



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Jane Kim,
Alfredo Pedroza, Libby Schaaf, Warren Slocum,
Amy R. Worth*

Non-Voting Member: Bijan Sartipi

Wednesday, July 12, 2017

9:40 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:40 a.m. or immediately following the 9:35a.m. Administration Committee meeting

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

1. Roll Call / Confirm Quorum

2. Consent Calendar

- 2a. [17-2708](#) Minutes of the June 14, 2017 meeting
- Action: Committee Approval
- Attachments: [2a 06-14-2017 Prog&Allocations Draft Minutes v1.pdf](#)
- 2b. [17-2613](#) Quarterly Report of Executive Director Delegated Authority Actions
- Action: Information
- Presenter: Cheryl Chi
- Attachments: [2b Delegated Authority Quarterly Report.pdf](#)
- 2c. [17-2532](#) MTC Resolution No. 3880, Revised. Proposition 1B - Transit - FY 2010-11 Population-based funds - Request to redirect \$2.4 million from the Solano Express Bus Replacement project to the SolTrans Bus Maintenance Facility Rehabilitation project.
- Action: Commission Approval
- Presenter: Kenneth Folan
- Attachments: [2c Reso-3880 Prop1B Transit.pdf](#)

- 2d.** [17-2717](#) MTC Resolutions Nos. 3989, Revised, 4202, Revised, and 4305. Agreement for the exchange of \$12 million in Sonoma County Measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the US 101 Marin Sonoma Narrows B2 Phase 2 project. From the exchanged funds, programming is proposed of \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management (AOM) Program. An additional \$1 million in exchange funds will be programmed through a future Commission action.
- Action:** Commission Approval
- Presenter:** Ross McKeown
- Attachments:** [2d Reso-3989-4202-4305 Exchange.pdf](#)
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- 2e.** [17-2619](#) MTC Resolution Nos. 4262, Revised, and 4263, Revised. Revisions to AB 664 bridge toll program and allocations for FY2016-17.
- Action:** Commission Approval
- Presenter:** Rob Jaques
- Attachments:** [2e Reso-4262 4263 AB664 Prog&Alloc.pdf](#)
-
- 2f.** [17-2620](#) MTC Resolution Nos. 4162, Revised and 4272 Revised. Revisions to the FY2014-15 and FY2016-17 through FY2019-20 Transit Capital Priorities Programs to reflect expected FY2016-17 FTA apportionments and transfers of funding between projects.
- Action:** Commission Approval
- Presenter:** Rob Jaques
- Attachments:** [2f Reso-4162 4272 TCP Revisions.pdf](#)
-
- 2g.** [17-2718](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-16.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2g Reso-4275 TIP Amend 2017-16.pdf](#)
-
- 2h.** [17-2733](#) Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.
- Action:** Information
- Presenter:** Ross McKeown
- Attachments:** [2h Earmark Repurposing Memo.pdf](#)

3. Regional

- 3a. [17-2720](#) MTC Resolution Nos. 3801, Revised, and 4278, Revised. Regional Measure 2 (RM2) Program Amendments and Associated Revision to the FY2017-18 RM2 Operating Program.

A summary of public comments received and recommendation to program \$5 million annually in RM2 Operating funds to two new projects:

- \$2 million annually to Clipper for operating support
- \$3 million annually to the Transbay Transit Center for additional operating support

And, amendment to the FY 2017-18 RM2 Operating Program to include \$2 million in new funding for Clipper and \$3 million in new funding for the Transbay Transit Center.

Action: Commission Approval

Presenter: Theresa Romell

Attachments: [3a Reso-3801 4278 RM2 Operating Program.pdf](#)

- 3b. [17-2710](#) MTC Resolution Nos. 4268, Revised, 4279, Revised, 4284, Revised, 4285, Revised, and 4286.

Revises the FY 2017-18 Fund Estimate and allocates \$271 million in FY 2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: William Bacon

Attachments: [3b Reso-4268 4279 4284 4285 4286 Fund Est Allocation .pdf](#)

4. State

- 4a. [17-2719](#) MTC Resolution No. 4218, Revised. Revision of the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines.
- Senate Bill 1 provides an additional \$16 million for programming to the Regional ATP, available in FY 2017-18 and FY 2018-19. The proposed guidelines revision addresses issues specific to this funding augmentation, and to be consistent with the state's 2017 ATP Augmentation Guidelines.
- Action: Commission Approval
- Presenter: Kenneth Kao
- Attachments: [4a Reso-4218 ATP Guidelines.pdf](#)

5. Federal

- 5a. [17-2716](#) MTC Resolution No. 4035, Revised. Transit Performance Initiative (TPI) Investment Program - North Bay Programming.
- Recommendations for approximately \$2.3 million in STP/CMAQ funds through the Transit Performance Initiative (TPI) Investment program to projects in Marin, Napa, Solano, and Sonoma counties.
- Action: Commission Approval
- Presenter: Craig Bosman
- Attachments: [5a Reso-4035 TPI North Bay Programming.pdf](#)

6. Information

- 6a. [17-2709](#) CTC Update
- Update on the June 28-29, 2017 CTC meetings.
- Action: Information
- Presenter: Kenneth Kao
- Attachments: [6a CTC Update.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on September 13, 2017 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2708 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 6/9/2017 **In control:** Programming and Allocations Committee

On agenda: 7/12/2017 **Final action:**

Title: Minutes of the June 14, 2017 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_06-14-2017_Prog&Allocations_Draft_Minutes_v1.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the June 14, 2017 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Jane Kim,
Alfredo Pedroza, Libby Schaaf, Warren Slocum,
Amy R. Worth*

Non-Voting Member: Bijan Sartipi

Wednesday, June 14, 2017

9:40 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, and Commissioner Slocum

Absent: 1 - Commissioner Worth

Non-Voting Member Present: Commissioner Sartipi

Ex Officio Voting Member Present: Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Aguirre, Commissioner Cortese, Commissioner Halsted, and Commissioner Pierce

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza and Commissioner Slocum

Absent: 1 - Commissioner Worth

2a. [17-2612](#) Minutes of the May 10, 2017 meeting

Action: Committee Approval

- 2b.** [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
- 2c.** [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
- 2d.** [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
- 2e.** [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
- 2f.** [17-2621](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-13.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- 2g.** [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

- 2h.** [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

- 2i.** [17-2624](#) MTC Resolution No. 4289. Approval of the FY2017-18 State Transit Assistance (STA) Regional Coordination Program.

Action: Commission Approval

Presenter: Raymond Odunlami

- 2j.** [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

- 2k.** [17-2631](#) Program Updates: Regional Measure 2 Capital Program and Transit Performance Initiative Investment Program Semi-Annual Reports.

Action: Information

Presenter: Craig Bosman

3. Public Hearing

- 3a. [17-2510](#) Public Hearing: Proposed Amendments to the Regional Measure 2 (RM2) Operating Program.

Pursuant to Sections 30914(d) and (f) of the California Streets and Highways Code, MTC is proposing to program \$5 million annually in available RM2 operating funding capacity to two new projects:

- \$2 million annually to Clipper for operating support
- \$3 million annually to the Transbay Transit Center for additional operating support

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

Action: Public Hearing

Presenter: Theresa Romell

Sarah DeBord of TJPA was called to speak.

Jackson Eahnestock of TJPA was called to speak.

Amber Crabbe of SFCTA was called to speak.

Chris Andricheck of AC Transit was called to speak.

4. Regional

- 4a. [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

Upon the motion by Commissioner Glover and the second by Commissioner Bruins, the Committee unanimously approved the referral of MTC Resolution No. 4278 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz and Commissioner Slocum

Absent: 2 - Commissioner Pedroza and Commissioner Worth

4b. [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

Nina Rannells of WETA was called to speak

Upon the motion by Vice Chair Dutra-Vernaci and the second by Commissioner Glover, the Committee unanimously approved the referral of MTC Resolution Nos. 4279, 4284, and 4285 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz and Commissioner Slocum

Absent: 2 - Commissioner Pedroza and Commissioner Worth

4c. [17-2618](#) MTC Resolution No. 4250, Revised. Allocation of \$750,000 for Bay Bridge Forward Flexible Transit Services.

Action: Commission Approval

Presenter: Kenneth Kao

Upon the motion by Commissioner Schaaf and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4250, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz and Commissioner Slocum

Absent: 2 - Commissioner Pedroza and Commissioner Worth

5. Information

5a. [17-2632](#) CTC Update

Update on the May 17 and June 28-29, 2017 CTC meetings.

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

Bob Allen of Urban Habitat was called to speak.

Kristina Sinclair of Public Advocates was called to speak.

Alia Phelps of ACCE/6 Wins Network was called to speak.

Carol Taylor of Transit Riders United was called to speak.

Ginny Browne of the Participatory Budgeting Project was called to speak.

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on July 12, 2017 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2613 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 5/12/2017 **In control:** Programming and Allocations Committee

On agenda: 7/12/2017 **Final action:**

Title: Quarterly Report of Executive Director Delegated Authority Actions

Sponsors:

Indexes:

Code sections:

Attachments: [2b_Delegated_Authority_Quarterly_Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Quarterly Report of Executive Director Delegated Authority Actions

Presenter:
Cheryl Chi

Recommended Action:
Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2017

Agenda Item 2b

Subject: Quarterly Report of the Executive Director Delegation of Authority Actions

Background: MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds up to \$1 million, with authority to take any rescission actions requested by claimants. To keep the Commission informed of actions approved by the Executive Director, staff reports quarterly on all ‘delegated authority’ allocations or rescissions.

This is the fourth quarter report for FY2016-17, and covers the period of April through June 2017. Fourth quarter and fiscal year end totals are summarized below and detailed in Attachment A.

Delegated Authority FY 2016-17	4th Quarter	Total FY2016-17
Allocations		
Transportation Development Act	\$ 856,947	\$ 25,141,689
State Transit Assistance	\$ 2,384,022	\$ 27,805,477
Regional Measure 2	\$ 2,337,835	\$ 10,276,159
2% Bridge Tolls	\$ 17,340	\$ 17,340
Total Allocations	\$ 5,596,144	\$ 63,240,665
Rescissions		
Transportation Development Act	\$ (6,470,969)	\$ (7,342,650)
State Transit Assistance	\$ (341,636)	\$ (1,147,787)
Regional Measure 2	\$ -	\$ (250,451)
5% State Unrestricted	\$ -	\$ (339,000)
Total Rescissions	\$ (6,812,605)	\$ (9,079,888)

Transportation Development Act (TDA) rescission are significant because revenue was lower than expected. The TDA rescissions represent an end of year true-up—as required by statute, rescissions are necessary so that allocations of TDA funds do not exceed the available revenue. More information is contained in Agenda Item 3b.

In addition, final State Transit Assistance (STA) revenue for FY2016-17 has not been received. As in past years, it is not expected until August. Therefore, the next quarterly report of the Executive Director’s Delegation of Authority will include any necessary rescissions of STA funds so that allocations of STA funds do not exceed available revenue.

Issues: None

Recommendation: Information

Attachments: FY2016-17 Delegated Authority Attachment A

FY 2016-17 Delegated Authority

FY2016-17 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

Page 1 of 2

Fourth Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
Calistoga	Riverside Pedestrian Project	62,389	094	04/26/17	Napa County
Oakland	Rehab Short Cut Stair Path at Alvarado Rd	117,058	095	04/26/17	Alameda County
San Jose	Citywide Bike Plan	125,000	027	06/28/17	Santa Clara County
San Jose	Monterey Road Ped Safety Improvements	100,000	097	06/28/17	Santa Clara County
Richmond	Harbour Way Ped and Bicycle Improvements	82,500	098	06/28/17	Contra Costa County
Solano County	Mankas Corners Improvement Project	100,000	099	06/28/17	Solano County
Solano County	Rockville Rd Safety Improvement Project	40,000	100	06/28/17	Solano County
Solano TA	Solano Community College Path to Campus	50,000	101	06/28/17	Solano County
Subtotal		676,947			

5813 - 99400E Transit - Capital

Vacaville	Transit Capital	180,000	096	05/24/17	Vacaville
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Total 856,947

State Transit Assistance - Allocation (002)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5820 - 6730A Operations - Revenue-based					
AC Transit	Transit Operations	207,355	085	06/28/17	BART
5828 - 6731B Planning and Admin - Northern County/Small Operator					
Solano TA	Planning and Administration	191,667	082	05/24/17	Solano County
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	Hub Signage	1,000,000	083	05/24/17	MTC
5820 - 6730A Operations - Population-based Lifeline					
Outreach	Cycle 4: Senior Transportation and Resources	600,000	079	04/26/17	Santa Clara County
Outreach	Cycle 4: Together We Ride	130,000	080	04/26/17	Santa Clara County
Outreach	Cycle 3: Family Transportation Services	170,000	081	04/26/17	JARC Restoration
Solano TA	Cycle 4: Taxi Script	85,000	084	05/24/17	Solano County
Subtotal		985,000			

Total 2,384,022

Regional Measure 2 Funds - Allocation (006)				Approval	
Claimant	Description	Amount	Code	Date	Notes
Operating Allocations					
<i>Operating projects must meet performance standards identified in MTC Res. 3636, Revised.</i>					
AC Transit	Project № 7: Route 800 Service Enhancements	177,000	021	04/26/17	
WCCTA	Project № 4: Route LYNX/JX	39,550	004	05/24/17	
WCCTA	LYNX/JX Start-up Costs	115,000	022	05/24/17	
WCCTA	LYNX/JX Start-up Costs	15,000	022	06/28/17	
SolTrans	Project № 3: Route 82	15,000	023	06/28/17	
Fairfield	Project № 3: Solano Express Marketing	38,367	024	06/28/17	
SolTrans	Project № 3: Solano Express Marketing	38,367	025	06/28/17	
Subtotal		438,284			

Marketing Allocations

NVTA	Route 29 Marketing	20,000	026	06/28/17
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Capital Allocations

MTC	Proj. 29.7: Bay Bridge Forward (CHP Pilot Study)	730,000	05/24/17	17-4250-02
MTC	Proj. 29.7: Bay Bridge Forward (PS&E)	200,000	05/24/17	17-4250-03
Fairfield	Proj. 14.2: Fairfield/Vacaville Intermodal Station (CON)	949,551	06/28/17	17-3691-06
Subtotal		1,879,551		
Total		2,337,835		

2% Bridge Toll Revenues - Allocation (009)			Approval	
Claimant	Description	Amount	Code	Date
				Apportionment

Operating Allocations

MTC	Core Capacity Study	17,340	001	06/28/17
Total		17,340		

Allocations Grand Total 5,596,144

Rescission - Transportation Development Act			Approval	Allocation
Claimant	Description	Amount	Date	Instruction

Calistoga	Riverside Ped Project	(83,888.22)	04/26/17	15-001-068
Oakland	Rehab Short Cut Stair Path at Alvarado Rd.	(117,058.35)	04/26/17	15-001-061
Alameda	Bicycle Parking	(30,000.00)	04/26/17	15-001-056
Alameda	Bicycle Plan Update	(50,000.00)	04/26/17	15-001-057
Alameda	Otis/Mound Ped/Bike Access Improvements	(45,917.00)	04/26/17	15-001-058
San Jose	Bicycle Safety Education Program	(125,000)	06/28/17	15-001-029
San Jose	Monterey Road Ped Safety Improvements	(100,000)	06/28/17	15-001-030
Richmond	Harbour Way Ped and Bicycle Improvements	(82,500)	06/28/17	15-001-037
AC Transit	Transit Operations	(110,432)	06/28/17	17-4230-09
WCCTA	Transit Operations	(4,664)	06/28/17	17-001-049
CCCTA	Transit Operations	(13,196)	06/28/17	17-001-011
ECCTA	Transit Operations	(32,108)	06/28/17	17-001-044
AC Transit	Transit Operations	(10,986)	06/28/17	17-001-047
WestCat	Transit Operations	(2,058)	06/28/17	17-001-046
GGBHTD	Transit Operations	(337,155)	06/28/17	17-4230-19
Marin Transit	Transit Operations	(199,717)	06/28/17	17-4230-26
SFMTA	Transit Operations	(2,088,552)	06/28/17	17-4230-11
SFMTA	Transit Operations	(106,974)	06/28/17	17-4230-04
VTA	Transit Operations	(2,783,520)	06/28/17	17-4230-16
VTA	Transit Operations	(147,243)	06/28/17	17-4230-17
Total		(6,470,969)		

Rescission - State Transit Assistance			Approval	Allocation
Claimant	Description	Amount	Date	Instruction

LAVTA	Transit Operations	(84,324)	04/26/17	17-002-021
WCCTA	Transit Operations	(257,312)	06/28/17	17-4231-05
Total		(341,636)		

Recissions Grand Total (6,812,605)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2532 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 4/12/2017 **In control:** Programming and Allocations Committee

On agenda: 7/12/2017 **Final action:**

Title: MTC Resolution No. 3880, Revised. Proposition 1B - Transit - FY 2010-11 Population-based funds - Request to redirect \$2.4 million from the Solano Express Bus Replacement project to the SolTrans Bus Maintenance Facility Rehabilitation project.

Sponsors:

Indexes:

Code sections:

Attachments: [2c_Reso-3880_Prop1B_Transit.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3880, Revised. Proposition 1B - Transit - FY 2010-11 Population-based funds - Request to redirect \$2.4 million from the Solano Express Bus Replacement project to the SolTrans Bus Maintenance Facility Rehabilitation project.

Presenter:

Kenneth Folan

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2017

Agenda Item 2c

MTC Resolution No. 3880, Revised

Subject: Proposition 1B - Transit: FY2010-11 Population-based Funds – Request to redirect \$2.4 million from the Solano Express Bus Replacement project to the Soltrans Bus Maintenance Rehabilitation project.

Background: In June 2007, MTC adopted the Proposition 1B Regional Transit Program (Resolution No. 3814), including the programming of \$347 million in state bond funds available to the region over 10 years. MTC has approved and submitted requests for approximately \$344 million in population-based funding for Bay Area projects, the total made available to MTC through the FY2014-15 state appropriation. The roughly \$3 million remaining was withheld by the state for administrative costs and interest charges from the state's Pooled Money Investment Account.

The Solano Transportation Authority requests the redirection of \$2.4 million from the Solano Express Bus Replacement project to the Soltrans Bus Maintenance Rehabilitation in order to meet timely use requirements of the Proposition 1B program. The Solano Express Bus Replacement project will be funded with other funds sources.

Issues: None

Recommendation: Refer MTC Resolution No. 3880, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3880, Revised

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

ABSTRACT

Resolution No. 3880, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment A of this resolution was amended through Commission action on October 24, 2012 to reflect programming changes to projects, which include the BART's Earthquake Safety Program and Oakland Airport Connector; AC Transit's Bus Purchase and Procurement projects; CCCTA's Bus Stop

Access and Amenity Improvements and Bus Purchase projects; and SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements and Central Subway projects.

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

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

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

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

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

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

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

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

Attachment A of this resolution was amended through Executive Director Administrative Authority on June 24, 2015 to include an allocation of \$8,421 in population-based Lifeline funds to the City of

Dixon for the purchase of a replacement transit vehicle, and to reduce the SolTrans population-Based Lifeline allocation by \$8,421.

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

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

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

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

Attachment A of this resolution was amended through Commission action on October 26, 2016 to reflect programming changes in the Lifeline Transportation Program Cycle 2 for SFMTA; to transfer \$13,164 in cost savings from SFMTA's Hunter's View Revitalization Transit Stop Connection project to the Mission Bay Loop project.

Attachment A of this resolution was amended through Commission action on May 24, 2017 to reflect programming changes in the Lifeline Transportation Cycle 4 Program for AC Transit to add the East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project to the FY 2014-15 Proposition 1B project list and Lifeline Transportation Cycle 4 project list, and to transfer \$1,000,000 in cost

savings from AC Transit's Vehicle Replacement project to AC Transit's BRT project. The BRT is a Lifeline Transportation Cycle 3 project.

