fully develop the funding mechanism
  - Sources
  - Financial modeling
  - Accounting and process
- Refine program guidelines

# Committee Recommendation/Approval

- **PBA 2040:** Adopt RAMP as a preferred mitigation strategy
- **Pilots and Partners:** Develop RAMP pilots, and engage with State Coastal Conservancy and partners
- **Funding:** Pursue a self-sustaining fund; fund reasonable costs associated with implementation
- **Report:** back to the Planning Committee in 2018



# Thank You!



Coastal  
Conservancy



S. D. BECHTEL, JR.  
FOUNDATION

STEPHEN BECHTEL FUND





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	17-2578	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Commission Approval	
<b>File created:</b>	5/2/2017	<b>In control:</b>		Joint MTC Planning Committee with the ABAG Administrative Committee	
<b>On agenda:</b>	6/9/2017	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4295 - Federal Performance Target-Setting Requirements				

Overview of the federal performance target-setting requirements in MAP-21 and the FAST Act and will request authority to set future federal short-range targets to comply with statutory deadlines.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [10b PLNG 5b MTC Res. No. 4295](#)  
[5b MTC Res. No. 4295.pdf](#)

Date	Ver.	Action By	Action	Result
6/9/2017	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

### Subject:

MTC Resolution No. 4295 - Federal Performance Target-Setting Requirements

Overview of the federal performance target-setting requirements in MAP-21 and the FAST Act and will request authority to set future federal short-range targets to comply with statutory deadlines.

### Presenter:

David Vautin and Shruti Hari, MTC

### Recommended Action:

Commission Approval

### Attachments





METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 5b**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Planning Committee

DATE: June 2, 2017

FR: Executive Director

W.I. 1212 and 1517

RE: MTC Resolution No. 4295 - Federal Performance Target-Setting Requirements

### **Background**

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act, also known as MAP-21, was signed into law in 2012 and established a suite of new performance requirements for state Department of Transportation (DOTs), metropolitan planning organization (MPOs), and transit agencies. Over the past five years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have been working through the rulemaking process to identify a set of performance measures that meet the requirements of the law. With these rules now coming into effect, agencies such as MTC will need to set short-range performance targets on a recurring basis and incorporate these short-range targets into their planning process – most notably, the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).

Under the final performance rules, MTC will be responsible for setting targets for each performance measure on an ongoing rolling basis. Each measure has its own schedule and cycle for target updates, meaning that ongoing collaboration with state, regional, and local partners will be essential. These performance targets will be fundamentally different from those in Plan Bay Area 2040 – focused solely on short-term transportation objectives defined by federal law. The complete list of measures, deadlines, and cycles for target-setting is shown in **Attachment B**.

### **Near-Term Deadlines for Target-Setting**

Staff is currently focused on setting the first set of targets for over two dozen different federally-identified measures, a process that will repeat on an annual basis going forward. This year, transit asset management and roadway safety are the priorities given July 1, 2017 and February 27, 2018 deadlines for federal compliance. The remaining 20 targets – on topics ranging from transit safety to air quality – will need to be set for the first time in spring or fall 2018.

While there are no direct funding impacts from an MPO's failure to achieve a given performance target, MPO target-setting and performance-based planning processes will be evaluated as part of the agency's triennial review. Given that targets are focused on one to four-year timeframes as specified by regulations, FHWA and FTA have advised transportation agencies to be realistic when setting targets, recognizing that financial constraints and other challenges may make it difficult to achieve aspirational targets. In this vein, staff recommends setting achievable targets focused on discrete short-term goals, in contrast to the ambitious, wide-ranging and long-term goals identified in Plan Bay Area 2040.

Federal requirements also mandate that MPOs report their targets to their respective state DOT and that MPOs quantify progress made towards targets in the context of their TIPs and RTPs. Rather than creating a new suite of performance monitoring reports, staff will be expanding the Vital Signs performance monitoring website to incorporate new short-range targets, as well as additional performance indicators. This will provide a greater level of transparency and build off our existing performance monitoring framework.