Attachment A of this resolution was amended through Commission action on July 26, 2017 to redirect \$2.4 million from the Solano Express Bus Replacement project to the Soltrans Bus Maintenance Facility Rehabilitation project.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 10, 2008 and the PAC summary sheets dated April 8, 2009, November 4, 2009, February 10, 2010, April 14, 2010, February 9, 2011, May 11, 2011, June 8, 2011, February 8, 2012, May 9, 2012, June 13, 2012, October 10, 2012, December 12, 2012, February 13, 2013, December 11, 2013, July 9, 2014, December 10, 2014, March 11, 2015, April 8, 2015, September 9, 2015, March 9, 2016, June 8, 2016, October 12, 2016, May 10, 2017, and July 12, 2017.

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

RE: Proposition 1B Transit Population-based Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3880

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

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

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

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

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

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

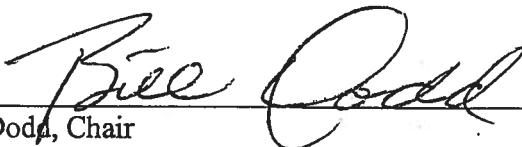
WHEREAS, staff has prepared a Proposition 1B – Transit population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolution 3814, said attachment attached hereto and incorporated herein as though set forth at length;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Bill Dodd, Chair

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

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

*The Commission adopted the above projects as part of Resolution 3834, which was last revised on July 22, 2009. Projects are listed here for informational purposes.

*Allocations to MTC Regional Programs increase Lifeline Program access to STA flexible funds - up to \$32 million will be exchanged per Resolution 3814.

**Funds for CCCTA requested to reprogram funds from cost savings on the Diablo Valley Transit Center project to a FY2009-10 Bus Purchase, however the \$278,948 is from FY2007-08.

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

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

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

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

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2009-10 Allocations						
SMCTD	Daly City Bus Stop Improvements	187,181			187,181	04/28/10
SMCTD	Bus Purchase - Pacifica	56,221			56,221	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase	3,475,650			3,475,650	04/28/10
ECCCTA	30 Bus Replacement			343,521	343,521	05/25/11
SFMTA	Central Subway**		216,000		216,000	05/25/11
SFMTA	Balboa Park Station Eastside Connections	592,891			592,891	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	395,000			395,000	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements ***	(100,510)			(100,510)	06/22/16
SFMTA	Mission Bay Loop ***	100,510			100,510	06/22/16
SFMTA	Hunter's View Accessibility to Transit Improvements****	(13,164)			(13,164)	10/26/16
SFMTA	Mission Bay Loop ****	13,164			13,164	10/26/16
Sonoma County Transit	Replacement Bus Purchase			14,672	14,672	05/25/11
Vallejo	Intercity Bus Replacement			534,190	534,190	05/25/11
SFMTA	SFMTA Persia Triangle Improvements	675,734			675,734	01/25/12
FY2009-10 Subtotal		12,720,110	16,892,543	3,008,270	32,620,923	

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

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

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

****On 10/26/16 \$13,164 in cost savings was transferred from SFMTA's Hunter's View Accessibility to Transit Improvements project to the Mission Bay Loop project.

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

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2010-11 Allocations						
CCCTA	Rolling Stock Replacement	484,534			484,534	05/23/12
ECCCTA	A&E for PnR Lot in NW Antioch	327,019			327,019	05/23/12
Fairfield	Local Bus Replacement	547,328			547,328	05/23/12
GGBHTD	Advanced Communications and Information System	492,729			492,729	05/23/12
GGBHTD	Marin County Bus Stop Improvements	985,000			985,000	05/23/12
LAVTA	Bus Stop Repair/Refurbishment	240,910			240,910	05/23/12
NCTPA	VINE Transit CAD/AVL System****	213,647			213,647	03/23/16
NCTPA	Three Paratransit Vehicles	192,000			192,000	05/23/12
NCTPA	Two replacement buses for American Canyon Transit	192,000			192,000	05/23/12
Santa Rosa CityBus	Vehicle Replacement and Transit Improvements	1,268,194			1,268,194	05/23/12
SMCTD	Replacement of 1998 Gillig Buses****	1,821,373			1,821,373	03/23/16
SMCTD	San Carlos Transit Center Project****	451,324			451,324	03/23/16
SolTrans	Intercity Bus Replacement	1,000,000			1,000,000	05/23/12
Sonoma County Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design	593,864			593,864	05/23/12
WestCat	Purchase and Installation of Bus Shelters	147,335			147,335	05/23/12
WestCat	Purchase and Installation of Bus Shelters *****	(147,335)			(147,335)	06/22/16
WestCat	Dial-A-Ride Replacement Vehicles *****	147,335			147,335	06/22/16
WestCat for Petaluma	Bus Stop Improvements - City of Petaluma	76,734			76,734	05/23/12
SFMTA	8X Mobility Maximization	9,310,080			9,310,080	06/27/12
SFMTA	8X Mobility Maximization	(4,025,080)			(4,025,080)	12/19/12
SFMTA	Mission Mobilization Maximization	2,413,350			2,413,350	06/27/12
SFMTA	Mission Mobilization Maximization	2,643,541			2,643,541	12/19/12
VTA	Santa Clara/Alum Rock Rapid Transit Bus Purchase	9,186,049			9,186,049	06/27/12
Union City	Replacement CNG Buses			397,194	397,194	06/27/12
SFMTA	Mission Bay Loop	1,381,539			1,381,539	12/19/12
SolTrans	Solano Express Bus Replacement			2,360,208	2,360,208	2/27/2013
	Bus Maintenance Facility Rehabilitation					07/26/17
FY2010-11 Subtotal		46,519,967	84,317,442	13,291,420	144,128,829	

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

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

*** On 12/18/13, \$500,000 in Proposition 1B funding were transferred from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project, due to cost

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

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

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

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2014-15 Allocations						
Sonoma County Transit	CNG Bus Purchase	373,086			373,086	04/22/15
GGBHTD	Purchase One 30-Foot Transit Vehicle			182,870	182,870	05/27/15
Dixon	Replacement Vehicle	8,421			8,421	06/24/15
FY2014-15 Subtotal		24,827,359	44,783,570	7,093,529	76,704,458	

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

*** On 5/24/2017, \$1,000,000 in Proposition 1B funding was transferred from AC Transit's Vehicle Replacement project to AC Transit's East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project as a result of project cost savings on the Vehicle Replacement project. This project is also known as the "Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design and construction of the East Bay Bus Rapid Transit Project".

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
BART	BART Ticket Vending Machines Upgrade*				1,173,544	09/23/15
Total		110,750,674	201,127,073	31,704,761	344,756,052	

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2717	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	6/16/2017	In control:		Programming and Allocations Committee	
On agenda:	7/12/2017	Final action:			
Title:	MTC Resolutions Nos. 3989, Revised, 4202, Revised, and 4305. Agreement for the exchange of \$12 million in Sonoma County Measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the US 101 Marin Sonoma Narrows B2 Phase 2 project. From the exchanged funds, programming is proposed of \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management (AOM) Program. An additional \$1 million in exchange funds will be programmed through a future Commission action.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2d_Reso-3989-4202-4305_Exchange.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolutions Nos. 3989, Revised, 4202, Revised, and 4305. Agreement for the exchange of \$12 million in Sonoma County Measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the US 101 Marin Sonoma Narrows B2 Phase 2 project. From the exchanged funds, programming is proposed of \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management (AOM) Program. An additional \$1 million in exchange funds will be programmed through a future Commission action.

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 12, 2017

Agenda Item 2d

MTC Resolutions Nos. 3989, Revised, 4202, Revised and 4305

Subject: Agreement for the exchange of \$12 million in Sonoma County Measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the US 101 Marin Sonoma Narrows B2 Phase 2 project. From the exchanged funds, programming is proposed of \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management (AOM) Program. An additional \$1 million in exchange funds will be programmed through a future Commission action.

Background: In recent years, MTC has entered into several agreements to exchange federal STP and CMAQ funds with local funds. These exchanges do not increase the total amount of funds available to the region, but change the fund source for a portion of the federal STP/CMAQ program, allowing MTC greater flexibility to deliver select priority projects.

MTC Resolution No. 3989, Revised, describes the procedures governing MTC's Exchange Program and details the agreements and commitments that have been made to date.

The elements of the current proposed fund exchange are:

1. Exchange Agreement

Staff recommends approval of a funding agreement with Sonoma County Transportation Authority (SCTA) to exchange \$12 million in STP/CMAQ funds for an equal amount of Sonoma County Measure funds. MTC Resolution No. 4305, outlines the terms of the proposed funding agreement between MTC and SCTA.

On July 10, 2017, the SCTA Board is scheduled to approve the staff recommendation to execute the agreement.

2. Exchange Commitments

Staff recommends committing the \$12 million in exchanged Measure funds to the following projects and programs, as detailed in MTC Resolution No. 4202, Revised Attachment B-1. These funds are made available through the exchange agreement described under Item 1, above.

- ***Regional Priority Conservation Area (PCA) program***
Program \$8.2 million in exchange funds to the competitive PCA program for the counties of San Francisco, San Mateo, Santa Clara, Alameda, and Contra Costa.¹ The application of non-federal funds for this program will allow greater flexibility to select

¹ An additional \$8.2 million in federal funds is allocated to the four North Bay counties and is managed by each county's Congestion Management Agency.

project types that are consistent with the goals of the program, but are largely ineligible for federal transportation funding, particularly open space preservation projects.

- ***Regional Active Operational Management (AOM) Program***
Program \$2.8 million in exchange funds to the overall AOM program, with specific projects and programs to be determined through future Commission action. Candidate projects may include the Bay Bridge Forward Commuter Parking Initiative, connected/automated vehicles technologies, shared mobility pilots, and other small-scale innovation projects. By using non-federal funds, these candidate projects could be accelerated and forego cooperative agreements with Caltrans to cover Caltrans support costs.
- ***Regional Program***
Within the OBAG 2 Regional Programs, set-aside \$1 million in exchange funds as unprogrammed. These funds will be programmed to a specific project(s) through a future Commission action.

Issues: This fund exchange and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds. The CTC is expected to consider this amendment at their August meeting.

Recommendation: Refer MTC Resolution Nos. 3989, Revised, 4202, Revised, and 4305 to the Commission for approval.

Attachments: MTC Resolution No. 3989, Revised, Attachments A and B
MTC Resolution No. 4202, Revised, Attachment B-1
MTC Resolution No. 4305

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C
02/26/14-C
12/21/16-C
07/26/17-C

ABSTRACT

Resolution No. 3989, Revised

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

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

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

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

Attachments A and B were revised on July 26, 2017 to program \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management Program. An additional \$1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, and July 12, 2017.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

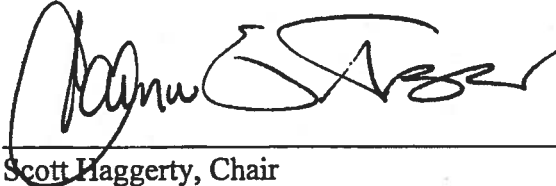
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Scott Haggerty, Chair

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

**MTC Exchange Program
Funding Agreements
Attachment A**

as of: July 26, 2017

	Agency	Project	Res No.	Res Date	Funding Provided by MTC		Funding Provided by Others	
1	SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	CMAQ	\$1,500,000	Meas M	\$1,500,000
2	TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	CMAQ	\$12,500,000	Meas A	\$13,253,052
3	SFMTA	SFPark Parking Pricing	3963	5/26/2010	CMAQ	\$22,000,000	Parking Rev	\$22,799,802
4	CCTA	I-80 San Pablo Dam Road I/C	4264	12/21/2016	STP	\$1,100,000	Meas J	\$1,100,000
5	<u>SCTA</u>	<u>SON US 101 MSN Phase B</u>	<u>4305</u>	<u>7/26/2017</u>	<u>STP</u>	<u>\$12,000,000</u>	<u>Meas M</u>	<u>\$12,000,000</u>
Total:						\$49,100,000		\$50,652,854

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

MTC Exchange Program Funding Commitments

as of: July 26, 2017

Committed Funding To-Date

	Agency	Project	Res No.	Date	Committed by MTC
1	MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000
2	SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000
3	MTC	Affordable Housing Jumpstart	4276	12/21/2016	\$10,000,000
4	MTC	Bay Bridge Forward Commuter Parking Initiative	4264	12/21/2016	\$1,100,000
5	<u>MTC</u>	<u>Regional Priority Conservation Area (PCA) Program</u>	<u>4202</u>	<u>7/26/2017</u>	<u>\$8,200,000</u>
6	<u>MTC</u>	<u>Regional Active Operational Management</u>	<u>4202</u>	<u>7/26/2017</u>	<u>\$2,800,000</u>
Total Committed To-Date:					\$32,476,000

Revenue Received To-Date

			Res No.	Date	Revenue Received
1	SCTA	SON US 101 Steele Lane HOV	3731	2/22/2006	\$1,500,000
2	TAM	MRN US 101 HOV Gap Closure	3842	11/28/2007	\$12,500,000
3	SFMTA	SFPark Parking Pricing	3963	5/26/2010	\$22,000,000
4	CCTA	CCTA -I-80 San Pablo Dam Road Interchange	4264	6/30/2017	\$1,100,000
5	<u>SCTA</u>	<u>SON US 101 MSN Phase B</u>	<u>4305</u>	<u>6/30/2020 *</u>	<u>12,000,000</u>
Total Received To-Date:					\$49,100,000

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* Expected repayment per agreement with SCTA

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 07/26/17-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 – 2nd 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.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

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, June 14, 2017, and July 12, 2017.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

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

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

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

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
July 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 07/26/17-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ	Exchange
OBAG 2 REGIONAL PROGRAMS*			\$475,905,000	\$11,000,000*
1. REGIONAL PLANNING ACTIVITIES				
Regional Planning	Regionwide	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION				
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000	
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES				
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART Multi-Use Pathway - 2nd to Anders Marin		San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
AOM Projects TBD	Regionwide	MTC		\$2,800,000
AOM Implementation	Regionwide	MTC	\$23,737,000	
511 Next Gen	Regionwide	MTC	\$27,249,000	
511 Implementation	Regionwide	MTC	\$8,729,000	
Rideshare				
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Columbus Day Initiative (CDI)				
Freeway Performance	Regionwide	MTC	\$43,000,000	
US 101/Marin Sonoma Narrows B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows B2 Phase 2 (fund exchange)	Sonoma	SCTA	\$3,800,000	
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	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$177,000,000	\$2,800,000
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$110,000,000	
GGB Suicide Deterrent (BART Car Exchange)	SF/Marin	GGBH&TD	\$40,000,000	
Clipper	Regionwide	MTC	\$24,000,000	
Unprogrammed Balance			\$15,283,000	
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000	
7. PRIORITY CONSERVATION AREA (PCA)				
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>				
US 101/Marin Sonoma Narrows B2 Phase 2 (fund exchange)	Sonoma	SCTA	\$8,200,000	
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000	\$8,200,000
<i>Local Northbay PCA Program</i>				
Marin PCA Program	Marin	TAM	\$2,050,000	
Napa PCA Program	Napa	NCTPA	\$2,050,000	
Solano PCA Program	Solano	STA	\$2,050,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
July 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 07/26/17-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL	
			STP/CMAQ	Exchange
OBAG 2 REGIONAL PROGRAMS*			\$475,905,000	\$11,000,000*
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000	
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$16,400,000	\$8,200,000
8. LOCAL HOUSING PRODUCTION INCENTIVE				
Local Housing Production Incentive	TBD	TBD	\$30,000,000	
8. LOCAL HOUSING PRODUCTION INCENTIVE		TOTAL:	\$30,000,000	
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$475,905,000	\$11,000,000*

*Additional \$1 million in exchange funds will be committed to specific projects or programs through a future Commission action.

Date: July 26, 2017
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4305

This resolution establishes the conditions for the exchange of Sonoma County Transportation Authority (SCTA) unrestricted Measure funds with Surface Transportation Block Grant Program (STP) and /or Congestion Mitigation and Air Quality Improvement (CMAQ) funds. An agreement for the conditions of this exchange of funds between MTC and SCTA is included.

The resolution includes the following attachments:

Attachment A – Funding Exchange Agreement

Appendix A to Attachment A – SCTA Repayment Schedule

Further discussion of this action is contained in the Programming and Allocation summary sheet dated July 12, 2017.

Date: July 26, 2017
W.I.: 1515
Referred by: PAC

RE: Agreement to Exchange Sonoma County Transportation Authority Measure funds with MTC Regional Discretionary Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4305

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

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

WHEREAS, the Sonoma County Transportation Authority (SCTA) is the sponsoring agency for the Marin Sonoma Narrow B2 Phase 2 Sonoma Widening Project which is part of the Highway 101 Program identified in the Measure M Expenditure; and

WHEREAS, SCTA has requested the assistance of MTC to expedite delivery of the Marin Sonoma Narrow B2 Phase 2 Sonoma Widening Project by providing \$12.0 million in Surface Transportation Block Grant Program and /or Congestion Mitigation and Air Quality Improvement funds (STP/CMAQ) in fiscal year 2017-18 in exchange for Sonoma Measure M funds; and

WHEREAS, SCTA has agreed to repay MTC for the STP/CMAQ FUNDS pursuant to the terms set forth in an agreement between MTC and SCTA; and

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

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

Date: July 26, 2017
W.I.: 1515
Referred by: PAC

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

This resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on July 26, 2017.

Agreement between the Metropolitan Transportation Commission and the Sonoma County Transportation Authority for the exchange of regional discretionary funds, such as Surface Transportation Block Grant Program and/or Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds, for Measure funds

This AGREEMENT is entered into on the 22nd day of August, 2017, by and between the SONOMA COUNTY TRANSPORTATION AUTHORITY, ("AUTHORITY"), created under California Public Utility Code 180000 et seq. and the METROPOLITAN TRANSPORTATION COMMISSION ("MTC"), a regional transportation agency created under California Government Code Sections 66500 et seq.

RECITALS

- (1) As authorized by a ballot measure ("Measure M") approved by the voters in the County of Sonoma ("Sonoma County") on November 2, 2004, AUTHORITY established a sales tax (the "Measure M Sales Tax") to establish a source of funding for traffic relief goals and improvements set out in the expenditure plan (the "Measure M Expenditure Plan") included in Measure M.
- (2) AUTHORITY is the sponsoring agency for the Marin Sonoma Narrow B2 Phase 2 Sonoma Median Widening Project ("PROJECT") which is part of the Highway 101 Program identified in the Measure M Expenditure Plan.
- (3) PROJECT design work is substantially complete and with adequate funds construction will commence in fiscal year 2017-18 to relieve traffic congestion in Sonoma County.
- (4) AUTHORITY has requested the assistance of MTC to identify construction funds needed for the PROJECT.
- (5) AUTHORITY has requested the assistance of MTC to expedite delivery of the PROJECT by providing \$12.0 million in Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds ("STP/CMAQ FUNDS") for PROJECT in fiscal year 2017-18 in exchange for Sonoma Measure M funds ("MEASURE FUNDS").
- (6) MTC, the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, is eligible to program and assign STP/CMAQ FUNDS, and has discretionary funding authority of the \$12.0 million in STP/CMAQ FUNDS.
- (7) AUTHORITY is able to provide \$12.0 million in unrestricted MEASURE FUNDS in exchange for expedited delivery of \$12.0 million in STP/CMAQ FUNDS.
- (8) AUTHORITY and MTC desire to proceed with this funding exchange immediately, as nothing in this Agreement adversely affects MTC's responsibility to program regional discretionary funds to other programmed projects in the Bay Area.

- (9) AUTHORITY and MTC mutually desire to specify the terms and conditions under which MTC is to provide STP/CMAQ FUNDS to AUTHORITY, in exchange for AUTHORITY's assignment of MEASURE FUNDS to be repaid to MTC.