### **Delegated Authority for Target-Setting**

Unlike MTC's past target-setting work for long-range plans – during which all targets are set concurrently once every four years – this new set of short-range performance targets will need to be updated multiple times each year to align with federally-mandated frequencies and deadlines. For this reason, staff is requesting that the Commission delegate its federal target-setting authority to staff as outlined in **MTC Resolution 4295 (Attachment A)**. This action will allow for the flexibility necessary to regularly set and update targets.

Staff proposes to update the Planning Committee on short-range targets twice a year around June and December, highlighting regulatory changes to performance requirements, targets set during that time period, and targets to be set in the coming six months. Assuming the Planning Committee delegates authority for target-setting, staff has provided a June 2017 target-setting summary in **Attachments C and D**.

Before adopting any short-range targets, staff will seek input from our partners at the state and local levels. For many of the highway-related targets, MTC will be able to set its targets six months after the state, and the regulations do allow MTC to consider adopting the state target rather than setting a target specific to the Bay Area. MTC has already been engaged in discussions with Caltrans on this topic. Staff will also work through the Bay Area Partnership working groups to get feedback on proposed targets from transit agencies, congestion management agencies, and local jurisdictions before adoption of a given target. We also intend to consult with our counterparts among the “Big 4” MPOs in San Diego, Sacramento and Los Angeles.

### **Recommendation**

MTC staff recommends the Planning Committee approve the staff recommendation of delegation for recurring federal performance target-setting authority, including the provision for staff to provide regular updates to the committee going forward and refer MTC Resolution No. 4295 to the Commission for approval.



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Steve Heminger

### **Attachments:**

- **Attachment A:** MTC Resolution No. 4295
- **Attachment B:** List of Federally-Required Performance Measures
- **Attachment C:** June 2017 Target-Setting Summary
- **Attachment D:** Proposed 2017 Targets for Transit Asset Management

SH:dv/sh

Date: June 28, 2017  
W.I.: 1212  
Referred by: Planning

ABSTRACT

Resolution No. 4295

This resolution delegates authority to staff to set and update short-range performance targets for compliance with new federal requirements.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated June 2, 2017.

Date: June 28, 2017  
W.I.: 1212  
Referred by: Planning

RE: Federal Performance Target-Setting

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4295

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

WHEREAS the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act require metropolitan planning organizations to frequently set short-range performance targets related to national planning goals; and

WHEREAS, final federal rules require metropolitan planning organizations to set these targets on different cycles that are not consistent with existing or future regional transportation plan (RTP) or transportation improvement program (TIP) schedules for the San Francisco Bay Area; and

WHEREAS, short-range federally-required targets will be incorporated into planning and programming processes in the coming years in compliance with the final Metropolitan Planning rule as adopted by the Federal Highway Administration and Federal Transit Administration on May 27, 2016; now, therefore, be it

RESOLVED, that the Metropolitan Transportation Commission delegates authority to staff to identify short-range performance targets and submit them to state and federal transportation agencies as needed; and, be it further

RESOLVED, that Metropolitan Transportation Commission will seek input on proposed short-range targets from partners and other stakeholders through Partnership working group meetings; and be it further

RESOLVED, that staff shall provide regular updates to the Planning Committee or other Committee as appropriate twice each year to inform the Commission of short-range, federally required targets that were recently approved.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

### List of Federally-Required Performance Measures

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	1 <sup>ST</sup> CYCLE TARGET-SETTING DUE DATES
Safety  HSIP TSOP	Number of Fatalities on Roads	1. Total number of road fatalities	Annual	State: August 31, 2017 MPO: February 27, 2018
	Rate of Fatalities on Roads	2. Road fatalities per VMT	Annual	State: August 31, 2017 MPO: February 27, 2018
	Number of Serious Injuries on Roads	3. Total number of serious injuries on roads	Annual	State: August 31, 2017 MPO: February 27, 2018
	Rate of Serious Injuries on Roads	4. Serious injuries on roads per VMT	Annual	State: August 31, 2017 MPO: February 27, 2018
	Non-Motorized Safety on Roads	5. Combined total number of non-motorized fatalities and serious injuries	Annual	State: August 31, 2017 MPO: February 27, 2018
	Safety of Public Transit Systems	6. Total number of reportable transit fatalities	Annual	Operators: TBD* MPO: TBD*  * = measures approved in January 2017 regulatory action but transit & MPO safety target-setting requirements are slated for additional regulation later this year
		7. Reportable transit fatalities per RVM by mode (example below) a. Motor bus b. Light rail c. Heavy rail d. etc.		
		8. Total number of reportable transit injuries		
		9. Reportable transit injuries per RVM by mode (example below) a. Motor bus b. Light rail c. Heavy rail d. etc.		
		10. Total number of reportable transit safety events		
		11. Reportable transit safety events per RVM by mode (example below) a. Motor bus b. Light rail c. Heavy rail d. etc.		
		12. Mean distance between major mechanical failures by mode (example below) a. Motor bus b. Light rail c. Heavy rail d. etc.		

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	1 <sup>ST</sup> CYCLE TARGET-SETTING DUE DATES
Infrastructure Condition  NHPP NTAMS	Pavement Condition on the IHS	13. Percentage of pavements on the IHS in good condition 14. Percentage of pavements on the IHS in poor condition	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	Pavement Condition on the NHS	15. Percentage of pavements on the non-IHS NHS in good condition 16. Percentage of pavements on the non-IHS NHS in poor condition	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	Bridge Condition on the NHS	17. Percentage of NHS bridges classified in good condition 18. Percentage of NHS bridges classified in poor condition	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	State of Good Repair for Public Transit Assets	19. Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class ( <i>example below</i> ) a. 40-foot bus b. 30-foot bus c. Light rail vehicle d. etc. 20. Percentage of facilities within a condition rating below fair by asset class ( <i>example below</i> ) a. Maintenance yards b. Stations c. Electrical substations d. etc. 21. Percentage of guideway directional route-miles with performance restrictions 22. Percentage of non-revenue vehicles that have met or exceeded their ULB	Every 2-4 years	Operators: January 1, 2017 MPO: July 1, 2017
System Reliability  NHPP	Performance of the Interstate System	23. Percentage of person-miles traveled on the IHS that are reliable	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	Performance of the NHS	24. Percentage of person-miles traveled on the non-IHS NHS that are reliable	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
		25. Percent change in NHS tailpipe CO <sub>2</sub> emissions ( <i>compared to 2017 baseline</i> )	Every 2-4 years	State: TBD** MPO: TBD**  ** = performance measure on hold indefinitely due to change in federal climate policies under new Administration

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	1 <sup>ST</sup> CYCLE TARGET-SETTING DUE DATES
<b>Freight Movement and Economic Vitality</b>  NHFP	Freight Movement on the Interstate System	<b>26. Percentage of IHS mileage providing reliable truck travel times</b>	Every 2-4 years	State: <b>May 21, 2018</b> MPO: <b>November 21, 2018</b>
<b>Congestion Reduction</b>  CMAQ	Traffic Congestion	<b>27. Annual hours of peak-hour excessive delay per capita by urbanized area</b> a. San Francisco-Oakland UA b. San Jose UA c. Concord UA *** d. Santa Rosa UA *** e. Antioch UA ***  *** = not required during 1 <sup>st</sup> target-setting cycle	Every 2 years	State: <b>May 21, 2018</b> MPO: <b>May 21, 2018</b>
<b>Congestion Reduction (continued)</b>  CMAQ	Traffic Congestion (continued)	<b>28. Percent of non-SOV travel by urbanized area</b> a. San Francisco-Oakland UA b. San Jose UA c. Concord UA *** d. Santa Rosa UA *** e. Antioch UA ***  *** = not required during 1 <sup>st</sup> target-setting cycle	Every 2 years	State: <b>May 21, 2018</b> MPO: <b>May 21, 2018</b>
<b>Environmental Sustainability</b>  CMAQ	On-Road Mobile Source Emissions	<b>29. Total emissions reductions from CMAQ-funded projects by pollutant</b> a. PM <sub>2.5</sub> b. PM <sub>10</sub> c. CO d. VOC e. NO <sub>x</sub>	Every 2 years	State: <b>May 21, 2018</b> MPO: <b>May 21, 2018</b>
<b>Reduced Project Delivery Delays</b>	none	<b>none</b> (neither MAP-21 nor FAST included performance measures for this goal)	n/a	n/a