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

Section I

MTC AGREES:

- (1) To perform such actions and to deliver such documents as are necessary to complete the delivery of STP/CMAQ FUNDS to AUTHORITY in accordance with this Agreement.
- (2) Upon execution of this Agreement, to ensure the programming of a maximum total of \$12.0 million of MTC-apportioned STP/CMAQ FUNDS, including authorizing apportionment and obligation authority to AUTHORITY for implementation of PROJECT (contingent upon the availability of federal apportionment), Obligation Authority, allocation capacity and required approvals by CTC.

Section II

AUTHORITY AGREES:

- (1) To make payments of MEASURE FUNDS to MTC as outlined in the payment schedule of Appendix A and to the AUTHORITY'S continued authorization to collect and expend the sales tax proceeds provided by MEASURE M.
- (2) To secure allocation/obligation, extensions, and/or reprogramming of entire amount of the STP/CMAQ FUNDS by January 31, 2018.
- (3) To pay interest at the simple annual rate of two (2) percent on the unpaid balance remaining after June 30, 2020, and before June 30, 2022, as listed in the payment schedule of Appendix A.
- (4) To pay interest at the simple annual rate of five (5) percent for any unpaid balance, including interest, greater than the amounts listed on the repayment schedule outlined in Appendix A, including any balance remaining, after June 30, 2022.
- (5) AUTHORITY shall have no obligation to make any payments unless and until such time as a contract for the construction of the Project has been awarded by the State of California, Department of Transportation ("Caltrans"). If no contract is awarded, or if the Project becomes unfunded, AUTHORITY may terminate this Agreement pursuant to the terms of Section III, Paragraph 1 below.
- (6) To meet all federal, state and regional project funding delivery requirements associated with STP/CMAQ FUNDS.

Section III

IT IS MUTUALLY AGREED:

- (1) The term of this Agreement shall commence on August 22, 2017. This Agreement shall terminate upon the satisfaction of AUTHORITY's obligation to pay MTC with MEASURE FUNDS and the completion of the PROJECT, as outlined in Section II of this Agreement. Notwithstanding the above, AUTHORITY may terminate this Agreement by written notice to MTC, if without a request from the AUTHORITY, the CTC does not amend the Marin-Sonoma Narrows (MSN) baseline agreement to replace local funds with STP/CMAQ funds or AUTHORITY has not received an obligation of the STP/CMAQ FUNDS by December 31, 2017, and no arrangement for availability of these funds after December 31, 2017 has been made by MTC to the satisfaction of AUTHORITY. AUTHORITY may also terminate this Agreement if PROJECT becomes unfunded at any time prior to project award due to cost increases or loss of other funds. If the Agreement is terminated by AUTHORITY prior to transfer of MEASURE FUNDS to MTC outlined in payment schedule in Appendix A, AUTHORITY shall secure a de-obligation of any obligated funds greater than MEASURE FUNDS transferred to MTC. MTC will reprogram the \$12.0 million in STP/CMAQ funds to other project(s).
- (2) Each party shall indemnify, defend, protect, hold harmless, and release the other, its officers, commissioners, agents, and employees, from and against any and all claims, loss, proceedings, damages, causes of action, liability, costs, or expense, arising from the negligence of each such indemnifying party in the performance of this Agreement.
- (3) Nothing in this Agreement shall preclude AUTHORITY from making payments, including interest payments in advance of the schedule or in excess of the annual amounts outlined in Appendix A, thus reducing the balance remaining. There shall be no pre-payment penalty for any such advance or excess payments.
- (4) MTC reserves the right to withhold from AUTHORITY future regional discretionary funds otherwise allocated to AUTHORITY, after consultation with AUTHORITY, if AUTHORITY fails to meet its obligation to make payments to MTC with MEASURE FUNDS, including interest, as specified in this Agreement.
- (5) MTC and AUTHORITY acknowledge and agree that AUTHORITY's obligation to provide Measure Funds in exchange for the STP/CMAQ FUNDS is and shall constitute a Subordinate Obligation as such term is defined in the Indenture, dated January 1, 2008, as supplemented, between the AUTHORITY and The Bank of New York Mellon Trust Company, N.A., formerly known as The Bank of New York Trust company, N.A., as trustee.
- (6) This Agreement shall bind and benefit the parties hereto and their heirs, successors, and permitted assigns.
- (7) MTC and AUTHORITY agree to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.

- (8) This Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.
- (9) All required or permitted payments, reports, demands and notices may be sent by regular mail or electronic mail. Notices that are mailed by regular mail shall be deemed delivered two (2) business days after deposited in the mail. Notices may be personally delivered and shall be deemed delivered at the time delivered to the appropriate address set forth below. Notices delivered by electronic mail shall be deemed received upon the sender's receipt of an acknowledgment from the intended recipient (such as by the "return receipt requested" function, as available, return electronic mail or other written acknowledgment of receipt); provided that, if such notice is not sent during normal business hours of the recipient, such notice shall be deemed to have been sent at the opening of business on the next business day of the recipient. Unless and until notified otherwise in writing, a PARTY shall send or deliver all such communications relating to this Agreement to the following address:

James R. Cameron
Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401
james.cameron@scta.ca.gov

Ross McKeown
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
rmckeown@bayareametro.gov

- (10) This Agreement is the entire agreement among MTC and AUTHORITY relating to the subject matter of this Agreement. MTC and AUTHORITY acknowledge they have not relied upon any promise, representation or warranty not expressly set forth in this Agreement in executing this Agreement.
- (11) Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of MTC or AUTHORITY to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.
- (12) No waiver by either party of any default or breach of any covenant by the other party shall be implied from any omission to take action on account of such default if such default persists or is repeated and no express waiver shall affect any default other than the default specified in such waiver and then such waiver shall be operative only for the time and to the extent stated in such waiver. Waivers of any covenant, term or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant,

term or condition. No waiver of any provision under this Agreement shall be effective unless in writing and signed by the waiving party.

- (13) MTC and AUTHORITY represent and warrant that they are authorized to execute this Agreement.
- (14) This Agreement may be executed in counterparts.

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

SONOMA COUNTY
TRANSPORTATION AUTHORITY

METROPOLITAN TRANSPORTATION
COMMISSION

SCTA Chair

Steve Heminger, Executive Director

Suzanne Smith, Executive Director

Approved as to Form:

Adam Brand, Legal Counsel

Appendix A
Agreement for federal STP/CMAQ Funds
Payment Schedule
August 1, 2017

Exchange Fund Source	Exchange Funding Years and Payment Dates				
	Initial Amount	Year 1	Year 2	Year 3	TOTAL
	2017	2018	2019	2020	

<i>1-Oct-2017</i>	<i>30-Jun-2018</i>	<i>30-Jun-2019</i>	<i>30-Jun-2020</i>
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Funds Provided by MTC					
STP/CMAQ	12,000,000				12,000,000
Cumulative Total:	12,000,000				12,000,000

<i>1-Oct-2017</i>	<i>30-Jun-2018</i>	<i>30-Jun-2019</i>	<i>29-Jun-2020</i>
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Exchange Funds Provided by CCTA					
SCTA Unrestricted Measure Funds - Principal		4,000,000	4,000,000	4,000,000	12,000,000
SCTA Unrestricted Measure Funds - Interest	No Payment	No Payment	No Payment	No Payment	0
Total Payment:	0	4,000,000	4,000,000	4,000,000	12,000,000
Cumulative Total:	0	4,000,000	8,000,000	12,000,000	12,000,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2619	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	5/12/2017	In control:		Programming and Allocations Committee	
On agenda:	7/12/2017	Final action:			
Title:	MTC Resolution Nos. 4262, Revised, and 4263, Revised. Revisions to AB 664 bridge toll program and allocations for FY2016-17.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2e Reso-4262 4263 AB664 Prog&Alloc.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4262, Revised, and 4263, Revised. Revisions to AB 664 bridge toll program and allocations for FY2016-17.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2017

Agenda Item 2e

Resolution Nos. 4262, Revised and 4263, Revised

Subject: Revisions to AB 664 bridge toll program and allocations for FY2016-17

Background: AB 664 Net Bridge Toll Revenues are programmed annually to eligible transit operators to help meet the local match requirement for FTA formula funds programmed through the Transit Capital Priorities (TCP) program. AB 664 funds are programmed in accordance with MTC Resolution No. 4015, generally in proportion to each operator's share of federal funds in the TCP program. AB 664 funds for projects included in the Core Capacity Challenge Grant Program (MTC Resolution 4123, Revised) are programmed separately based on the cash flow needs of the projects.

The initial FY2016-17 AB 664 program, which was adopted by the Commission in March 2017, included funds for Core Capacity Projects for AC Transit and SFMTA only. This item programs the remaining \$2.3 million of FY2016-17 AB 664 funds based on the expected final TCP program.

Issues: 1. FTA has not yet released final FY2016-17 apportionments for the formula funds programmed through the TCP program. Therefore, the AB 664 Bridge Toll program proposed here is based on expected final TCP programming using estimated final apportionments calculated by staff (see also agenda item 2f). These expected apportionments were calculated using the partial-year apportionments for FY2016-17 that FTA released in January 2017. Staff has a high level of confidence that the revised estimates used to prepare the final TCP program will be close to the final FY2016-17 apportionments because the final apportionments will use the same data sources (population, ridership, etc.) from the National Transit Database as FTA used for the partial-year apportionments.

2. As part of the plan for financing against future FTA revenues, staff is proposing to replace a majority of bridge toll funds originally committed to BART in the Core Capacity Program (MTC Resolution No. 4123, Revised) with proceeds of financing. At the March Commission meeting, staff recommended, and the Commission approved, that these bridge toll funds be reprogrammed to SFMTA (\$18 million in FY2016-17), with the condition that, should financing not be completed, these funds would be reprogrammed back to BART. The bridge tolls funds will not be allocated to SFMTA until the financing is in place. The revisions proposed today do not change this condition.

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

Attachments: MTC Resolution No. 4262, Revised
MTC Resolution No. 4263, Revised

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C

ABSTRACT

Resolution No. 4262, Revised

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

The following attachments are provided with this resolution:

- Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2016-17
- Attachment B – Program of AB 664 Net Bridge Toll Revenue Projects FY2017-18
- Attachment C – Program of AB 664 Net Bridge Toll Revenue Projects FY2018-19
- Attachment D – Program of AB 664 Net Bridge Toll Revenue Projects FY2019-20

Attachment A of this resolution was revised on April 26, 2017 to reprogram FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Attachment A of this resolution was revised on July 26, 2017 to program the remainder of the FY2016-17 AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, April 12, 2017 and July 12, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4262

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C

Attachment A
Resolution No. 4262
Page 1 of 3

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2016-17 Program				
			East Bay	West Bay
	Revenue		\$3,184,460	\$22,700,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		6,774,769	1,792,280
	Total Funds Available		\$9,959,229	\$24,492,280
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
<u>AC Transit Non-Core Capacity Projects</u>				
AC Transit	CAD/AVL	§ 5307		
AC Transit	Radio communication system	§ 5307		
AC Transit	Paratransit Van Leasing	§ 5307		
AC Transit	(51) Diesel Particulate Filters for 30' Buses	§ 5307		
AC Transit	Replace (27) 2003 60' articulated buses	§ 5307		
	Subtotal - Non-Core Capacity Projects (5)		\$1,177,611	\$0
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Purchase 19 60-ft Articulated Urban Buses	FY17 5307		
	Subtotal - Core Capacity projects		\$1,584,460	\$0
	Total Amount Programmed to AC Transit (5)		\$2,762,071	\$0
BART	ADA Paratransit Capital Accessibility Improvements	§ 5307		
BART	Strategic Maintenance Program	§ 5307/§ 5309 FG		
BART	General Mainline Renovation	§ 5307/§ 5309 FG		
BART	Train Control Renovation	§ 5309/37 FG		
BART	Traction Power	§ 5307/§ 5309/37 FG		
BART	Rail, Way and Structures Program	§ 5307/§ 5309/37 FG		
BART	Fare Collection Equipment	§ 5307/§ 5309/37 FG		
BART	Station Renovations	§ 5307/§ 5309 FG		
BART	L-intrusion Barrier	§ 5307/§ 5309 FG		
BART	Lake Merritt Subway	§ 5307/§ 5309 FG		
BART	Platform Edge Tile Replacement	§ 5307/§ 5309 FG		
	Total Amount Programmed to BART(1)		\$3,717,116	\$0
Caltrain	Systemwide Track Rehabilitation	§ 5337		
Caltrain	Communications System/Signal Rehabilitation	§ 5337		
	Total Amount Programmed to Caltrain		\$0	\$594,437
ECCTA	Transit Bus Replacements	§ 5307		
	Total Amount Programmed to ECCTA		\$434,051	\$0

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C

Attachment A
Resolution No. 4262
Page 2 of 3

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2016-17 Program				
SamTrans	Replacement of 2003 Gillig Buses	\$ 5307		
	Total Amount Programmed to SamTrans		\$0	\$105,563
SFMTA Non-Core Capacity Projects				
SFMTA	45 40' NABI Replacement	§ 5307/§ 5339 FG		
SFMTA	35 22' Paratransit vans	§ 5307		
SFMTA	58 40' Neoplan Bus Replacement	§ 5307		
SFMTA	26 60' Neoplan Bus Replacement	§ 5307		
SFMTA	60 60' New Flyer Trolley Bus Replacement	§ 5307		
SFMTA	ITS Radio System Replacement	§ 5307/§ 5337		
SFMTA	Muni Rail Replacement	§ 5337		
SFMTA	Cable Car Renovation Program	§ 5337		
SFMTA	Accessible Light Rail Stops	§ 5309		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subway	§ 5307		
SFMTA	Automatic Fare Collection Equip	§ 5307/§ 5309		
SFMTA	Central Control & Communication (C3)	§ 5307/§ 5309		
SFMTA	Enterprise Asset Management System	§ 5309		
SFMTA	Escalator Rehabilitation	§ 5307/§ 5309		
SFMTA	Historic Vehicle Renovation	§ 5307/§ 5309		
SFMTA	Misc. Security Expenditures	§ 5307		
SFMTA	Overhead Lines Rehab	§ 5309		
SFMTA	Replace 6 Paratransit Minivans	AB664		
SFMTA	Farebox Replacement	AB664		
SFMTA	Cable Car Infrastructure	AB664		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	§ 5307/§ 5309		
SFMTA	Wayside Fare Collection	AB664		
SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	AB664		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Reh	AB664		
	Subtotal - Non-Core Capacity Projects (2)		\$0	18,310,178
SFMTA Core Capacity Projects				
SFMTA	Replacement of 60' Trolley Coaches	AB664		
	Subtotal - Core Capacity projects (3)		\$0	\$5,482,102
	Total Amount Programmed to SFMTA (2)		\$0	\$23,792,280

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C

Attachment A
Resolution No. 4262
Page 3 of 3

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2016-17 Program				
SolTrans	Technology Enhancements	\$ 5307		
SolTrans	Facilities and Amenities Improvements	\$ 5307		
SolTrans	Preventive Maintenance	\$ 5307		
SolTrans	Bus Purchase (Alternative Fuel)	\$ 5339		
	Total Amount Programmed to SolTrans		\$762,771	\$0
Union City	Replace 6 2009 Paratransit Cut-away Vehicles	\$ 5307		
Union City	Replace 1 2003 Paratransit Sedan	\$ 5307		
	Total Amount Programmed to Union City		\$209,710	\$0
WestCat	Replacement of 2 40' Revenue Vehicles	\$ 5307		
WestCat	Purchase of 2 Fast Fare Electronic Fareboxes	\$ 5307		
	Total Amount Programmed to WestCat		\$193,468	\$0
WETA	Replacement Vessel	\$ 5307		
WETA	Ferry Major Component Rehabilitation	\$ 5307		
WETA	Ferry Propulsion System Replacement	\$ 5307		
WETA	Ferry Fixed Guideway Connectors	\$ 5307		
	Total Programmed to WETA (4)		\$1,880,042	\$0
Fund Balance			\$0	\$0

Notes:

- 1 Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
- 2 Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280. "Station Area Pedestrian and Bike Access Improvements" project is eligible through a fund exchange, whereby SFMTA is using local funds for a TCP Scope 16 project, and TCP / AB 664 funds are being used for the (otherwise low-scoring) station area project.
- 3 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of \$69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including \$18,213,416 in FY17.
- 4 Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042
- 5 Includes AC Transit reallocation of lapsed FY2012-13 funds \$1,177,611

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C

ABSTRACT

Resolution No. 4263, Revised

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

The following attachments are provided with this resolution:

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

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

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

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

Attachment A of this resolution was revised on April 26, 2017 to reallocate FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Attachment A of this resolution was revised on July 26, 2017 to allocate the remainder of the FY2016-17 AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, and July 12, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C

Attachment A
Resolution No. 4263
Page 1 of 1

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

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
17-4263-01/5850	AC Transit	Capital projects programmed in MTC Resolution No. 4262	\$1,584,460		3/22/2017
17-4263-02/5850	BART ¹	Capital projects programmed in MTC Resolution No. 4262	\$3,717,116		3/22/2017
17-4263-03/5850	SFMTA ²	Capital projects programmed in MTC Resolution No. 4262		\$5,578,864	3/22/2017
17-4263-04/5850	WETA ³	Capital projects programmed in MTC Resolution No. 4262	\$1,880,042		3/22/2017
17-4263-05/5850	AC Transit ⁴	Capital projects programmed in MTC Resolution No. 4262	\$1,177,611		4/26/2017
17-4263-06/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		\$594,437	7/26/2017
17-4263-07/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	\$434,051		7/26/2017
17-4263-08/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262		\$105,563	7/26/2017
17-4263-09/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$762,771		7/26/2017
17-4263-10/5850	Union City	Capital projects programmed in MTC Resolution No. 4262	\$209,710		7/26/2017
17-4263-11/5850	WestCat	Capital projects programmed in MTC Resolution No. 4262	\$193,469		7/26/2017
					Grand Total
Total Allocations			\$9,959,229	\$6,278,864	\$16,238,093

Notes:

1. Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
2. Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
3. Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042
4. Includes AC Transit reallocation of lapsed FY2012-13 funds \$1,177,611



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2620 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/12/2017 **In control:** Programming and Allocations Committee

On agenda: 7/12/2017 **Final action:**

Title: MTC Resolution Nos. 4162, Revised and 4272 Revised. Revisions to the FY2014-15 and FY2016-17 through FY2019-20 Transit Capital Priorities Programs to reflect expected FY2016-17 FTA apportionments and transfers of funding between projects.

Sponsors:

Indexes:

Code sections:

Attachments: [2f Reso-4162_4272_TCP_Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4162, Revised and 4272 Revised. Revisions to the FY2014-15 and FY2016-17 through FY2019-20 Transit Capital Priorities Programs to reflect expected FY2016-17 FTA apportionments and transfers of funding between projects.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2017

Agenda Item 2f

MTC Resolution Nos. 4162, Revised and 4272, Revised

Subject: Revisions to the FY2014-15 and FY2016-17 through FY2019-20 Transit Capital Priorities Programs to reflect expected final FY2016-17 FTA apportionments and transfers of funding between projects.

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

This item proposes revisions to the preliminary FY2016-17 through FY2019-20 TCP program adopted by the Commission in March 2017 in order to reconcile the program with expected final FY2016-17 FTA apportionment amounts for the region's 12 urbanized areas (UZAs).

The regional apportionments for the Section 5307, 5337 and 5339 programs were recalculated by staff based on the partial-year apportionments released by FTA in January 2017. Since these refined estimates are close to the original estimates used to develop the preliminary program, balancing the FY2016-17 TCP program requires only minor revisions, including:

- Transferring costs between the UZAs and programs to keep the total amounts received by the operators at the same level, where possible;
- Reducing amounts for specific projects, primarily operating assistance and preventive maintenance, where necessary to match apportionment amounts; and
- Increasing programming amounts in urbanized areas that received more apportionments than had been projected, primarily the Napa and Vallejo urbanized areas.

The largest reduction in expected apportionments relative to the original projections was in the San Jose UZA in the Section 5337 formula program. This reduction will not affect the amounts programmed to VTA or Caltrain in FY2016-17 due to carry-over funds from prior years. However, this has reduced the amount of carry-over available for programming in future years.

This item also proposes other minor adjustments to the FY2014-15 and FY2016-17 through FY2019-20 programs as requested by the operators that are consistent with the Regional TCP programming policy. These proposed revisions include transfers of funding between projects and adjustments to reflect changes in project scope and to address some fund eligibility issues, and are summarized below:

- AC Transit: \$17.3 million reduction in FY2016-17 programming, including removing four buses from the program that were funded from other sources, deferring the procurement of double-decker buses, and changes to the fleet fuel-type mixes for new bus procurements;

- Caltrain:
 1. Reprogram \$5.2 million in FY2014-15 Section 5337 funds from the South San Francisco Station Rehabilitation project to Systemwide Track Rehabilitation & Related Structures to allow for a grant revision to an older FTA grant, while reprogramming the same amount of FY2016-17 Section 5337 funds from Track Rehabilitation & Related Structures to the Station Rehabilitation project for a net-zero change to the affected projects;
 2. Reprogram \$5 million of FY2016-17 Section 5337 funds from the South San Francisco Station Rehabilitation project to the Revenue Vehicle Rehabilitation project to reduce the federal share on the station rehabilitation project to 80% or lower; the FTA funds will be replaced with local funds on the station project, also for a net decrease to the station project; and
 3. Reprogram \$175,410 from Revenue Vehicle Rehabilitation to a Ticket Vending Machine Rehabilitation and Clipper® Functionality Project;
- VTA: Reprogram \$800,000 of FY2016-17 Section 5337 funds from the Light Rail Vehicle CCTV Door Monitoring System project to Rail Substation Rehabilitation/Replacement (\$777,500) and the Vasona Back Gates project (\$22,500); and
- WETA: Deprogram \$9.9 million Section 5337 funds and \$7,730 Section 5307 funds in FY2016-17 from their Ferry Vessel Replacement project, which will be funded in future years.

Issues: Because FTA has not yet released final FY2016-17 apportionments for the formula funds, the revisions proposed here are based on expected final apportionments as calculated by staff. Staff has a high level of confidence that the revised estimates used to prepare the final TCP program will be close to the final official FY2016-17 apportionments because the final apportionments will use the same data sources (population, ridership, etc.) from the National Transit Database as FTA used for the partial-year apportionments. Revising the program (now based on the revised apportionment projections) will provide transit operators with more accurate programming amounts to use in the FTA grant applications, which are due to FTA before September for this fiscal year. Should revisions be necessary, they will be made via delegated action by the Executive Director or brought back to the Committee in September. Staff's objective is to ensure timely processing of grants to the maximum extent possible.

Recommendation: Refer Resolution Nos. 4162, Revised and 4272, Revised, to the Commission for approval.

Attachments: MTC Resolution Nos. 4162, Revised and 4272, Revised

Date: December 17, 2014
W.I.: 1512
Referred By: PAC
Revised: 01/28/15-C 03/25/15-C
05/27/15-C 07/22/15-C
09/23/15-C 10/28/15-C
01/27/16-C 04/27/16-C
09/28/16-C 12/21/16-C
07/26/17-C

ABSTRACT

Resolution No. 4162, Revised

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

This Resolution includes the following attachment:

Attachment A – FY2014-15 Program of Projects

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4162, Revised

Page 2

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

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

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

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

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

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

This resolution was revised on July 26, 2017 to make minor programming changes to transfer funds between Caltrain projects consistent with the TCP policy.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, March 11, 2015, May 13, 2015, July 8, 2015, September 9, 2015, October 14, 2015, January 13, 2016, April 13, 2016, September 14, 2016, December 14, 2016, and July 12, 2017.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4162

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

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

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

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

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


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

RESOLVED, that MTC adopts the FY 2014-15 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			208,447,779	171,411,774	13,021,534
Previous Year Carryover			7,663,919	0	536,502
Funds Available for Programming			216,111,698	171,411,774	13,558,036
Lifeline Set-Aside (JARC Projects)					
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,913,691		
ALA050042	ACE	Preventive Maintenance	8,836		
BRT99701B	BART	ADA Paratransit Capital Accessibility Improve	2,563,197		
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267		
CC-99T001	CCCTA	ADA Set-aside	1,178,716		
CC-030035	ECCTA	ADA Set-aside	523,153		
MRN130015	GGBHTD	Transit System Enhancements	307,963		
ALA990077	LAVTA	ADA Set-aside	335,328		
MRN110047	Marin Transit	ADA Set-aside	461,944		
NAP030004	Napa VINE	ADA Set-aside	38,496		
SON150007	Petaluma Transit	ADA Set-aside	82,649		
SM-990026	SamTrans	ADA Set-aside	1,112,576		
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200		
SF-990022	SFMTA	ADA Set-aside	3,990,682		
SOL110025	SolTrans	ADA Set-aside	302,177		
SON030005	Sonoma City Transit	Preventive Maintenance	28,888		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTa	ADA Set-aside	3,645,530		
CC-990045	WestCat	ADA Set-aside	243,804		
REG090057	WETA	Ferry Major Component Rehab/Replacement	5,133		
Total Program Set-asides and Commitments			22,531,086	0	0
Funds Available for Capital Programming			193,580,612	171,411,774	13,558,036
Capital Projects					
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594		
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433		
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720		
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,645		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,363,034		
REG110044	ACE	Positive Train Control		1,240,810	
REG050020	BART	BART Car Exchange Preventive Maintenance	1,345,875	51,469,449	
BRT030004	BART	Train Control		11,000,000	
BRT030005	BART	Traction Power		4,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		14,875,097	
ALA090065	BART	Fare Collection Equipment		4,679,456	
REG090037	BART	Railcar Replacement		500,000	
SM-050005	BART	Preventive Maintenance		1,320,544	
SM-170006	Caltrain	South San Francisco Caltrain Station Improvements		5,234,766	
SM-03006B	Caltrain	Systemwide Track Rehab and Related Structures		15,445,760	
SM-050041	Caltrain	Signal/Communication Rehab & Upgrades		560,000	
CC-150006	CCCTA	Replace (18) 30' Buses	5,995,811		852,829
CC-150007	CCCTA	Replace (13) 35' Buses	5,106,140		
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823		
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957		
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228	
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052	
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958	
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907	
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,038,393		450,307
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400		
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000		
SOL010006	Fairfield	Fairfield Operating Assistance	2,417,873		
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		4,200,000	
MRN150015	GGBHTD	Replacement of Ferry Propulsion Systems		500,000	
MRN150014	GGBHTD	Ferry Major Components Rehab		500,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		4,000,000	

Date: 12/17/2014

W.I.: 1512

Referred by: PAC

Revised 01/28/15-C 03/25/15-C

05/27/15-C 07/22/15-C

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

01/27/16-C 04/27/16-C

09/28/16-C 12/21/16-C

07/26/17-C

Attachment A

Resolution No. 4162

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FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,345,200		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,139,360		
MRN150001	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680		
MRN150002	Marin Transit	Replace (3) Stage Coach Vehicles	364,080		
MRN150003	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260		
MRN150003	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960		
MRN150003	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440		
MRN150001	Marin Transit	Replace Paratransit Radios	49,200		
MRN150001	Marin Transit	Replace Paratransit MDTs	29,520		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			174,228
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,477,490		
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,859
SON090030	Petaluma	AVL/CAD Communications System	352,302		
SON150005	Petaluma	Purchase new Bus Radios	1,476		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	20,000,000		
SM-110068	Samtrans	Replacement of (55) NABI articulated buses	20,000,000		
SON150008	Santa Rosa	Replace 40' New Flyer buses with new 40' Diesel Buses	154,203		273,017
SON150008	Santa Rosa	Equip new fixed route fleet buses with farebox	24,000		
SON150008	Santa Rosa	Equip new fixed route fleet buses with radio systems	60,000		
SON030012	Santa Rosa	Security improvements for access at bus stops	43,724		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,645,512		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	408,030		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,379		
SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		
SF-95037B	SFMTA	Muni Rail Replacement		6,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		10,481,371	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		1,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-150005	SFMTA	Replacement of (67) 40' Motor Coaches	5,625,263		6,874,737
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	5,584,630		
SOL090033	Soltrans	Maintenance Facility			387,398
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,248,007		
SON110049	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	442,294		197,701
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	17,654		
ALA130033	Union City	Union City: Replacement of Two (2) Transit Buses	588,728		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL050045	VTA	ADA Bus Stop Improvements	358,222		
SCL050001	VTA	(61) 40' Hybrid Bus Procurement	30,683,245		3,028,424
SCL990046	VTA	Preventive Maintenance	1,845,840	10,625,493	
SCL050002	VTA	Rail Replacement Program		943,088	
SCL110104	VTA	Light Rail Track Crossovers and Switches		2,179,440	
SCL150011	VTA	North First Street Corridor Light Rail Speed Improvements		400,000	
SCL150005	VTA	Train to Wayside Communication System Upgrade		200,000	
SCL150007	VTA	Upgrade Ohlone/Chynoweth Interlocking		960,000	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
SCL150009	VTA	LR Signal Shop Modification		396,000	
SCL150010	VTA	Upgrade LR Ring #1 Communications Equipment		1,760,000	
SCL150006	VTA	Back-up Power Devices for Elevated Station		320,000	
CC-150001	WestCat	Replacement of (10) Cut Away Vans	984,000		
CC-150004	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	427,220		
CC-150005	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	497,740		
CC-150002	WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	8,000		
CC-150003	WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	28,498		
CC-030025	WestCat	Preventive Maintenance	232,200		
REG090057	WETA	Ferry Major Component Rehab/Replacement		3,496,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,288,000	
REG090067	WETA	Fixed Guideway Connectors		376,000	
Total Capital Projects			190,465,424	170,871,625	13,163,963
Total Programmed			212,996,510	170,871,625	13,163,963
Fund Balance			3,115,188	540,149	394,073

Date: 12/17/2014
W.I.: 1512
Referred by: PAC
Revised: 01/28/15-C 03/25/15-C
05/27/15-C 07/22/15-C
09/23/15-C 01/27/16-C
04/27/16-C 09/28/16-C
12/21/16-C 07/26/17-C

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

1.	Apportionment projections are based on 0% escalation relative to FY14 apportionments provided by the current extension of MAP-21. The program will be reconciled to the final apportionments after they are released by FTA.
2.	Operators in the Fairfield, Napa, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3.	Programming for Santa Rosa CityBus and Sonoma County Transit in FY15 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
4.	AC Transit: \$5M provisionally programmed for CAD-AVL System project pending discussions with AC Transit and ACTC on funding plan for CCCGP projects that were to be funded with Cap & Trade and local funds in CCCGP funding plan.
5.	ACE: \$146,190 of FY15 FG cap deferred by formula based on grant balances to FY17.
6.	BART: \$13,194,931 of FY15 FG cap deferred by formula based on grant balances to FY18.
7.	Caltrain: \$1,835,506 of FG cap deferred by formula based on grant balances to FY17.
8.	Caltrain: Reserved \$10.7 million FG cap for Electrification consistent with HSR/CalMod MOU, pending potential revision of Electrification funding plan. On January 27, 2016, this resolution was revised to program this \$10.7 million reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures and Signal/Communication Rehabilitation and Upgrades projects.
9.	<p>Caltrain/VTA:</p> <p>On December 17, 2014, the Commission directed staff to withhold programming these funds into the TIP. Staff is directed to return in two months with an update on the schedule and funding plan for Caltrain's railcars and Electrification project that reflects additional work by MTC and the Joint Powers Board member agencies, and to confirm the programming approach for the \$10.5 million for the railcar vehicles.</p> <p>On March 25, 2015, the Commission programmed the \$10,469,721 that were held in a Vehicle Procurement Reserve for Caltrain's Railcar Replacement project, to VTA for Preventive Maintenance with the following conditions:</p> <p>1. VTA's agreement that one-third of Caltrain's Transit Capital Priorities (TCP) programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy-Morgan Hill urbanized area (UA) funds. The VTA share of the railcars may be higher than one-third in certain years to help resolve shortfalls in the San Francisco – Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regionally-funded cost is currently estimated at \$365 million.</p> <p>2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project.</p> <p>In December 2016, Caltrain requested that funds be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward meeting MTC's commitment of \$315M for the railcars.</p> <p>In July 2017, the \$5,234,766 of Section 5337 funds programmed to the South San Francisco Station Rehab project in December 2016 were reprogrammed to Systemwide Track Rehab to allow Caltrain to revise an older grant from the FTA TEAM system.</p>
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY11 through FY15 to FY17. These funds will have priority for programming in FY17 as a prior-year commitment.
11.	SFMTA: Voluntarily deferred \$15,000,000 of its FY15 fixed guideway cap to FY18; also deferred their 21 40ft Trolley Coach procurement to FY15-16 in response to MTC's request for deferral of projects to reduce shortfall. An additional \$1,518,629 of SFMTA's FY15 FG Cap was deferred by formula based on grant balances to FY17.
12.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
13.	WestCAT exercised the Capital Exchange element of the TCP policy by deferring replacement of six 2002 40' diesel vehicles until FY16-17. Total savings to the region equals \$464,600. WestCAT will utilize the option for using 50% (\$232,300) of these savings for a non Score 16 project, preventive maintenance.
14.	WETA: Voluntarily deferred \$3,424,000 of FG cap to FY17.
15.	SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds (\$24.7 million), that were intended as a back-stop for the Cap and Trade funds, were therefore reprogrammed to the projects they were originally programmed to (i.e. SFMTA's fixed guideway rehabilitation projects). As a result of this, note 15 no longer applies and was therefore deleted.
16.	Union City Transit elected to defer \$128,318 of ADA Set-aside from FY15 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

Date: March 22, 2017
W.I.: 1512
Referred By: PAC
Revised: 07/26/17-C

ABSTRACT

Resolution No. 4272, Revised

This resolution approves the FY2016-17 through FY2019-20 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs and initially only programs funds in the first year – FY2016-17. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4262 and Resolution No. 4169, Revised, respectively, for FY2016-17 through FY2019-20 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2016-17 through FY2019-20 Transit Capital Priorities program at a future date.

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects

Attachment B – FY2017-18 Program of Projects

Attachment C – FY2018-19 Program of Projects

Attachment D – FY2019-20 Program of Projects

Attachment E – FY2016-17 through FY2019-20 Programming Notes

Attachment A of this resolution was revised on July 26, 2017 to make revisions to the Transit Capital Priorities (TCP) program of projects for FY2016-17 as requested by operators and to reconcile the program to expected final FTA apportionments for the same year.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017 and July 12, 2017.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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

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

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

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

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4242; and

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Final Apportionments			216,505,984	194,037,769	12,254,037
Previous Year Carryover			4,422,587	17,174,630	577,473
Funds Available for Programming			220,928,571	211,212,399	12,831,510
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331		
NEW	ACE	ADA Set-Aside	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999		
REG090054	Caltrain	Revenue Vehicle Rehab Program	175,410		
NEW	Caltrain	TVM Rehab and Clipper Functionality	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024		
MRN130015	GGBHTD	Transit System Enhancements	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	342,149		
MRN110047	Marin Transit	ADA Paratransit Assistance	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311		
SON150007	Petaluma	ADA Set-Aside	90,340		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353		
SON170003	Santa Rosa	ADA Operating Assistance	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	290,178		
SON110049	Sonoma County	SCT Replacement Bus Purchase	25,592		
ALA170039	Union City	ADA Set-Aside	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,628		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365		
SF-140053	WETA	Replace Ferry Vessels	7,770		
Total Program Set-asides and Commitments			24,052,820	-	-
Funds Available for Capital Programming			196,875,751	211,212,399	12,831,510
Capital Projects					
NEW	AC Transit	Purchase 35 40-ft Hybrid-Electric Buses	14,472,150		
ALA170027	AC Transit	Purchase 10 Double-Decker Buses	7,891,660		
ALA170032	AC Transit	Purchase 19 60-ft Articulated Urban Buses	4,587,713		1,336,665
ALA170029	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	3,003,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994		
ALA170030	AC Transit	Preventive Maintenance (deferred comp)	780,640		
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,357,845	132,155	
NEW	ACE	Railcar Midlife Overhaul		3,080,000	
BRT030005	BART	Traction Power	12,777,726	4,222,274	
BRT030004	BART	Train Control	10,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		17,000,000	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SM-170005	Caltrain	South San Francisco Station Rehabilitation		16,207,600	
SM-03006B	Caltrain	Systemwide Track Rehabilitation		4,693,408	
REG090051	Caltrain	Revenue Vehicle Rehab Program		5,000,000	
SM-050041	Caltrain	Communications System/Signal Rehabilitation		1,200,000	
CC-070092	ECCTA	Transit Bus Replacements	2,043,440		
SOL010006	Fairfield	Operating Assistance	2,497,054		
SOL110041	Fairfield	Bus Replacement			267,964
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors		3,000,000	
MRN170009	GGBHTD	Replacing 8 Paratransit 22' Gas Cut-away Vehicles			583,840
MRN170003	Marin Transit	Replace 3 Paratransit Vehicle	218,940		
MRN170004	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280		
NAP970010	Napa VINE	Operating Assistance	2,085,641		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	16,150		163,875
SON170004	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100		
SON170005	Petaluma	Transit Yard & Facilities Improvements	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	5,330,228		4,678,278
SF-170004	SFMTA	Replacement of 40' Trolley Coaches		95,660,612	

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-170005	SFMTA	Replacement of 60' Trolley Coaches		18,027,982	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	1,825,960		364,380
SOL070032	SolTrans	Preventive Maintenance	840,660		
NEW	SolTrans	Technology Enhancements	320,000		
SOL170003	SolTrans	Facilities & Amenities Improvements	240,000		
SON030005	Sonoma County	Preventive Maintenance	1,280,000		
SON150013	Sonoma County	SCT Replacement Bus Purchase	430,080		180,009
ALA170014	Union City	Replace 6 2009 Paratransit Cut-away vehicles	846,240		
ALA170015	Union City	Replace 1 2003 Paratransit Vehicle	141,040		
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	17,122,563		2,877,437
SCL170005	VTA	Paratransit Vehicle Procurement	2,893,751		
SCL170011	VTA	Replace Rail Crossing Control Equipment		4,368,000	
SCL050002	VTA	Rail Replacement Program		4,334,405	
SCL050049	VTA	Rail Substation Rehab/Replacement		2,644,841	
SCL170006	VTA	Replace Fault Monitoring System on LRVs		2,255,200	
SCL170010	VTA	Guadalupe Train Wash Replacement		1,448,000	
SCL110099	VTA	Light Rail Bridge & Structure SGR		1,440,000	
SCL170008	VTA	Vasona Pedestrian Back Gates		1,207,559	
SCL150005	VTA	Train-to-Wayside Communications System Upgrade		1,084,600	
SCL170004	VTA	LRV CCTV Door Monitoring System		800,000	
SCL170007	VTA	Pedestrian Swing Gates Replacement		704,000	
SCL170009	VTA	Chaboya Yard Well Removal		196,000	
NEW	WestCAT	Replacement of 2 40' Revenue Vehicles	882,320		
NEW	WestCAT	Purchase of 2 Fast Fare Electronic Fareboxes	28,498		
SF-110053	WETA	Ferry Vessel Replacement - Express II-		9,992,230	
Total Capital Projects			159,943,551	194,117,636	10,452,448
Total Programmed			183,996,371	194,117,636	10,452,448
Fund Balance			36,932,200	17,094,763	2,379,062

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of approximately \$1.1B in financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	<p>AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects, proportionately, according to the CCCGP funding plan from FY2016-17 through FY2019-20.</p> <p>AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses (\$3,003,000), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for \$780,640.</p>
3	<p>Caltrain's FY17 FG cap reduced by \$3,264,826 (\$1,570,770 from FY16 and \$1,694,056 from FY17) to \$11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16.</p> <p>Programming of 5337 funds to the South San Francisco Station and Revenue Vehicle Rehab projects in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.</p> <p>In July 2017, \$5.2M of 5337 reprogrammed from Systemwide Track Rehab to the South San Francisco Station project to offset an equal reprogramming from the station project to track rehab in the FY15 program. Also, \$5.2 million of 5337 reprogrammed from South San Francisco station project (to be replaced with San Mateo local funds) to the Revenue Vehicle Rehab project; there is no net decrease in funding to the station project from these actions.</p>
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 (\$45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	<p>SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17. Additionally, CCCGP Funds totalling \$152 million have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. This consists of \$18,213,416 of AB 664 and \$18,390,741 of BATA Project Savings. This is conditioned on execution of financing.</p> <p>In FY17, SFMTA's FG reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16. Additionally, \$25,000,000 of previously voluntarily deferred caps (\$15M from FY15 and \$10M from FY16) will be restored in FY18.</p>
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored in FY17.
8	FG Caps for FY18 to FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.
9	VTA requested and was granted a waiver to program \$5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2718 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 6/16/2017 **In control:** Programming and Allocations Committee
On agenda: 7/12/2017 **Final action:**
Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-16.