## June 2017 Target-Setting Summary: Transit Asset Management Targets

### Overview

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained new requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

- 1) **State of Good Repair (SGR) Performance Targets** – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes SGR standards and SGR performance measures as shown below:

Asset Category	Performance Measure
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair) on the TERM scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue (service) vehicles	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. For the 2017 target-setting effort, targets for rolling stock were set by asset class (trains, buses, trolleys, etc.) but a single target was set for all the facilities combined, as MTC does not have all the information required to classify facilities components into the classes defined by FTA.

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) **Development of TAM Plans** – Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.
- 3) **Reporting** – Operators must report annually to FTA on SGR targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set SGR performance targets by January 1, 2017. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff has developed proposed targets to meet the year 2017 target-setting deadline of July 1<sup>st</sup> for transit asset management.

### Target-Setting Approach and Rationale

To set the initial targets, MTC staff assessed the current condition of operators' assets using data from the Regional Transit Capital Inventory (RTCI). The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator.

To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which vehicle assets would be replaced or repaired, and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and base them on reasonable financial projections. For revenue vehicles, facilities, and non-revenue vehicles, MTC staff consolidated the targets for all operators to identify a regional target for each asset class. For infrastructure (i.e., rail guideway), MTC staff selected a slightly more ambitious target than the consolidated target of regional operators, which forecast a slight decline in conditions in 2017. By setting a target of preserving current conditions, this target may be more difficult to achieve given available funding.

### Summary of Proposed Targets

As presented in detail in **Attachment D**, staff recommends setting the following targets for transit asset management for year 2017. As shown below, the regional targets seek to reduce the share of revenue vehicles, facilities, and non-revenue vehicles considered not to be in a state of good repair, while allowing for a slight increase in the infrastructure target.

Percent of Assets Not in a State of Good Repair		
Asset Category	Current Performance	2017 Target
Revenue Vehicles	31%	28%
Facilities	32%	25%
Infrastructure	2.4%	2.4%
Non-Revenue Vehicles	55%	48%

### Targets to be Set in the Next Six Months

Staff will continue working on 2018 **road safety** targets in coordination with Caltrans and other stakeholders. These targets must be adopted by MTC by February 27, 2018.

## Proposed 2017 Targets for Transit Asset Management

### General Information

Goal	Infrastructure Condition
<b>Performance Measure(s)</b>	<ul style="list-style-type: none"><li>• Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class</li><li>• Percentage of facilities within a condition rating below fair by asset class</li><li>• Percentage of guideway directional route-miles with performance restrictions</li><li>• Percentage of non-revenue vehicles that have met or exceeded their ULB</li></ul>
<b>Target(s) for Year</b>	2017
<b>Target(s) Deadline for MTC Approval</b>	July 1, 2017

Current Conditions and Proposed Targets

Measure	Subcategory	Current (2016)	Target (2017)	Total #	Measure ID
<b>Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB)</b>	Articulated bus	24%	13%	400	US-19a
	Automated guideway vehicle	0%	0%	12	US-19b
	Bus	22%	18%	2,120	US-19c
	Bus rapid transit	0%	0%	29	US-19d
	Cable car	0%	0%	42	US-19e
	Commuter rail – locomotive	57%	58%	35	US-19f
	Commuter rail – passenger coach	40%	42%	129	US-19g
	Commuter rail – self-propelled passenger car	42%	44%	50	US-19h
	Ferryboat	28%	29%	18	US-19i
	Heavy rail	88%	85%	669	US-19j
	Light rail	0%	0%	250	US-19k
	Over-the-road bus	3%	12%	176	US-19l
	Trolley bus	0%	0%	333	US-19m
	Van	39%	37%	622	US-19n
	Vintage trolley	46%	25%	43	US-19o
<b>Percentage of facilities with a condition rating below fair</b>	n/a*	32%	25%	N/A	US-20
<b>Percentage of guideway directional route-miles with performance restrictions</b>	n/a	2.4%	2.4%	N/A	US-21
<b>Percentage of non-revenue vehicles that have met or exceeded their ULB</b>	n/a	55%	48%	1,941	US-22

\* = For the 2017 target-setting effort, a single target was set for all facilities combined. This is due to the fact that MTC does not currently have sufficient information from operators required to classify facilities and components of facilities into the specific classes defined by FTA.