Sponsors:

Indexes:

Code sections:

Attachments: [2g_Reso-4275_TIP_Amend_2017-16.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-16.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 12, 2017

Agenda Item 2g

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-16.

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 2017-16 makes revisions to 13 projects with a net increase in funding of approximately \$20 million. Among other changes, the revision:

- Adds one new exempt project, deletes one existing project and updates the funding plans of seven projects to reflect changes in the FY2016-17 Transit Capital Priorities Program;
- Updates the funding plan of the Fairfield-Suisun Intercity/Local Bus Replacement project to reflect the programming of funds available through the Transit Performance Initiative Incentive and Investment Programs; and
- Archives two projects as they have been completed.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP 2017, and therefore the 2017 TIP remains financially constrained with this amendment.

Subject to the determination of the regional Air Quality Conformity Task Force at their July 27, 2017 meeting, the revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

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 2e, MTC Resolution No. 4272, Revised. Revisions to FY2016-17 through 2019-20 Transit Capital Priorities Program to reflect final FY2016-17 FTA Apportionments and transfer of funding between projects; and
- Item 5a, MTC Resolution No. 4035, Revised. Transit Performance Initiative (TPI) Investment Program – North Bay Programming.

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 the San Jose's US-101/Blossom Hill Interchange Improvements project and projects being added through this amendment. While staff does not expect a negative finding on these projects, the task force will not meet until July 27, 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.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-16
MTC Resolution No. 4275, Revised

**TIP Revision Summary
2017-16**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
SCL090002	Santa Clara County	San Tomas Expressway Box Culvert Rehabilitation	Archive the project as it has been completed	\$0	0.0%
SCL090031	Santa Clara Valley Transportation Authority (VTA)	Santa Clara Caltrain Station Bike/Ped Tunnel	Archive the project as it has been completed	\$0	0.0%
System: State Highway					
SCL030006	San Jose	US 101/Blossom Hill Interchange Improvements	Update the scope to remove references to widening Coyote Rd and the installation of ramp meters and include connector ramp and bike/ped improvements and update the funding plan to reprogram PSE to FY18 and add \$3.3M in Local and \$5.7M in RTP-LRP funds	\$9,000,000	60.0%
System: Transit					
ALA170028	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase (35) 40ft Diesel Buses	Update the project scope to add 17 buses and update the funding plan to add \$3.7M in 5307 and \$1.1M in Local funds	\$4,755,000	33.9%
ALA170029	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Preventive Maintenance (Swap)	Update the funding plan to remove \$2.4M in FY17 CON 5307 and \$718K in FY17 CON Local funds	-\$3,120,000	-44.4%
ALA170030	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Preventive Maintenance (Deferred Comp)	Update the funding plan to remove \$1.3M in FY17 CON 5307 and \$325K in FY17 CON Local funds	-\$1,624,200	-62.5%
REG090051	Caltrain	Caltrain: Revenue Vehicle Rehab Program	Update the funding plan to remove \$175K in 5307 funds from CON FY17 as the funds are being transferred to SM-170010; Add \$5M in 5337 funds and \$1.2M in Local funds to CON FY17	\$6,030,737	68.4%
SCL050049	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Substation Rehab/Replacement	Update the funding plan to add \$778K in FY17 CON 5337 and \$194K in Local funds as they are being transferred from SCL170004	\$971,875	3.5%
SCL170004	Santa Clara Valley Transportation Authority (VTA)	VTA: LR Vehicle CCTV Door Monitoring System	Update the funding plan to remove all funding as it is being transferred to SCL050049 and SCL170008 and delete this project from the TIP as it will not move forward	-\$1,000,000	-100.0%
SCL170008	Santa Clara Valley Transportation Authority (VTA)	VTA: Vasona Pedestrian Back Gates	Update the funding plan to add \$23K in 5337 and \$6K in Other Local funds as they are being transferred from SCL170004	\$28,125	1.9%
SM-170005	Caltrain	South San Francisco Caltrain Station Improvements	Update the funding plan to change the source for \$5M in FY17 CON funds from 5337 to Sales Tax as the 5337 funds are being transferred to REG090051	\$0	0.0%
SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	Amend a new exempt project into the TIP with \$175K in 5307 and \$44K in Local funds, funds are being transferred from REG090051	\$219,263	~%
SOL110041	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	Update the funding plan to add \$1.3M in FY18 CON CMAQ, \$2.4M in FY18 CON TDA, and \$581K in STA funds	\$4,296,338	218.2%
Total Funding Change:				\$19,557,138	

TIP Revision Summary

ATTACHMENT 1

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$105,622,777	\$2,500,000	\$791,816	\$50,043,337	\$158,957,930	\$87,246,810
Proposed:	\$106,916,087	\$2,500,000	\$791,816	\$68,307,165	\$178,515,068	\$99,720,948
Delta:	\$1,293,310	\$0	\$0	\$18,263,828	\$19,557,138	\$12,474,138

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 07/26/17-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, June 14, 2017, and July 12, 2017, and the Planning Committee summary sheet dated July 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	24	\$17,810,414	6/9/17	6/9/17
17-10	Amendment	14	\$101,213,635	4/26/2017	6/8/17
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
17-14	Amendment	61	\$3,846,016,088	7/26/2017	Pending
17-15	Admin. Modification	Pending	Pending	Pending	Pending
17-16	Amendment	13	\$19,557,138	7/26/2017	Pending
Net Funding Change		422	\$5,945,342,617		
Absolute Funding Change			\$5,969,896,219		

Date: September 28, 2016
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2017 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4274 that the 2017 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2017 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2017 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2017 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2017 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2017 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2017 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4274); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2017 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation

Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2017 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4275, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-C
04/26/17-C 06/28/17-C 07/26/17-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 7

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 an administrative modification that revises 24 projects with a net funding increase of \$17.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on June 9, 2017. Among other changes, this revision:

- Updates the funding plan of the Caltrain Electrification project to reflect the award of \$100 million in Federal Transit Administration (FTA) Capital Investment funds;
- Updates the funding plans of seven Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's Standard and Small Bus Replacement Project to reflect the award of \$2.5M in FTA Low or No Emissions Vehicle Deployment Program (LoNo) funds; and
- Updates the funding plan and back-up listing of MTC's Lifeline Transportation Program 5307 Job Access and Reverse Commute Set Aside Program –Cycle 4 grouped listing to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$100 million in FTA Capital Investment funds, \$2.5 million in FTA LoNo funds, \$1.4 million in High Priority Project funds, and \$3.3 million in Low Carbon Transit Operations Program funds. MTC's 2017 TIP, as revised with Revision No. 2017-09, 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 17-10 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 was received on June 8, 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.

Revision 17-14 is an amendment that serves to conform the 2017 TIP to Plan Bay Area 2040 and revises 61 projects with a net funding increase of approximately \$3.8 billion. The revision was referred by the Planning Committee on July 14, 2017, and approved by the MTC Commission on July 26, 2017. Caltrans approval and final federal approval are expected in August, 2017.

Among other changes, this revision:

- Revises 41 existing projects in the 2017 TIP;
- Adds 14 new projects to the 2017 TIP;
- Archives three projects as they have been completed and are not included in Plan Bay Area 2040 as ongoing projects; and
- Deletes three projects as they will not move forward.

Changes made with this revision do not conflict with the financial constraint requirements. The Transportation-Air Quality Conformity Analysis: Plan Bay Area 2040 and Amended 2017 TIP demonstrates that the TIP and Plan are consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP), as required by federal conformity regulations.

Revision 17-15 is a pending administrative modification.

Revision 17-16 is an amendment that revises 13 projects with a net funding increase of approximately \$20 million. The revision was referred by the Programming and Allocations Committee on July 12, 2017, and approved by the MTC Commission on July 26, 2017. Caltrans approval is expected in mid-August, 2017, and final federal approval is expected in mid-September, 2017. Among other changes, this revision:

- Adds one new exempt project, deletes one existing project and updates the funding plans of seven projects to reflect changes in the FY2016-17 Transit Capital Priorities Program;
- Updates the funding plan of the Fairfield-Suisun Intercity/Local Bus Replacement project to reflect the programming of funds available through the Transit Performance Initiative Incentive and Investment Programs; and
- Archives two 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 #: 17-2733 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 6/30/2017 **In control:** Programming and Allocations Committee
On agenda: 7/12/2017 **Final action:**
Title: Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Sponsors:

Indexes:

Code sections:

Attachments: [2h Earmark Repurposing Memo.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Presenter:

Ross McKeown

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

July 12, 2017

Agenda Item 2h

Federal Earmark Repurposing

Subject: Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Background: Section 422 of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 (P.L. No. 115-31) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2006 and are completed and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 100 miles of the original earmark designation in the State.

Bay Area Repurposed Earmarks (the “*from*” list)

At this time, MTC has not received a list of potential eligible earmarks for repurposing. We expect to receive guidance and a potential project list from Caltrans within the next couple weeks. Upon receipt of this list, Staff will work with project sponsors and Caltrans to identify specific earmarked funds to be repurposed. It is expected that the list will be much shorter than the 2016 list as most large projects/balances were considered then; however that cannot be confirmed until we receive the list.

Bay Area Projects to Receive Repurposed Funds (the “*to*” list)

For the next step in the process, Caltrans requests regions to submit a recommended list of projects to receive repurposed funds (or the projects *to* which the earmark funds will be directed). Staff will work with project sponsors to develop this list.

Depending on when MTC receives the “from” list from Caltrans, both of these lists may be presented to the Commission at the July 26, 2017 meeting for review and approval. After approval, staff will forward the lists to Caltrans to be included in the State’s submission to FHWA. The final complete list of projects is due to FHWA Headquarters by September 12, 2017.

Issues: (1) **Regional Role:** Although staff will work closely with Caltrans throughout the process, federal law gives the repurposing authority solely to the States.

(2) **Implementation Issues:** Project sponsors must submit required forms to Caltrans by a yet-to-be-announced date, in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2020. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

Recommendation: None. Information only.

Attachments: None



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2720 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 6/20/2017 **In control:** Programming and Allocations Committee
On agenda: 7/12/2017 **Final action:**
Title: MTC Resolution Nos. 3801, Revised, and 4278, Revised. Regional Measure 2 (RM2) Program Amendments and Associated Revision to the FY2017-18 RM2 Operating Program.

A summary of public comments received and recommendation to program \$5 million annually in RM2 Operating funds to two new projects:

- ? \$2 million annually to Clipper for operating support
- ? \$3 million annually to the Transbay Transit Center for additional operating support

And, amendment to the FY 2017-18 RM2 Operating Program to include \$2 million in new funding for Clipper and \$3 million in new funding for the Transbay Transit Center.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Reso-3801_4278_RM2_Operating_Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 3801, Revised, and 4278, Revised. Regional Measure 2 (RM2) Program Amendments and Associated Revision to the FY2017-18 RM2 Operating Program.

A summary of public comments received and recommendation to program \$5 million annually in RM2 Operating funds to two new projects:

- \$2 million annually to Clipper for operating support
- \$3 million annually to the Transbay Transit Center for additional operating support

And, amendment to the FY 2017-18 RM2 Operating Program to include \$2 million in new funding for Clipper and \$3 million in new funding for the Transbay Transit Center.

Presenter:

Theresa Romell

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2017

Agenda Item 3a

MTC Resolution Nos. 3801, Revised and 4278, Revised

Subject: A summary of public comments received and recommendation to program \$5 million annually in Regional Measure 2 (RM2) funds to two new projects, and associated revision to the FY2017-18 RM2 operating program.

Background: MTC staff is proposing to program available RM2 operating funding capacity to two new projects that are consistent with the intent of the RM2 legislation, beginning in FY 2017-18. The proposed operating assistance for the two projects totals \$5 million, annually. Further discussion of the projects is below.

Project 12: Clipper® Operations

Staff proposes to program \$2 million annually to support ongoing operation of the Clipper® program. The Clipper® program was a recipient of RM2 capital funding. As the region moves towards the implementation of the next generation of the Clipper® system, additional operating support is needed in light of projected expenses exceeding projected operating revenue from existing sources, in the near future.

Project 13: Transbay Transit Center

Staff proposes to program \$3 million annually to the Transbay Transit Center to support operations. This amount would be in addition to the long-standing and ongoing operating subsidy BATA provides of \$4.9 million (for FY2017-18). Successful operation of the new center will be an important component in reducing congestion in the bridge corridors by facilitating transbay public transit. The terminal also received significant capital funding from RM2.

Forecasted costs to operate the new terminal, expected to open by early 2018, indicate funding shortfalls in the first four years of operation that average approximately \$6.5 million per year. After that time, the retail spaces in the terminal are expected to be built out and fully utilized, generating additional lease revenue which can contribute to the center's operating budget. Before that, however, the Transbay Joint Powers Authority (TJPA) is asking that transit operators using the center provide additional funding to cover the shortfalls. The proposed RM2 operating support would directly offset some of the increased fees to cover the deficit to be paid by transit operators. In particular, the RM2 operating support would benefit AC Transit, which, as the largest tenant of the terminal, is being asked to cover 65 percent of the increased cost. Staff further proposes that after FY2021-22 the RM2 operating support be conditioned on MTC staff's evaluation of on-going support need. Should alternative operating revenue for the terminal come on line or costs reduce, MTC staff may recommend that this additional increment of RM2 operating support be reduced or eliminated.

The total annual funding requirement for the existing and proposed new RM2 operating projects are not expected to exceed the 38 percent limit of RM2 toll revenue generations that may be set aside for operating projects. In years when toll revenue generations have fallen below the threshold needed to fund all projects in the operating program to their full extent, MTC practice has

been to apply a proportionate funding reduction to all projects in the program. Going forward, staff proposes that if the need arises to constrain the operating program to available revenue, the proportional approach be continued.

Public Comments

At the June 14, 2017 Programming and Allocations Committee, MTC held a public hearing to receive oral comments regarding the proposed RM2 amendments. The public comments period was open through June 28th. A summary of the letters and testimony received, as well as staff responses, are included in Attachment A.

Most of the comments were supportive of the proposed program amendment. However, the Water Emergency Transportation Authority (WETA) was not supportive without a clear indication of how MTC would address potential ferry operating budget shortfalls expected in future years. MTC staff is seeking additional detail on operating budget projections from WETA staff, and will continue to work with them on options to address operating funding needs, potentially including additional bridge toll funds in the future from Regional Measure 3.

A summary of the projects and recommended actions proposed this month is shown below.

Project Number	Project Title	Proposed Annual RM2 Funding	Proposed Action
12	Clipper	\$2,000,000	Add new Project; Program \$2 million
13	Transbay Transit Center	\$3,000,000	Add new Project; Program \$3 million
Total		\$5,000,000	

Issues: Programming the additional RM2 funds for FY2017-18 (MTC Resolution No. 4278, Revised) is contingent upon the Commission approving the program amendments (MTC Resolution No. 3801, Revised).

Recommendation: Refer MTC Resolution Nos. 3801, Revised, and 4278 Revised to the Commission for approval.

Attachments: Attachment A – Letters and Testimony Received, and MTC staff responses
Attachment B – MTC Resolution No. 3801, Revised
Attachment C – MTC Resolution No. 4278, Revised

Summary of Public Comments and Correspondence Received Related to RM2 Amendment/Public Hearing

Letters, E-mails, Faxes Received During Public Comment Period (also attached)

No.	From	Subject/Key Positions	Date	Response
1	Mark Zabaneh, Transbay Joint Powers Authority	Support the proposed amendment to provide additional funding to the Transbay Transit Center	16-Jun-17	Support noted
2	Chris Andrichak, AC Transit	Support the proposed amendment to provide additional funding to the Transbay Transit Center	23-Jun-17	Support noted
3	Edward Reiskin, San Francisco Municipal Transit Agency	Support the proposed amendment to provide additional funding to the Transbay Transit Center	26-Jun-17	Support noted
4	Tilly Chang, San Francisco County Transportation Authority	Support the proposed amendment to provide additional funding to the Transbay Transit Center, and to revisit funding needs after FY2020-21.	26-Jun-17	Support noted
5	Nina Rannells, Water Emergency Transportation Authority (WETA)	WETA's position is that ferry service is not receiving its full allocation of Regional Measure 2 funding because an escalation factor was not applied to the annual allocation amount. WETA not supportive of the proposed amendment without a clear indication of how MTC will address the operating shortfall that WETA is forecasting in the coming years.	28-Jun-17	MTC will work with WETA to determine the extent of their operating budget needs in the near term and will examine the capacity remaining within the RM2 program to include an escalation factor to WETA's annual funding allocation. Escalation was not applied previously because WETA has so far not utilized its entire allocation of funds.

Comments Made at Public Hearing -- Programming and Allocations Committee, June 14, 2017

No.	From	Subject/Key Positions	Date	Response
1	Chris Andrichak, AC Transit	Support the proposed amendment to provide additional funding to the Transbay Transit Center project. Noted funding will help alleviate burden for AC Transit and other operators.	14-Jun-17	Support noted
2	Amber Crabbe, San Francisco County Transportation Authority	Support the proposed amendment to provide additional funding to the Transbay Transit Center project. Noted funding also provides support to transit operators that will utilize the facility	14-Jun-17	Support noted
3	Sara DeBord, Transbay Joint Powers Authority	Support the proposed amendment to provide additional funding to the Transbay Transit Center project. Provided additional background information on the project including potential for future revenue generation.	14-Jun-17	Support noted
4	Jason Fahnestock, Transbay Joint Powers Authority Citizens Advisory Committee	Support the proposed amendment to provide additional funding to the Transbay Transit Center project.	14-Jun-17	Support noted



TRANSBAY JOINT POWERS AUTHORITY

Mark Zabaneh • Executive Director

June 15, 2017

MTC Public Information Office
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Proposed Additional RM2 operating funding for Project No. 13, Transbay Transit Center

The TJPA would like to thank MTC staff for recommending additional RM2 funding for the operation of the Transbay Transit Center, and urge the Commission to approve this item.

The Transit Center currently receives RM2 operating funds, although the level of funding was based on the cost for Caltrans to operate the former Transbay Terminal. These funds will continue to be applied to operations of the new Transbay Transit Center, but they are not sufficient to operate the new facility, which was designed to accommodate the region's transit needs for the next 100 years and beyond, and is therefore a larger facility than the Temporary Terminal and the former Transbay Terminal.

Our agreement with a property manager to operate the Transit Center will generate substantial annual revenues from retail, events, advertising, naming rights, and sponsorships. Although these revenues, along with TJPA's commitment to control operating costs to the maximum extent possible, will significantly reduce the annual operating deficit, additional funds are needed to ensure costs are fully covered. Our asset management partner estimates that annual revenues from operation of the Center will not be stabilized until the third year of operations, and our fiscal year 2018 budget conservatively does not assume any retail revenue. However, TJPA is aiming to maximize revenue by having popup retail at opening, while the retail spaces are under development.

TJPA will also control and reduce costs by requiring the asset manager to competitively bid services, and with a fee structure that is largely incentive based, providing payments to the manager if the Center performs well financially. But, as noted in MTC staff's report for this proposal, operating deficits would fall to the transit operators to cover. By approving additional RM2 operating funds for the Transit Center, you will benefit all of the transit operators utilizing the Transit Center by providing funding certainty and lowering the contributions each is required to make to address funding shortfalls. We note that AC Transit, the City and County of San Francisco, and the San Francisco County Transportation Authority are fully in support of this additional funding. Thank you again for your support of this item.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Zabaneh", is written over the word "Sincerely,".

Mark Zabaneh
Executive Director

cc: Anne Richman, MTC



Alameda-Contra Costa Transit District

Mike Hursh, General Manager

June 21, 2017

MTC Public Information Office
375 Beale St, Suite 800
San Francisco, CA 94105

RE: Proposed Additional RM2 operating funding for Project 13, Transbay Transit Center

AC Transit would like to thank the Commission and MTC staff for holding a public hearing to consider changes to RM2 operating funds programming. We want to express our full support for the proposed action to allocate an additional \$3 million per year to support operations of the new Transbay Transit Center.

AC Transit's transbay service plays a significant role in alleviating congestion on the Bay Bridge and overcrowding on BART. We are excited to begin service at the new Transit Center in early 2018. Our more than 14,000 daily riders will appreciate the new terminal for making their commute more safe, efficient, and convenient, and the direct connections to the bridge will take 140 peak-hour buses off the busy neighborhood streets.

The new Transit Center is a significant regional asset and a great addition to the San Francisco cityscape. The regional significance and role of the transit center in the transbay commute makes it very appropriate for its operations to be supported by RM2 toll funding. Transbay staff have done their best to secure a property management team to get maximum return on the retail spaces, but the retail income will not be sufficient to cover all operating costs in the early years of the transit center's operations.

Transbay staff has estimated AC Transit's contribution at nearly \$5M in the coming fiscal year. This is a significant amount of funds that we did not anticipate paying when we partnered with the TJPA to deliver the project nearly 10 years ago. At that time, it was assumed that the operations of the rail component would significantly subsidize the terminal operations, leaving AC Transit with a much more manageable contribution. AC Transit believes we can all agree that our budget is better spent on maintaining or increasing Transbay bus service to help further congestion reduction efforts. The \$3M per year doesn't cover all the operating costs, but we are grateful that these funds are proposed to help reduce the burden on AC Transit and our fellow operators.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Hursh', written over a horizontal line.

Michael Hursh
General Manager



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 26, 2017

**MTC Public Information Office
375 Beale Street, Suite 800
San Francisco, CA 94105**

Re: Support – Additional RM2 operating funding for Project No. 13, Transbay Transit Center

To Whom It May Concern:

On behalf of the San Francisco Municipal Transportation Agency (SFMTA), I am writing to express support for the proposal to allocate an additional \$3 million annually in RM2 operating funds for the Transbay Transit Center through Fiscal Year 2020-2021.

The current allocation of RM2 funds received by the Transit Center has proved to be insufficient in fully covering the facility's operating costs. The allocation amount was based on the operating costs of the former Transbay Terminal, which was much smaller than the new facility. Therefore, additional funding is needed to cover the operating costs of the new, larger, and more complex Transit Center, which will accommodate the region's growing transit needs.

As with any new large retail space, the Transit Center anticipates operating at a deficit in the short-term, through Fiscal Year 2021-2022, until revenue begins to stabilize and cover all operating costs. The Transit Center will soon be managed by an asset manager, who will be tasked with generating operating revenue from a variety of sources including: retail, events, advertising, naming rights, and sponsorships.

While these efforts will help close the funding gap in the long-term, we need to ensure all operating costs are fully covered in the interim. If an operating deficit continues, regional transit operators that use the Transit Center will be required to fill the gap. If this occurs, it could negatively impact public transit, as funds could be diverted from providing transit service to funding the Transit Center's operating budget deficit. Therefore, it is critical to allocate additional RM2 funds to the Transbay Joint Powers Authority to prevent this from occurring.

For the reasons above, the SFMTA supports the requested additional allocation of RM2 operating funding for the Transbay Transit Center, and urges the Commission to approve this item.

Sincerely,

**Edward D. Reiskin
Director of Transportation**

cc: SFMTA Board of Directors
Mark Zabaneh, Executive Director, Transbay Joint Powers Authority

June 26, 2017

Steve Heminger
Executive Director
375 Beale Street, Suite 800
San Francisco, CA. 94105

Re: Proposed RM2 operating funds for Project No. 13, Transbay Transit Center

The San Francisco County Transportation Authority (SFCTA) would like to thank MTC staff for recommending additional RM2 funding for the operation of the Transbay Transit Center and urge the Commission to approve this item.

The Transit Center currently receives RM2 operating funds at a level of funding that was based on the cost for Caltrans to operate the former Transbay Terminal. These funds will continue to be applied to operations of the new Transbay Transit Center, but they are not sufficient to operate the new larger facility, which was designed to accommodate the region's transit needs for the next 100 years and beyond.

The Transbay Joint Powers Authority has recently contracted with a property manager to operate the Transit Center. The property manager will generate substantial annual revenues from retail, events, advertising, naming rights, and sponsorships, which will significantly reduce the annual operating deficit. However, like any large facility coming online, it will take several years for the annual revenues from operation of the Transbay Transit Center to ramp up and stabilize. Thus, we are supportive of MTC staff's recommendation to revisit the level of operations support after Fiscal Year 2020/21, which is the anticipated stabilization year for revenue generation from the new facility. By providing additional RM2 revenues during this ramp up period, MTC would also be benefitting all the transit operators utilizing the Transit Center. The recommended RM2 funds would provide budgetary certainty and lower the contributions required of AC Transit, SFMTA and other transit providers to close the operating gap for the center.

We appreciate MTC's support for this critical regional transit project and look forward to celebrating its opening with you at the end of the year.

Sincerely,



Tilly Chang
Executive Director

cc: Mark Zabaneh, TJPA



Plan, Fund, Deliver

COMMISSIONERS

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Jeff Sheehy

Norman Yee

Tilly Chang
EXECUTIVE DIRECTOR

June 28, 2017

SENT VIA EMAIL

Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, San Francisco, CA 94105

Re: MTC's Proposal to Add New Projects to the Limited RM2 Operating Program

Dear Chair Josefowitz and Commission Members:

Thank you for the opportunity to provide public comment on your proposal to permanently add two new projects to the RM2 Operating program originally authorized by the State Legislature and approved by the voters in 2004. The RM2 Operating program is of vital importance to the San Francisco Bay Area Water Emergency Transportation Authority (WETA), as it serves as the primary source of operating subsidy to support our regional public transit ferry services currently operating to the cities of Alameda, Oakland, San Francisco, South San Francisco and Vallejo and slated to extend to the City of Richmond in 2018. We oppose the proposed addition of new projects to the RM2 program without a concurrent commitment from MTC to first fund the full operating commitment originally included in RM2 for WETA's ferry services in the amount of \$20,324,700 annually.

WETA has worked diligently since the passage of Regional Measure 2 to plan construct and deliver a system of regional ferry services and core infrastructure projects to support our ability to deliver expanded regional ferry services to meet Bay Area transbay transit and emergency response transportation needs, as directed by the State Legislature. WETA infrastructure projects completed or currently under construction include new Maintenance and Operations facilities in Vallejo and Alameda, expanded ferry berthing capacity in downtown San Francisco and seven new fast ferries for use in existing and expanded service. We have approached development of this expanded ferry system infrastructure with caution, carefully balancing our development with the limited operating resources offered to our ferry system from local, regional and state resources.

WETA's ability to maintain and sustain operation of existing and planned services and assets relies upon receiving a full commitment of the \$20,324,700 operating funds (including inflationary provisions) included in the Regional Measure 2: \$1 Toll Increase Expenditure Plan - copy available on MTC's website at the following link: http://mtc.ca.gov/sites/default/files/RM_2_Operations_ProjectList.pdf. While we have not yet needed a full allocation of these funds in any given year, they may be needed as early as 2018 when new vessels are placed into service, our new facilities are online and we begin operation of new Richmond ferry service.

WETA cannot support the MTC proposal to add two new projects to the RM2 Operating program without a clear indication from MTC as to how the operating shortfall that this will create for us will be

addressed. We appreciate your time and effort in working with us to discuss the options for fully funding our program along with the other regional needs that your proposal intends to address.

The WETA Board of Directors will take up this matter at their July 6, 2017, meeting. I would appreciate a reply as to how we may expect to move forward in conversation with MTC on this matter in time for this meeting.

Sincerely,

A handwritten signature in dark ink, reading "Nina Rannells". The signature is fluid and cursive, with the first name "Nina" and last name "Rannells" clearly distinguishable.

Nina Rannells
Executive Director

Steve Heminger, MTC Executive Director
Alix Bockelman
WETA Board of Directors

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C 07/22/09-C
09/28/11-C 01/25/12-C
04/24/13-C 05/28/14-C
12/21/16-C 07/26/17-C

ABSTRACT

MTC Resolution No. 3801, Revised

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

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

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

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

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

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

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

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

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

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

This resolution was revised on July 26, 2017 to add two new projects to the RM2 Operating program: Clipper Operations, funded at \$2 million annually, and Transbay Transit Center Operating Support, funded at \$3 million annually.

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated June 13, 2007, January 14, 2009, July 8, 2009, July 13, 2011, September 14, 2011, January 11, 2012, April 10, 2013, March 5, 2014, April 9, 2014, May 14, 2014, November 9, 2016, and December 14, 2016, June 14, 2017, and July 12, 2017.

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

Re: Approval of Amendments to the Regional Measure 2 Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3801

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2003), commonly referred as Regional Measure 2 (“RM2”); and

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, IT IS

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

METROPOLITAN TRANSPORTATION COMMISSION


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

Bill Doda, Chair

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

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C 07/22/09-C
09/28/11-C 01/25/12-C
04/24/13-C 05/28/14-C
12/21/16-C 07/26/17-C

Attachment A
Resolution No. 3801
Page 1 of 9

Summary of Project/Program Changes

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

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

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

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

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

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

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

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

<u>Project or Program</u>	<u>Sponsor(s)</u>	<u>Change (hearing date)</u>	<u>Reason</u>	<u>Conditions</u>
Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors (Streets & Highways Code Section 30914 (c)(29))	AC Transit, ACTC, Dumbarton Bridge Regional Operations Consortium, and Metropolitan Transportation Commission	Increase funding by \$21 million; modify scope to include operational improvements and express lane access along the various bridge corridors; add MTC as a sponsor. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to deploy various operational improvements and express lane access along the various bridge corridors, consistent with approved Bay Bridge Forward program.	None.
BART Transit Capital Rehabilitation (Streets & Highways Code Section 30914 (c)(37))	BART	Increase funding by \$40 million; modify scope to allow for purchase of BART cars. (hearing date November 9, 2016)	Program funds from unneeded financing charge coverage to purchase BART cars.	None.
Clipper® (new Streets and Highways Code Section 30914 (d) project 12)	Metropolitan Transportation Commission	Add new project to the RM2 operating program and provide funding of \$2 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Clipper® program	None.
Transbay Transit Center (new Streets and Highways Code Section 30914 (d) project 13)	Transbay Joint Powers Authority	Add new project to the RM2 operating program and provide funding of \$3 million, annually (hearing date June 14, 2017)	Program available capacity in the RM2 operating program to support on-going operations of the Transbay Transit Center	Annual funding level after FY2021-22 will be subject to MTC staff evaluation of operating support needed.

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 01/28/09-C 07/22/09-C
09/28/11-C 01/25/12-C
04/24/13-C 05/28/14-C
12/21/16-C 07/26/17-C

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

Streets and Highways Code Sections 30914(c)

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

- (5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo. *Funding reduced by \$2,000,000 (hearing date April 9, 2014). Present amount: twenty-six million dollars (\$26,000,000).*
- (6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority. *Funding reduced by \$7,748,578 (hearing date April 9, 2014). Present amount: twelve million, two hundred fifty-one thousand, four hundred twenty-two dollars (\$12,251,422).*
- (7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars (\$100,000,000). The project sponsor is Solano Transportation Authority.
- (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars (\$50,000,000). *Funding decreased by \$12,825,455.43 (hearing date April 10, 2013); present amount thirty-seven million, one hundred seventy four thousand, five hundred forty four dollars and fifty seven cents (\$37,174,544.57).* The project sponsor is the Department of Transportation.
- (9) Richmond Parkway Transit Center. Construct improvements to expand *parking capacity and/or amenities, or to improve access*. Sixteen million dollars (\$16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation. *Funding reduced by \$12,150,000 (hearing date April 9, 2014). Present amount: three million, eight hundred fifty thousand dollars (\$3,850,000).*
- (10) Sonoma-Marin Area Rail Transit District (SMART). Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur; *construct Larkspur extension and related elements*. Thirty-five million dollars (\$35,000,000). *Funding increased by \$1,500,000 (hearing date September 14, 2011); funding increased by \$20,000,000 (hearing date April 9,*

2014). *Present amount: Fifty-six million, five hundred thousand dollars (\$56,500,000).* The project sponsor is SMART. *(Project description changed: hearing dates July 13, 2011, September 14, 2011, and April 9, 2014.)*

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

Station. Twenty-five million dollars (\$25,000,000). *Funding increased by \$10,950,126 (hearing date April 9, 2014). Present amount: thirty-five million, nine hundred fifty thousand, one hundred twenty-six dollars (\$35,950,126).* The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.

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

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

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

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

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

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

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

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

Streets and Highways Code Sections 30914(d)

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

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

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

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

- (7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars (\$1,800,000).
- (8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars (\$2,500,000) without escalation.
- (9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000) without escalation.
- (10) TransLink, three-year operating program. Twenty million dollars (\$20,000,000) without escalation.
- (11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars (\$3,000,000) without escalation.
- (12) *Clipper Operations. Two million dollars (\$2,000,000) without escalation. (project added, hearing date June 14, 2017)*
- (13) *Transbay Transit Center Operations. Three million dollars (\$3,000,000) without escalation. (project added, hearing date June 14, 2017)*

Date: June 28, 2017
W.I.: 1255
Referred by: PAC
Revised: 07/26/17-C

ABSTRACT

Resolution No. 4278, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2017-18.

This resolution was revised on July 26, 2017 to include programming for Clipper Operations and Transbay Transit Center as a result of the public hearing to add the two projects.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 14, 2017 and July 13, 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

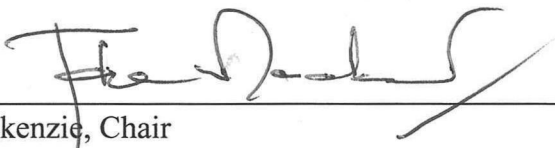
WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

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)

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	
		Total		2,473,725	
2	Napa VINE Service	NCTPA	Route 29	426,400	
		Total		426,400	
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	
		Total		3,750,608	
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	
		Total		7,073,629	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,432,828	
		AC Transit	Route DB1	1,534,148	
		Total		2,966,976	
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	
		Total		16,500,000	
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	
		Total		2,054,000	
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	
12	Clipper	MTC	Operations	2,000,000	
13	Transbay Transit Center	TJPA	Terminal Operations	3,000,000	
Grand Total				48,745,338	

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2710	Version:	1	Name:	
Type:	Resolution	Status:		Regional	
File created:	6/9/2017	In control:		Programming and Allocations Committee	
On agenda:	7/12/2017	Final action:			
Title:	MTC Resolution Nos. 4268, Revised, 4279, Revised, 4284, Revised, 4285, Revised, and 4286. Revises the FY 2017-18 Fund Estimate and allocates \$271 million in FY 2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3b Reso-4268 4279 4284 4285 4286 Fund Est Allocation .pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4268, Revised, 4279, Revised, 4284, Revised, 4285, Revised, and 4286.

Revises the FY 2017-18 Fund Estimate and allocates \$271 million in FY 2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region.

Presenter:

William Bacon

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2017

Agenda Item 3b

Resolution Nos. 4268, Revised, 4279, Revised, 4284, Revised, 4285, Revised, and 4286

Subject: Revises the FY 2017-18 Fund Estimate and allocates \$271 million in FY 2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region.

Background: **1) Fund Estimate Revision**

Reconcile Actual FY 2016-17 TDA and AB 1107 Revenue: Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2016-17 are 1% lower and 2% higher, respectively, than originally estimated by county auditors and MTC in February 2016. This results in roughly \$4.4 million less TDA funding for Bay Area transit operators for FY 2016-17 than originally anticipated. For AB 1107, \$1.6 million in revenue above what was originally expected will be made available to AC Transit and SFMTA based on the 50%-50% split in AB 1107 revenues between the two operators. Rescissions will be needed for operators in four counties with lower than anticipated receipts to bring allocations in line with actual receipts as described below. Rescissions made in a county may be less (or unnecessary) than the negative revenue adjustment for that county due to remaining balances from previous years for an apportionment jurisdiction.

- Contra Costa County's actual TDA receipts are 2% below the original County Auditor estimate, resulting in rescissions for AC Transit, County Connection, Tri Delta Transit and WestCAT totaling approximately \$173,000.
- Marin County's actual TDA receipts are 4% below the original County Auditor estimate, resulting in rescissions for Golden Gate Transit and Marin Transit totaling approximately \$535,000.
- San Francisco County's actual TDA receipts are 5% below the original County Auditor estimate, resulting in rescissions for the S.F. Municipal Transportation Agency (SFMTA) totaling approximately \$2.2 million.
- Santa Clara County's actual TDA receipts are 4% below the original County Auditor estimate, resulting in rescissions for Santa Clara VTA totaling approximately \$2.9 million.

Table 1 (attached) provides details on actual TDA revenues by county as well as the original and revised county auditor estimates for each county. The overall trend since FY 2010-11 has been for annual growth in sales tax revenues, however the rate of growth across the region has been decreasing each year with FY 2016-17 growing at 2% versus the 4% growth in revenue in FY 2015-16.

FY 2016-17 STA Revenue and AB 1113: Revenue for the STA Revenue-Based program has been a point of significant uncertainty for the last two fiscal years since the State Controller's Office (SCO) altered the program's

policies in early 2016. In response to those early 2016 changes the California Transit Association (CTA) and MTC worked to develop a temporary legislative fix (SB 838 of 2016) to the problems created due to the SCO's changes.

As of this writing a comprehensive overhaul of the STA program (AB 1113) is under consideration by the state legislature as an urgency measure. AB 1113 would alter the list of eligible recipients of STA Revenue-Based funds as well as modify the revenue shares of existing recipients. While the potential approval of AB 1113 will not directly affect FY 2016-17 STA revenues, it may cause a delay in when the SCO is able to issue payments for the final quarter of FY 2016-17. Staff anticipates presenting a revision to the FY 2017-18 Fund Estimate reflecting the final FY 2016-17 STA revenue and distribution shares as well as updated FY 2017-18 distribution estimates (possibly reflecting AB 1113) at the Programming and Allocation Committee's September or October meeting (depending on the availability of data from the SCO).

Senate Bill 1 and State Transit Assistance: As noted in last month's allocations, Senate Bill (SB) 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. Staff anticipate presenting ideas and options for the use of these anticipated new Population-Based funds to the Commission for discussion in the fall, concurrent with the next FY 2017-18 Fund Estimate revision.