METROPOLITAN  
TRANSPORTATION  
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## *Memorandum*

TO: Planning Committee

DATE: June 2, 2017

FR: Executive Director

W.I. 1212 and 1517

RE: MTC Resolution No. 4295 - Federal Performance Target-Setting Requirements

### **Background**

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act, also known as MAP-21, was signed into law in 2012 and established a suite of new performance requirements for state Department of Transportation (DOTs), metropolitan planning organization (MPOs), and transit agencies. Over the past five years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have been working through the rulemaking process to identify a set of performance measures that meet the requirements of the law. With these rules now coming into effect, agencies such as MTC will need to set short-range performance targets on a recurring basis and incorporate these short-range targets into their planning process – most notably, the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP).

Under the final performance rules, MTC will be responsible for setting targets for each performance measure on an ongoing rolling basis. Each measure has its own schedule and cycle for target updates, meaning that ongoing collaboration with state, regional, and local partners will be essential. These performance targets will be fundamentally different from those in Plan Bay Area 2040 – focused solely on short-term transportation objectives defined by federal law. The complete list of measures, deadlines, and cycles for target-setting is shown in **Attachment B**.

### **Near-Term Deadlines for Target-Setting**

Staff is currently focused on setting the first set of targets for over two dozen different federally-identified measures, a process that will repeat on an annual basis going forward. This year, transit asset management and roadway safety are the priorities given July 1, 2017 and February 27, 2018 deadlines for federal compliance. The remaining 20 targets – on topics ranging from transit safety to air quality – will need to be set for the first time in spring or fall 2018.

While there are no direct funding impacts from an MPO's failure to achieve a given performance target, MPO target-setting and performance-based planning processes will be evaluated as part of the agency's triennial review. Given that targets are focused on one to four-year timeframes as specified by regulations, FHWA and FTA have advised transportation agencies to be realistic when setting targets, recognizing that financial constraints and other challenges may make it difficult to achieve aspirational targets. In this vein, staff recommends setting achievable targets focused on discrete short-term goals, in contrast to the ambitious, wide-ranging and long-term goals identified in Plan Bay Area 2040.

Federal requirements also mandate that MPOs report their targets to their respective state DOT and that MPOs quantify progress made towards targets in the context of their TIPs and RTPs. Rather than creating a new suite of performance monitoring reports, staff will be expanding the Vital Signs performance monitoring website to incorporate new short-range targets, as well as additional performance indicators. This will provide a greater level of transparency and build off our existing performance monitoring framework.

### **Delegated Authority for Target-Setting**

Unlike MTC's past target-setting work for long-range plans – during which all targets are set concurrently once every four years – this new set of short-range performance targets will need to be updated multiple times each year to align with federally-mandated frequencies and deadlines. For this reason, staff is requesting that the Commission delegate its federal target-setting authority to staff as outlined in ***MTC Resolution 4295 (Attachment A)***. This action will allow for the flexibility necessary to regularly set and update targets.

Staff proposes to update the Planning Committee on short-range targets twice a year around June and December, highlighting regulatory changes to performance requirements, targets set during that time period, and targets to be set in the coming six months. Assuming the Planning Committee delegates authority for target-setting, staff has provided a June 2017 target-setting summary in **Attachments C and D**.