2) New Allocations to Transit Agencies

This month's proposed actions continue the annual allocation process of these funds for FY2017-18. Entities requesting TDA, STA, AB1107 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 \$1.0 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4268, Revised for TDA, STA and AB1107 funds) and the RM2 Operating Program (MTC Resolution 4278).

Transit Operator/ Claimant	TDA Resolution No. 4284	STA Resolution No. 4285	AB 1107 Resolution No. 4286	RM2 Op. Resolution No. 4279	Total
NVTA	8,176,369	-	-	-	8,176,369
SFMTA	48,265,864	31,943,432	42,420,000	2,500,000	125,129,296
Soltrans	7,944,606	-	-	-	7,944,606
Sonoma County	9,408,922	-	-	-	9,408,922
VTA	104,939,654	10,093,131	-	-	115,032,785
WCCTA	2,714,320	2,353,641	-	-	5,067,961
Total	181,449,735	44,390,204	42,420,000	2,500,000	270,759,939

Information regarding the operating budgets of the above operators is provided in Attachment A. As reported in June, most operators are seeing a reduction in ridership this fiscal year leading to a loss of farebox revenue. At the same time, the costs of labor and fringe benefits are increasing faster than inflation, particularly as pension and other post-employment benefit (e.g. health care) costs continue to increase rapidly. Particularly noteworthy is the case of San Francisco Muni – the largest transit operators in the region – where operating costs are forecast to increase by nearly 7% while hours of service will rise by less than 2%. On the other hand, a number of operators are increasing service to implement service redesigns that have been planned for some time.

Issues: With the exception of Sonoma County Transit, all operators expect costs to increase faster than inflation. The most significant budget increase (17%) is by Napa Valley Transportation Authority, primarily due to higher than anticipated purchased transportation costs from a new contract that began in late 2016.

By the end of FY2016-17, the seven largest seven transit operators are required to achieve a five percent cost reduction in one of three performance measures—Cost per Revenue Hour, Cost per Passenger or Cost per Passenger Mile—as approved in the Transit Sustainability Project (TSP). Staff will report on the progress of these operators toward achieving the reductions in Fall 2017; however, due to a one-year lag in data, the results for FY2016-17 will not be known until next summer.

Recommendation: Refer MTC Resolution Nos. 4268, Revised, 4279, Revised, 4284, Revised, 4285, Revised, and 4286 to the Commission for approval.

Attachments: Table 1 – TDA Revenue Summary
Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4268, Revised, 4279, Revised, 4284, Revised, 4285, Revised, and 4286

Table 1: TDA and AB 1107 Revenues (\$ millions)

County	FY 2015-16 Actual Revenue	A	B	C	FY 2016-17 Revenue Adjustment (C - A) - \$	FY 2016-17 Revenue Adjustment (C - A) - %
		FY 2016-17 Feb. 2016 Original Estimate	FY 2016-17 Feb. 2017 Revised Estimate	FY 2016-17 Actual Revenue		
Alameda	\$75.50	\$76.11	\$78.30	\$78.40	\$2.29	3.0%
Contra Costa	\$39.30	\$41.46	\$39.83	\$40.48	(\$0.98)	-2.4%
Marin	\$12.70	\$13.36	\$12.91	\$12.79	(\$0.58)	-4.3%
Napa	\$8.30	\$8.16	\$8.47	\$8.44	\$0.28	3.4%
San Francisco	\$47.10	\$50.72	\$49.81	\$48.38	(\$2.35)	-4.6%
San Mateo	\$39.00	\$39.21	\$40.52	\$39.84	\$0.63	1.6%
Santa Clara	\$104.70	\$108.77	\$107.88	\$104.62	(\$4.15)	-3.8%
Solano	\$17.60	\$17.77	\$18.51	\$18.33	\$0.55	3.1%
Sonoma	\$21.90	\$22.80	\$23.05	\$22.69	(\$0.11)	-0.5%
Total TDA	\$366.10	\$378.37	\$379.26	\$373.96	(\$4.41)	-1.2%
Total AB 1107	\$80.50	\$80.75	\$83.17	\$82.39	\$1.64	2.0%

Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
NVTA (transit only)	\$ 9,611,310	\$ 11,267,342	17.2%	0.4 %	\$ 7,634,692	67.8%	<ul style="list-style-type: none"> • In June 2016, NVTA adopted their first biennial budget. Compared to the original FY16-17 budget, the FY17-18 budget is only increasing 6.5%. However, the adjusted FY16-17 budget (shown on the left) is 9% under budget. Much of the budget request is based on conservative estimate from over a year ago. • Half of the budget increase is due to increased budget for purchased transportation. NVTA executed a new contract last year and costs have increased. The budget for this line item does include a contingency. • NVTA has conservatively budgeted for fuel which accounts for one-third of the budget increase. • An additional \$1.7 million in TDA will go to support NVTA's planning function.
SolTrans	\$ 13,607,467	\$ 14,480,000	6.4%	-5.5%	\$ 5,361,315	49.5%	<ul style="list-style-type: none"> • The drop in revenue vehicle hours is due to the discontinuation of the Route 200 that supplemented WETA's Vallejo Ferry service. Soltrans also lost funding support from WETA for this service and some overhead costs. Otherwise, revenue vehicle hours are expected to be the same. • Staff and benefit cost increases account for half of the budget and are increasing due to two new positions and potential increases in compensation for existing staff. • Fuel and utility increases account for 40% of the budget increase. SolTrans is budgeting conservatively due to a new CNG fueling facility that will begin operation. SolTrans received 6 CNG buses last fiscal year and will receive 4 more this fiscal year. These buses are used for intercity service.

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
Sonoma County	\$ 15,541,331	\$ 16,237,268	8.9%	7.2%	\$ 10,065,630	69.0%	<ul style="list-style-type: none"> • Sonoma County will provide shuttle service to SMART once the train begins operations. SMART is providing some support for shuttle service. • Paratransit revenue vehicle hours increased nearly 10% while serving only 3% more people.
SFMTA	\$801,262,222	\$856,233,280	6.9%	1.4%	\$123,018,574	14.4%	<ul style="list-style-type: none"> • SFMTA completed its MUNI Forward service expansion in FY 2016-17, the result of its Transit Effectiveness Project. Service increased 10% over several years, the largest service increase since the 1970's. • MUNI is implementing a service equity strategy to improve transit service in neighborhoods with a high percentage of households with low-income and people of color that builds on its Title VI work. • Budget includes continuation of free transit passes for low and moderate income youth, seniors and disabled. • MUNI reached an agreement to extend contracts with eight unions. Increases in labor and fringe account for 84% of the budget increase.

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Attachment A - Transit Operator Budget Summary

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
VTA	\$384,732,879	\$425,736,182	10.7%	6.4%	\$116,285,661	27.3%	<ul style="list-style-type: none"> VTA will implement a service redesign with a high frequency network as well as increased late night and weekend service. Overall, service will increase 6.4% and changes will occur in conjunction with BART to Berryessa opening (expected late 2017). A fare increase is planned in conjunction with the service change. Fares have not increased since 2009. There will be a decrease in youth fares and paratransit fares stay constant. Free VTA-VTA transfers will also be allowed for 90 minutes because the new service will necessitate more transfers. VTA will develop an Express Bus Service Plan to increase efficiencies and opportunities to utilize the HOV network.
WCCTA (WestCAT)	\$ 10,174,900	\$11,476,500	12.8%	8.7%	\$ 6,910,633	62.1%	<ul style="list-style-type: none"> WestCAT had to delay service increases planned for FY17 due to driver shortages. WestCat is increasing the variable hourly rate with its purchased transportation provider to attract drivers. Increases in the cost of purchased transportation account for 40% of the budget increase. Due to expanded service and cautious budgeting, increases to the budget for fuel and lubricants account for another 40% of the budget increase. WestCat will receive 3 double decker buses for Transbay service. Two of the buses received funding as part of the Bay Bridge Forward project.

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Date: February 22, 2017
W.I.: 1511
Referred by: PAC
Revised: 07/26/17-C

ABSTRACT

Resolution No. 4268, Revised

This resolution approves the FY 2017-18 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax, and transit-related bridge toll funds.

This resolution was revised on July 26, 2017 to reflect actual receipts for TDA and AB 1107 funds in FY 2016-17, the rescission actions that were necessary to match FY 2016-17 allocations to the actual revenue collected, and the allocations of additional revenue for FY 2016-17 per operators' requests.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheets dated February 8, 2017 and July 12, 2017.

Date: February 22, 2017
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4268

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2016-17 and FY 2017-18 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2017-18 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

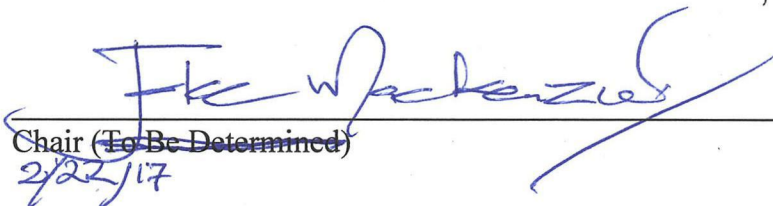
WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2017-18 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2017-18 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION


Chair (~~To Be Determined~~)
2/22/17

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

**FY 2017-18 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4268
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TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	FY2017-18	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	24,406,033	(81,109,775)	76,110,000	2,290,203	(2,781,634)	80,257,000	(3,210,280)	95,961,547
Contra Costa	17,925,509	(46,389,752)	41,463,827	(984,922)	(1,491,760)	41,139,992	(1,645,600)	50,017,295
Marin	382,195	(12,667,913)	13,362,830	(576,878)	(511,438)	12,876,410	(515,056)	12,350,149
Napa	7,745,862	(10,744,244)	8,160,000	281,427	(337,657)	8,638,000	(345,520)	13,397,867
San Francisco	865,201	(47,338,652)	50,724,425	(2,345,380)	(1,935,162)	51,303,002	(2,052,120)	49,221,314
San Mateo	7,360,969	(41,088,147)	39,205,837	630,355	(1,463,069)	40,772,410	(1,630,896)	43,787,459
Santa Clara	9,335,770	(109,861,592)	108,772,000	(4,149,517)	(3,709,787)	111,543,000	(4,461,720)	107,468,155
Solano	20,900,186	(22,230,804)	17,773,436	552,344	(733,031)	18,508,568	(740,343)	34,030,355
Sonoma	11,641,471	(26,173,578)	22,800,000	(106,577)	(863,072)	23,700,000	(948,000)	30,050,244
TOTAL	\$100,563,195	(\$397,604,457)	\$378,372,355	(\$4,408,948)	(\$13,826,610)	\$388,738,382	(\$15,549,535)	\$436,284,385

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

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2016	FY2015-17	FY2016-17	FY2017-18	FY2017-18
Fund Source	Balance (w/ interest) ¹	Outstanding Commitments ²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based	14,111,218	(80,536,781)	74,374,186	81,827,763	89,776,385
Population-Based	39,621,518	(31,973,065)	26,001,993	28,624,767	62,275,210
SUBTOTAL	53,732,736	(112,509,846)	100,376,179	110,452,530	152,051,595
AB1107 - BART District Tax (25% Share)	0	(82,394,156)	82,394,156	84,840,000	84,840,000
Bridge Toll Total					
AB 664 Bridge Revenues	41,247,076	(41,247,076)	23,600,000	37,600,000	37,600,000
MTC 2% Toll Revenue	4,998,856	(3,072,779)	1,450,000	1,450,000	4,826,076
5% State General Fund Revenue	11,314,489	(4,765,380)	3,243,001	3,275,431	13,067,541
SUBTOTAL	57,560,421	(49,085,235)	28,293,001	42,325,431	55,493,617
Low Carbon Transit Operations Program	12,955,000	0	12,955,000	28,111,649	28,111,649
TOTAL	\$124,248,157	(\$243,989,237)	\$224,018,336	\$265,729,609	\$320,496,860

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

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17 for TDA and AB 1107 and as of 1/31/17 for STA.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

Attachment A
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7/26/2017

FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	76,110,000			13. County Auditor Estimate	80,257,000		
2. Actual Revenue (June, 17)	78,400,203			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		2,290,203		14. MTC Administration (0.5% of Line 13)	401,285		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	401,285		
4. MTC Administration (0.5% of Line 3)	11,451			16. MTC Planning (3.0% of Line 13)	2,407,710		
5. County Administration (Up to 0.5% of Line 3) ¹	11,451			17. Total Charges (Lines 14+15+16)	3,210,280		
6. MTC Planning (3.0% of Line 3)	68,706			18. TDA Generations Less Charges (Lines 13-17)	77,046,720		
7. Total Charges (Lines 4+5+6)		91,608		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		2,552,969		19. Article 3.0 (2.0% of Line 18)	1,540,934		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	75,505,786		
9. Article 3 Adjustment (2.0% of line 8)	51,059			21. Article 4.5 (5.0% of Line 20)	3,775,289		
10. Funds Remaining (Lines 8-9)		2,501,910		22. TDA Article 4 (Lines 20-21)	71,730,497		
11. Article 4.5 Adjustment (5.0% of Line 10)	125,095						
12. Article 4 Adjustment (Lines 10-11)		2,376,815					

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,591,034	15,182	3,606,216	(3,683,537)	0	1,461,312	51,059	1,435,049	1,540,934	2,975,983
Article 4.5	109,556	209	109,765	(3,633,197)	0	3,580,214	125,095	181,877	3,775,289	3,957,166
SUBTOTAL	3,700,590	15,391	3,715,981	(7,316,734)	0	5,041,526	176,154	1,616,926	5,316,223	6,933,149
Article 4										
AC Transit										
District 1	1,329,580	6,403	1,335,983	(44,977,662)	0	43,864,335	1,532,654	1,755,310	46,448,401	48,203,711
District 2	355,533	1,579	357,111	(11,969,229)	0	11,669,120	407,728	464,731	12,201,287	12,666,018
BART ⁴	2,494	7,605	10,099	(84,324)	0	83,158	2,906	11,838	87,670	99,508
LAVTA	13,648,108	20,639	13,668,747	(13,344,621)	0	9,304,213	325,097	9,953,436	9,778,570	19,732,006
Union City	5,369,728	33,241	5,402,969	(3,594,454)	92,393	3,103,248	108,430	5,112,586	3,214,568	8,327,154
SUBTOTAL	20,705,443	69,466	20,774,909	(73,970,290)	92,393	68,024,074	2,376,815	17,297,901	71,730,497	89,028,398
GRAND TOTAL	\$24,406,033	\$84,857	\$24,490,889	(\$81,287,024)	\$92,393	\$73,065,600	\$2,552,969	\$18,914,827	\$77,046,720	\$95,961,547

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

2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

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7/26/2017

FY2016-17 TDA Revenue Estimate			FY2017-18 TDA Revenue Estimate		
FY2016-17 Generation Estimate Adjustment			FY2017-18 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 16)	41,463,827		13. County Auditor Estimate		41,139,992
2. Actual Revenue (June, 17)	40,478,905		FY2017-18 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(984,922)	14. MTC Administration (0.5% of Line 13)	205,700	
FY2016-17 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	205,700	
4. MTC Administration (0.5% of Line 3)	(4,925)		16. MTC Planning (3.0% of Line 13)	1,234,200	
5. County Administration (Up to 0.5% of Line 3) ¹	(4,925)		17. Total Charges (Lines 14+15+16)		1,645,600
6. MTC Planning (3.0% of Line 3)	(29,548)		18. TDA Generations Less Charges (Lines 13-17)		39,494,392
7. Total Charges (Lines 4+5+6)		(39,398)	FY2017-18 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(818,129)	19. Article 3.0 (2.0% of Line 18)	789,888	
FY2016-17 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		38,704,504
9. Article 3 Adjustment (2.0% of line 8)	(16,363)		21. Article 4.5 (5.0% of Line 20)	1,935,225	
10. Funds Remaining (Lines 8-9)		(801,766)	22. TDA Article 4 (Lines 20-21)		36,769,279
11. Article 4.5 Adjustment (5.0% of Line 10)	(40,088)				
12. Article 4 Adjustment (Lines 10-11)		(761,678)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,105,108	6,377	1,111,485	(1,845,970)	0	796,105	(16,363)	45,257	789,888	835,145
Article 4.5	87,406	937	88,342	(1,997,368)	0	1,950,458	(40,088)	1,344	1,935,225	1,936,569
SUBTOTAL	1,192,514	7,313	1,199,827	(3,843,338)	0	2,746,563	(56,451)	46,601	2,725,113	2,771,714
Article 4										
AC Transit										
District 1	26,017	71	26,088	(6,326,256)	0	6,436,688	(132,295)	4,225	6,424,133	6,428,358
BART ⁴	1,047	2	1,049	(257,468)	0	261,977	(5,384)	173	259,418	259,591
CCCTA	12,107,651	43,340	12,150,991	(24,468,077)	2,449,524	17,584,948	(361,428)	7,355,958	17,334,823	24,690,781
ECCTA	1,064,225	4,650	1,068,875	(11,344,502)	0	10,537,184	(216,574)	44,984	10,564,901	10,609,885
WCCTA	3,534,056	8,250	3,542,306	(2,663,262)	0	2,237,914	(45,996)	3,070,962	2,186,004	5,256,966
SUBTOTAL	16,732,996	56,313	16,789,309	(45,059,564)	2,449,524	37,058,711	(761,678)	10,476,302	36,769,279	47,245,581
GRAND TOTAL	\$17,925,509	\$63,626	\$17,989,136	(\$48,902,903)	\$2,449,524	\$39,805,274	(\$818,129)	\$10,522,903	\$39,494,392	\$50,017,295

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

2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

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FY2016-17 TDA Revenue Estimate					FY2017-18 TDA Revenue Estimate					
FY2016-17 Generation Estimate Adjustment					FY2017-18 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 16)			13,362,830		13. County Auditor Estimate				12,876,410	
2. Actual Revenue (June, 17)			12,785,952		FY2017-18 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				(576,878)	14. MTC Administration (0.5% of Line 13)				64,382	
FY2016-17 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				64,382	
4. MTC Administration (0.5% of Line 3)			(2,884)		16. MTC Planning (3.0% of Line 13)				386,292	
5. County Administration (Up to 0.5% of Line 3) ¹			(2,884)		17. Total Charges (Lines 14+15+16)				515,056	
6. MTC Planning (3.0% of Line 3)			(17,306)		18. TDA Generations Less Charges (Lines 13-17)				12,361,354	
7. Total Charges (Lines 4+5+6)				(23,074)	FY2017-18 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				(553,804)	19. Article 3.0 (2.0% of Line 18)				247,227	
FY2016-17 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				12,114,127	
9. Article 3 Adjustment (2.0% of line 8)			(11,076)		21. Article 4.5 (5.0% of Line 20)				0	
10. Funds Remaining (Lines 8-9)				(542,728)	22. TDA Article 4 (Lines 20-21)				12,114,127	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				(542,728)						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	382,568	1,471	384,040	(639,134)	0	256,566	(11,076)	(9,605)	247,227	237,622
Article 4.5										
SUBTOTAL	382,568	1,471	384,040	(639,134)	0	256,566	(11,076)	(9,605)	247,227	237,622
Article 4/8										
GGBHTD ³	0	0	0	(7,594,363)	0	7,931,518	(342,407)	(5,252)	7,507,125	7,501,873
Marin Transit ³	(373)	4,629	4,256	(4,440,516)	0	4,640,233	(200,321)	3,652	4,607,002	4,610,654
SUBTOTAL	(373)	4,629	4,256	(12,034,879)	0	12,571,751	(542,728)	(1,600)	12,114,127	12,112,527
GRAND TOTAL	\$382,195	\$6,100	\$388,295	(\$12,674,013)	\$0	\$12,828,317	(\$553,804)	(\$11,205)	\$12,361,354	\$12,350,149