Before adopting any short-range targets, staff will seek input from our partners at the state and local levels. For many of the highway-related targets, MTC will be able to set its targets six months after the state, and the regulations do allow MTC to consider adopting the state target rather than setting a target specific to the Bay Area. MTC has already been engaged in discussions with Caltrans on this topic. Staff will also work through the Bay Area Partnership working groups to get feedback on proposed targets from transit agencies, congestion management agencies, and local jurisdictions before adoption of a given target. We also intend to consult with our counterparts among the “Big 4” MPOs in San Diego, Sacramento and Los Angeles.

### **Recommendation**

MTC staff recommends the Planning Committee approve the staff recommendation of delegation for recurring federal performance target-setting authority, including the provision for staff to provide regular updates to the committee going forward and refer MTC Resolution No. 4295 to the Commission for approval.



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Steve Heminger

### **Attachments:**

- **Attachment A:** MTC Resolution No. 4295
- **Attachment B:** List of Federally-Required Performance Measures
- **Attachment C:** June 2017 Target-Setting Summary
- **Attachment D:** Proposed 2017 Targets for Transit Asset Management

SH:dv/sh

Date: June 28, 2017  
W.I.: 1212  
Referred by: Planning

ABSTRACT

Resolution No. 4295

This resolution delegates authority to staff to set and update short-range performance targets for compliance with new federal requirements.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated June 2, 2017.

Date: June 28, 2017  
W.I.: 1212  
Referred by: Planning

RE: Federal Performance Target-Setting

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4295

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

WHEREAS the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act require metropolitan planning organizations to frequently set short-range performance targets related to national planning goals; and

WHEREAS, final federal rules require metropolitan planning organizations to set these targets on different cycles that are not consistent with existing or future regional transportation plan (RTP) or transportation improvement program (TIP) schedules for the San Francisco Bay Area; and

WHEREAS, short-range federally-required targets will be incorporated into planning and programming processes in the coming years in compliance with the final Metropolitan Planning rule as adopted by the Federal Highway Administration and Federal Transit Administration on May 27, 2016; now, therefore, be it

RESOLVED, that the Metropolitan Transportation Commission delegates authority to staff to identify short-range performance targets and submit them to state and federal transportation agencies as needed; and, be it further

RESOLVED, that Metropolitan Transportation Commission will seek input on proposed short-range targets from partners and other stakeholders through Partnership working group meetings; and be it further



RESOLVED, that staff shall provide regular updates to the Planning Committee or other Committee as appropriate twice each year to inform the Commission of short-range, federally required targets that were recently approved.

METROPOLITAN TRANSPORTATION COMMISSION

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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 June 28, 2017.

### List of Federally-Required Performance Measures

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	1 <sup>ST</sup> CYCLE TARGET-SETTING DUE DATES
Safety  HSIP TSOP	Number of Fatalities on Roads	1. Total number of road fatalities	Annual	State: August 31, 2017 MPO: February 27, 2018
	Rate of Fatalities on Roads	2. Road fatalities per VMT	Annual	State: August 31, 2017 MPO: February 27, 2018
	Number of Serious Injuries on Roads	3. Total number of serious injuries on roads	Annual	State: August 31, 2017 MPO: February 27, 2018
	Rate of Serious Injuries on Roads	4. Serious injuries on roads per VMT	Annual	State: August 31, 2017 MPO: February 27, 2018
	Non-Motorized Safety on Roads	5. Combined total number of non-motorized fatalities and serious injuries	Annual	State: August 31, 2017 MPO: February 27, 2018
	Safety of Public Transit Systems	6. Total number of reportable transit fatalities 7. Reportable transit fatalities per RVM by mode ( <i>example below</i> ) a. Motor bus b. Light rail c. Heavy rail d. etc. 8. Total number of reportable transit injuries 9. Reportable transit injuries per RVM by mode ( <i>example below</i> ) a. Motor bus b. Light rail c. Heavy rail d. etc. 10. Total number of reportable transit safety events 11. Reportable transit safety events per RVM by mode ( <i>example below</i> ) a. Motor bus b. Light rail c. Heavy rail d. etc. 12. Mean distance between major mechanical failures by mode ( <i>example below</i> ) a. Motor bus b. Light rail c. Heavy rail d. etc.	Annual	Operators: TBD* MPO: TBD*  * = measures approved in January 2017 regulatory action but transit & MPO safety target-setting requirements are slated for additional regulation later this year

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	1 <sup>ST</sup> CYCLE TARGET-SETTING DUE DATES
Infrastructure Condition  NHPP NTAMS	Pavement Condition on the IHS	13. Percentage of pavements on the IHS in good condition 14. Percentage of pavements on the IHS in poor condition	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	Pavement Condition on the NHS	15. Percentage of pavements on the non-IHS NHS in good condition 16. Percentage of pavements on the non-IHS NHS in poor condition	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	Bridge Condition on the NHS	17. Percentage of NHS bridges classified in good condition 18. Percentage of NHS bridges classified in poor condition	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	State of Good Repair for Public Transit Assets	19. Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class ( <i>example below</i> ) a. 40-foot bus b. 30-foot bus c. Light rail vehicle d. etc. 20. Percentage of facilities within a condition rating below fair by asset class ( <i>example below</i> ) a. Maintenance yards b. Stations c. Electrical substations d. etc. 21. Percentage of guideway directional route-miles with performance restrictions 22. Percentage of non-revenue vehicles that have met or exceeded their ULB	Every 2-4 years	Operators: January 1, 2017 MPO: July 1, 2017
System Reliability  NHPP	Performance of the Interstate System	23. Percentage of person-miles traveled on the IHS that are reliable	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
	Performance of the NHS	24. Percentage of person-miles traveled on the non-IHS NHS that are reliable	Every 2-4 years	State: May 21, 2018 MPO: November 21, 2018
		25. Percent change in NHS tailpipe CO <sub>2</sub> emissions ( <i>compared to 2017 baseline</i> )	Every 2-4 years	State: TBD** MPO: TBD**  ** = performance measure on hold indefinitely due to change in federal climate policies under new Administration

FEDERAL GOALS & PROGRAMS	GENERAL MEASURES IN LAW	FINAL PERFORMANCE MEASURES	TARGET-SETTING FREQUENCY	1 <sup>ST</sup> CYCLE TARGET-SETTING DUE DATES
<b>Freight Movement and Economic Vitality</b>  NHFP	Freight Movement on the Interstate System	<b>26. Percentage of IHS mileage providing reliable truck travel times</b>	Every 2-4 years	State: <b>May 21, 2018</b> MPO: <b>November 21, 2018</b>
<b>Congestion Reduction</b>  CMAQ	Traffic Congestion	<b>27. Annual hours of peak-hour excessive delay per capita by urbanized area</b> a. San Francisco-Oakland UA b. San Jose UA c. Concord UA *** d. Santa Rosa UA *** e. Antioch UA ***  *** = not required during 1 <sup>st</sup> target-setting cycle	Every 2 years	State: <b>May 21, 2018</b> MPO: <b>May 21, 2018</b>
<b>Congestion Reduction (continued)</b>  CMAQ	Traffic Congestion (continued)	<b>28. Percent of non-SOV travel by urbanized area</b> a. San Francisco-Oakland UA b. San Jose UA c. Concord UA *** d. Santa Rosa UA *** e. Antioch UA ***  *** = not required during 1 <sup>st</sup> target-setting cycle	Every 2 years	State: <b>May 21, 2018</b> MPO: <b>May 21, 2018</b>
<b>Environmental Sustainability</b>  CMAQ	On-Road Mobile Source Emissions	<b>29. Total emissions reductions from CMAQ-funded projects by pollutant</b> a. PM <sub>2.5</sub> b. PM <sub>10</sub> c. CO d. VOC e. NO <sub>x</sub>	Every 2 years	State: <b>May 21, 2018</b> MPO: <b>May 21, 2018</b>
<b>Reduced Project Delivery Delays</b>	none	none (neither MAP-21 nor FAST included performance measures for this goal)	n/a	n/a

## June 2017 Target-Setting Summary: Transit Asset Management Targets

### Overview

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained new requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

- 1) **State of Good Repair (SGR) Performance Targets** – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes SGR standards and SGR performance measures as shown below:

Asset Category	Performance Measure
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair) on the TERM scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue (service) vehicles	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. For the 2017 target-setting effort, targets for rolling stock were set by asset class (trains, buses, trolleys, etc.) but a single target was set for all the facilities combined, as MTC does not have all the information required to classify facilities components into the classes defined by FTA.

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) **Development of TAM Plans** – Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.
- 3) **Reporting** – Operators must report annually to FTA on SGR targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set SGR performance targets by January 1, 2017. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff has developed proposed targets to meet the year 2017 target-setting deadline of July 1<sup>st</sup> for transit asset management.

### Target-Setting Approach and Rationale

To set the initial targets, MTC staff assessed the current condition of operators' assets using data from the Regional Transit Capital Inventory (RTCI). The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator.

To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which vehicle assets would be replaced or repaired, and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and base them on reasonable financial projections. For revenue vehicles, facilities, and non-revenue vehicles, MTC staff consolidated the targets for all operators to identify a regional target for each asset class. For infrastructure (i.e., rail guideway), MTC staff selected a slightly more ambitious target than the consolidated target of regional operators, which forecast a slight decline in conditions in 2017. By setting a target of preserving current conditions, this target may be more difficult to achieve given available funding.

### Summary of Proposed Targets

As presented in detail in **Attachment D**, staff recommends setting the following targets for transit asset management for year 2017. As shown below, the regional targets seek to reduce the share of revenue vehicles, facilities, and non-revenue vehicles considered not to be in a state of good repair, while allowing for a slight increase in the infrastructure target.

Percent of Assets Not in a State of Good Repair		
Asset Category	Current Performance	2017 Target
Revenue Vehicles	31%	28%
Facilities	32%	25%
Infrastructure	2.4%	2.4%
Non-Revenue Vehicles	55%	48%

### Targets to be Set in the Next Six Months

Staff will continue working on 2018 **road safety** targets in coordination with Caltrans and other stakeholders. These targets must be adopted by MTC by February 27, 2018.

## Proposed 2017 Targets for Transit Asset Management

### General Information

Goal	Infrastructure Condition
<b>Performance Measure(s)</b>	<ul style="list-style-type: none"><li>• Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class</li><li>• Percentage of facilities within a condition rating below fair by asset class</li><li>• Percentage of guideway directional route-miles with performance restrictions</li><li>• Percentage of non-revenue vehicles that have met or exceeded their ULB</li></ul>
<b>Target(s) for Year</b>	2017
<b>Target(s) Deadline for MTC Approval</b>	July 1, 2017

Current Conditions and Proposed Targets

Measure	Subcategory	Current (2016)	Target (2017)	Total #	Measure ID
<b>Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB)</b>	Articulated bus	24%	13%	400	US-19a
	Automated guideway vehicle	0%	0%	12	US-19b
	Bus	22%	18%	2,120	US-19c
	Bus rapid transit	0%	0%	29	US-19d
	Cable car	0%	0%	42	US-19e
	Commuter rail – locomotive	57%	58%	35	US-19f
	Commuter rail – passenger coach	40%	42%	129	US-19g
	Commuter rail – self-propelled passenger car	42%	44%	50	US-19h
	Ferryboat	28%	29%	18	US-19i
	Heavy rail	88%	85%	669	US-19j
	Light rail	0%	0%	250	US-19k
	Over-the-road bus	3%	12%	176	US-19l
	Trolley bus	0%	0%	333	US-19m
	Van	39%	37%	622	US-19n
	Vintage trolley	46%	25%	43	US-19o
<b>Percentage of facilities with a condition rating below fair</b>	n/a*	32%	25%	N/A	US-20
<b>Percentage of guideway directional route-miles with performance restrictions</b>	n/a	2.4%	2.4%	N/A	US-21
<b>Percentage of non-revenue vehicles that have met or exceeded their ULB</b>	n/a	55%	48%	1,941	US-22

\* = For the 2017 target-setting effort, a single target was set for all facilities combined. This is due to the fact that MTC does not currently have sufficient information from operators required to classify facilities and components of facilities into the specific classes defined by FTA.