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

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FY2016-17 TDA Revenue Estimate					FY2017-18 TDA Revenue Estimate					
FY2016-17 Generation Estimate Adjustment					FY2017-18 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 16)			8,160,000		13. County Auditor Estimate				8,638,000	
2. Actual Revenue (June, 17)			8,441,427		FY2017-18 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				281,427	14. MTC Administration (0.5% of Line 13)				43,190	
FY2016-17 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				43,190	
4. MTC Administration (0.5% of Line 3)			1,407		16. MTC Planning (3.0% of Line 13)				259,140	
5. County Administration (Up to 0.5% of Line 3) ¹			1,407		17. Total Charges (Lines 14+15+16)				345,520	
6. MTC Planning (3.0% of Line 3)			8,443		18. TDA Generations Less Charges (Lines 13-17)				8,292,480	
7. Total Charges (Lines 4+5+6)				11,257	FY2017-18 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				270,170	19. Article 3.0 (2.0% of Line 18)				165,850	
FY2016-17 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				8,126,630	
9. Article 3 Adjustment (2.0% of line 8)			5,403		21. Article 4.5 (5.0% of Line 20)				406,332	
10. Funds Remaining (Lines 8-9)				264,767	22. TDA Article 4 (Lines 20-21)				7,720,298	
11. Article 4.5 Adjustment (5.0% of Line 10)			13,238							
12. Article 4 Adjustment (Lines 10-11)				251,529						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	451,008	2,998	454,006	(580,358)	0	156,672	5,403	35,723	165,850	201,573
Article 4.5	46,282	372	46,654	(430,129)	0	383,846	13,238	13,609	406,332	419,941
SUBTOTAL	497,290	3,370	500,660	(1,010,487)	0	540,518	18,641	49,332	572,182	621,514
Article 4/8										
NVTA ³	7,248,572	52,882	7,301,455	(12,489,388)	2,699,378	7,293,082	251,529	5,056,055	7,720,298	12,776,353
SUBTOTAL	7,248,572	52,882	7,301,455	(12,489,388)	2,699,378	7,293,082	251,529	5,056,055	7,720,298	12,776,353
GRAND TOTAL	\$7,745,862	\$56,253	\$7,802,115	(\$13,499,875)	\$2,699,378	\$7,833,600	\$270,170	\$5,105,387	\$8,292,480	\$13,397,867

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	50,724,425			13. County Auditor Estimate	51,303,002		
2. Actual Revenue (June, 17)	48,379,045			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(2,345,380)		14. MTC Administration (0.5% of Line 13)	256,515		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	256,515		
4. MTC Administration (0.5% of Line 3)	(11,727)			16. MTC Planning (3.0% of Line 13)	1,539,090		
5. County Administration (Up to 0.5% of Line 3) ¹	(11,727)			17. Total Charges (Lines 14+15+16)	2,052,120		
6. MTC Planning (3.0% of Line 3)	(70,361)			18. TDA Generations Less Charges (Lines 13-17)	49,250,882		
7. Total Charges (Lines 4+5+6)		(93,815)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(2,251,565)		19. Article 3.0 (2.0% of Line 18)	985,018		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	48,265,864		
9. Article 3 Adjustment (2.0% of line 8)	(45,031)			21. Article 4.5 (5.0% of Line 20)	2,413,293		
10. Funds Remaining (Lines 8-9)		(2,206,534)		22. TDA Article 4 (Lines 20-21)	45,852,571		
11. Article 4.5 Adjustment (5.0% of Line 10)	(110,327)						
12. Article 4 Adjustment (Lines 10-11)		(2,096,207)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	863,224	16,271	879,495	(1,829,691)	0	973,909	(45,031)	(21,318)	985,018	963,700
Article 4.5	(61,305)	3	(61,302)	0	(2,217,564)	2,386,077	(110,327)	(3,116)	2,413,293	2,410,177
SUBTOTAL	801,919	16,274	818,193	(1,829,691)	(2,217,564)	3,359,986	(155,358)	(24,434)	3,398,311	3,373,877
Article 4										
SFMTA	63,282	778	64,060	(45,526,013)	2,217,564	45,335,462	(2,096,207)	(5,134)	45,852,571	45,847,437
SUBTOTAL	63,282	778	64,060	(45,526,013)	2,217,564	45,335,462	(2,096,207)	(5,134)	45,852,571	45,847,437
GRAND TOTAL	\$865,201	\$17,052	\$882,253	(\$47,355,704)	\$0	\$48,695,448	(\$2,251,565)	(\$29,568)	\$49,250,882	\$49,221,314

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	39,205,837			13. County Auditor Estimate	40,772,410		
2. Actual Revenue (June, 17)	39,836,192			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		630,355		14. MTC Administration (0.5% of Line 13)	203,862		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	203,862		
4. MTC Administration (0.5% of Line 3)	3,152			16. MTC Planning (3.0% of Line 13)	1,223,172		
5. County Administration (Up to 0.5% of Line 3) ¹	3,152			17. Total Charges (Lines 14+15+16)	1,630,896		
6. MTC Planning (3.0% of Line 3)	18,911			18. TDA Generations Less Charges (Lines 13-17)	39,141,514		
7. Total Charges (Lines 4+5+6)		25,215		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		735,519		19. Article 3.0 (2.0% of Line 18)	782,830		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	38,358,684		
9. Article 3 Adjustment (2.0% of line 8)	14,710			21. Article 4.5 (5.0% of Line 20)	1,917,934		
10. Funds Remaining (Lines 8-9)		720,809		22. TDA Article 4 (Lines 20-21)	36,440,750		
11. Article 4.5 Adjustment (5.0% of Line 10)	36,040						
12. Article 4 Adjustment (Lines 10-11)		684,769					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,386,381	30,249	2,416,630	(1,711,873)	0	752,752	14,710	1,472,219	782,830	2,255,049
Article 4.5	252,206	2,630	254,836	(1,844,243)	0	1,844,243	36,040	290,876	1,917,934	2,208,810
SUBTOTAL	2,638,587	32,879	2,671,466	(3,556,116)	0	2,596,995	50,750	1,763,095	2,700,764	4,463,859
Article 4										
SamTrans	4,722,382	44,699	4,767,081	(37,609,609)	0	35,040,609	684,769	2,882,850	36,440,750	39,323,600
SUBTOTAL	4,722,382	44,699	4,767,081	(37,609,609)	0	35,040,609	684,769	2,882,850	36,440,750	39,323,600
GRAND TOTAL	\$7,360,969	\$77,578	\$7,438,547	(\$41,165,725)	\$0	\$37,637,604	\$735,519	\$4,645,945	\$39,141,514	\$43,787,459

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	108,772,000			13. County Auditor Estimate	111,543,000		
2. Actual Revenue (June, 17)	104,622,483			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		-4,149,517		14. MTC Administration (0.5% of Line 13)	557,715		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	557,715		
4. MTC Administration (0.5% of Line 3)	(20,748)			16. MTC Planning (3.0% of Line 13)	3,346,290		
5. County Administration (Up to 0.5% of Line 3) ¹	(20,748)			17. Total Charges (Lines 14+15+16)	4,461,720		
6. MTC Planning (3.0% of Line 3)	(124,486)			18. TDA Generations Less Charges (Lines 13-17)	107,081,280		
7. Total Charges (Lines 4+5+6)		(165,982)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(3,508,423)		19. Article 3.0 (2.0% of Line 18)	2,141,626		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	104,939,654		
9. Article 3 Adjustment (2.0% of line 8)	(70,168)			21. Article 4.5 (5.0% of Line 20)	5,246,983		
10. Funds Remaining (Lines 8-9)		(3,438,255)		22. TDA Article 4 (Lines 20-21)	99,692,671		
11. Article 4.5 Adjustment (5.0% of Line 10)	(171,913)						
12. Article 4 Adjustment (Lines 10-11)		(3,266,342)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,797,885	45,210	5,843,096	(7,451,337)		2,088,422	(70,168)	410,013	2,141,626	2,551,639
Article 4.5	176,678	221	176,899	0	(5,122,777)	5,116,635	(171,913)	(1,156)	5,246,983	5,245,827
SUBTOTAL	5,974,563	45,431	6,019,995	(7,451,337)	(5,122,777)	7,205,057	(242,081)	408,857	7,388,609	7,797,466
Article 4										
VTA	3,361,206	18,268	3,379,474	(102,473,954)	5,122,777	97,216,063	(3,266,342)	(21,982)	99,692,671	99,670,689
SUBTOTAL	3,361,206	18,268	3,379,474	(102,473,954)	5,122,777	97,216,063	(3,266,342)	(21,982)	99,692,671	99,670,689
GRAND TOTAL	\$9,335,770	\$63,699	\$9,399,469	(\$109,925,291)	\$0	\$104,421,120	(\$3,508,423)	\$386,875	\$107,081,280	\$107,468,155

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

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FY2016-17 TDA Revenue Estimate			FY2017-18 TDA Revenue Estimate		
FY2016-17 Generation Estimate Adjustment			FY2017-18 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 16)	17,773,436		13. County Auditor Estimate		18,508,568
2. Actual Revenue (June, 17)	18,325,780		FY2017-18 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		552,344	14. MTC Administration (0.5% of Line 13)		92,543
FY2016-17 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		92,543
4. MTC Administration (0.5% of Line 3)	2,762		16. MTC Planning (3.0% of Line 13)		555,257
5. County Administration (Up to 0.5% of Line 3) ¹	2,762		17. Total Charges (Lines 14+15+16)		740,343
6. MTC Planning (3.0% of Line 3)	16,570		18. TDA Generations Less Charges (Lines 13-17)		17,768,225
7. Total Charges (Lines 4+5+6)		22,094	FY2017-18 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		530,250	19. Article 3.0 (2.0% of Line 18)		355,365
FY2016-17 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		17,412,860
9. Article 3 Adjustment (2.0% of line 8)	10,605		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		519,645	22. TDA Article 4 (Lines 20-21)		17,412,860
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		519,645			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4.5										
SUBTOTAL	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4/8										
Dixon	1,057,683	4,549	1,062,232	(501,795)	0	745,767	23,370	1,329,574	776,613	2,106,187
Fairfield	2,644,836	19,059	2,663,895	(6,121,099)	0	4,355,601	135,287	1,033,685	4,535,754	5,569,439
Rio Vista	409,992	2,440	412,432	(335,741)	0	318,930	9,756	405,377	332,122	737,499
Solano County	1,158,796	6,193	1,164,989	(638,406)	0	753,163	23,598	1,303,344	784,315	2,087,659
Suisun City	42,081	246	42,328	(1,166,611)	0	1,124,528	35,106	35,351	1,171,040	1,206,391
Vacaville	7,141,004	39,952	7,180,956	(3,147,211)	7,147	3,686,482	115,114	7,842,488	3,838,959	11,681,447
Vallejo/Benicia ⁴	7,990,922	29,989	8,020,911	(9,905,795)	0	5,736,777	177,413	4,029,305	5,974,057	10,003,362
SUBTOTAL	20,445,313	102,429	20,547,742	(21,816,658)	7,147	16,721,249	519,645	15,979,124	17,412,860	33,391,984
GRAND TOTAL	\$20,900,186	\$106,061	\$21,006,247	(\$22,344,012)	\$7,147	\$17,062,499	\$530,250	\$16,262,130	\$17,768,225	\$34,030,355

- Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
- Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	22,800,000			13. County Auditor Estimate	23,700,000		
2. Actual Revenue (June, 17)	22,693,423			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(106,577)		14. MTC Administration (0.5% of Line 13)	118,500		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	118,500		
4. MTC Administration (0.5% of Line 3)	(533)			16. MTC Planning (3.0% of Line 13)	711,000		
5. County Administration (Up to 0.5% of Line 3) ¹	(533)			17. Total Charges (Lines 14+15+16)	948,000		
6. MTC Planning (3.0% of Line 3)	(3,197)			18. TDA Generations Less Charges (Lines 13-17)	22,752,000		
7. Total Charges (Lines 4+5+6)		(4,263)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(57,649)		19. Article 3.0 (2.0% of Line 18)	455,040		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	22,296,960		
9. Article 3 Adjustment (2.0% of line 8)	(1,153)			21. Article 4.5 (5.0% of Line 20)	0		
10. Funds Remaining (Lines 8-9)		(56,496)		22. TDA Article 4 (Lines 20-21)	22,296,960		
11. Article 4.5 Adjustment (5.0% of Line 10)	0						
12. Article 4 Adjustment (Lines 10-11)		(56,496)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,216,538	13,773	1,230,311	(927,155)	0	437,760	(1,153)	739,763	455,040	1,194,803
Article 4.5										
SUBTOTAL	1,216,538	13,773	1,230,311	(927,155)	0	437,760	(1,153)	739,763	455,040	1,194,803
Article 4/8										
GGBHTD ⁴	11,501	8,338	19,839	(5,362,560)	0	5,362,560	(14,124)	5,715	5,574,240	5,579,955
Petaluma	1,142,790	11,536	1,154,326	(2,275,418)	149,530	1,830,846	(4,822)	854,461	1,910,014	2,764,475
Santa Rosa	3,312,501	15,151	3,327,652	(7,040,644)	0	5,610,668	(14,778)	1,882,899	5,852,331	7,735,230
Sonoma County/Healdsburg ⁵	5,958,140	41,565	5,999,705	(11,205,356)	397,663	8,646,166	(22,773)	3,815,406	8,960,375	12,775,781
SUBTOTAL	10,424,933	76,589	10,501,522	(25,883,979)	547,193	21,450,240	(56,496)	6,558,481	22,296,960	28,855,441
GRAND TOTAL	\$11,641,471	\$90,363	\$11,731,833	(\$26,811,134)	\$547,193	\$21,888,000	(\$57,649)	\$7,298,244	\$22,752,000	\$30,050,244

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
4. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.
5. Beginning in FY2012-13, the Healdsburg apportionment area is combined with Sonoma County.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2016-17 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Jan, 17)	\$74,330,208		4. Projected Carryover (Aug, 17)		\$7,948,622	
2. Actual Revenue (Aug, 17)			5. State Estimate (Jan, 17)		\$81,827,763	
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)		\$89,776,385	
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance	Outstanding	Revenue	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Estimate	Carryover ³	Estimate ⁴	Allocation
ACCMMA - Corresponding to ACE	246,494	(31,686)	186,347	401,155	205,018	606,173
Caltrain	500,891	(4,377,639)	3,877,168	420	4,265,650	4,266,070
CCCTA	57,376	(472,375)	438,211	23,211	482,118	505,329
City of Dixon	8,687	0	3,400	12,087	3,740	15,827
ECCTA	27,711	(162,443)	202,949	68,217	223,284	291,501
City of Fairfield	12,754	(100,000)	85,636	(1,610)	94,216	92,606
GGBHTD	2,104,772	(4,536,844)	3,432,072	1,000,000	3,775,956	4,775,956
City of Healdsburg	378	(1,136)	(744)	(1,502)	395	(1,107)
LAVTA	194,782	(198,154)	177,130	173,758	194,878	368,636
Marin Transit	1,101,772	(800,000)	639,229	941,001	703,278	1,644,279
NVTA	17,493	(48,095)	44,265	13,663	48,700	62,363
City of Petaluma	(7,565)	(2,265)	9,942	112	10,939	11,051
City of Rio Vista	4	0	530	534	860	1,394
SamTrans	(455,703)	(1,928,726)	2,384,429	(1)	2,623,342	2,623,341
City of Santa Rosa	132,488	(238,588)	97,323	(8,777)	107,075	98,298
Solano County Transit	30,923	(233,433)	199,935	(2,575)	219,967	217,392
Sonoma County Transit	49,626	(157,038)	105,377	(2,035)	115,935	113,900
City of Union City	2,877	(30,579)	29,967	2,265	32,969	35,234
VTA	(206,692)	(8,967,236)	9,173,929	0	10,093,131	10,093,131
VTA - Corresponding to ACE	78,180	(235,274)	199,485	42,391	219,473	261,864
WCCTA	32,463	(261,454)	229,652	661	252,662	253,323
WETA	4,969,063	0	943,358	5,912,421	1,037,880	6,950,301
SUBTOTAL	8,898,775	(22,782,965)	22,459,586	8,575,396	24,711,465	33,286,861
AC Transit	354,557	(7,917,266)	6,938,750	(623,960)	7,633,993	7,010,033
BART	447,681	(16,381,389)	15,941,572	7,864	17,538,873	17,546,737
SFMTA	4,410,205	(33,455,161)	29,034,278	(10,678)	31,943,432	31,932,754
SUBTOTAL	5,212,443	(57,753,816)	51,914,600	(626,774)	57,116,298	56,489,524
GRAND TOTAL	\$14,111,218	(\$80,536,781)	\$74,374,186	\$7,948,622	\$81,827,763	\$89,776,385

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Negative balances are due to accrual adjustments made by MTC Finance because of delayed STA revenue payments from the State Controller's Office.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.
3. Projected carryover as of 6/30/17 does not include interest accrued in FY2016-17.
4. FY2017-18 STA revenue generation based on the \$293.8 million in the Governor's FY2017-18 State Budget.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

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FY2016-17 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Jan, 17)	\$26,001,993		4. Projected Carryover (Aug, 17)	\$33,650,444		
2. Actual Revenue (Aug, 17)			5. State Estimate ⁴ (Jan, 17)	\$28,624,767		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$62,275,211		
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators						
Marin	39,591	(808,106)	771,875	3,360	850,744	854,104
Napa	21,349	(436,665)	417,132	1,816	459,753	461,569
Solano/Vallejo ⁵	4,407,653	484,079	1,256,220	6,147,952	1,384,578	7,532,530
Sonoma	75,410	(1,545,276)	1,476,292	6,425	1,627,136	1,633,561
CCCTA	74,742	(1,531,621)	1,463,248	6,369	1,612,760	1,619,129
ECCTA	45,233	(833,763)	883,867	95,337	974,179	1,069,516
LAVTA	688,319	(700,785)	604,691	592,225	666,477	1,258,702
Union City	191,330	(219,299)	211,689	183,720	233,319	417,039
WCCTA	9,979	(204,074)	194,945	850	214,864	215,714
SUBTOTAL	5,553,605	(5,795,510)	7,279,958	7,038,054	8,023,810	15,061,864
Regional Paratransit						
Alameda	40,912	(835,913)	799,343	4,342	881,019	885,361
Contra Costa	28,989	(494,113)	565,841	100,717	623,657	724,374
Marin	5,593	(114,294)	109,177	476	120,332	120,808
Napa	4,533	(92,689)	88,541	385	97,588	97,973
San Francisco	32,425	(663,879)	634,214	2,760	699,017	701,777
San Mateo	16,004	(327,341)	312,698	1,361	344,649	346,010
Santa Clara	45,837	(937,540)	895,602	3,899	987,113	991,012
Solano	727,050	295,785	244,506	1,267,341	269,489	1,536,830
Sonoma	17,891	(378,742)	350,216	(10,635)	386,000	375,365
SUBTOTAL	919,234	(3,548,726)	4,000,138	1,370,646	4,408,864	5,779,510
Lifeline ⁶						
Alameda	468,123	(717,476)	322,503	73,150		73,150
Contra Costa	1,350,941	(1,075,499)	(148,729)	126,713		126,713
Marin	498,296	(502,218)	3,133	(789)		(789)
Napa	80,809	(123,960)	43,083	(68)		(68)
San Francisco	536,481	2,127,122	146,948	2,810,551		2,810,551
San Mateo	2,652,943	(2,169,130)	(187,741)	296,072		296,072
Santa Clara	5,029,580	0	183,823	5,213,403		5,213,403
Solano	805,283	(605,197)	(108,415)	91,671		91,671
Sonoma	2,063,567	(1,450,822)	8,233	620,978		620,978
MTC Mean-Based Discount Project	759,948	(46,750)	(11,860)	701,338		701,338
JARC Funding Restoration ⁷	550,842	(68,000)	0	482,842		482,842
Lifeline Reserve for Cycle 5	0	0	7,243,384	7,243,384	8,260,121	15,503,505
SUBTOTAL	14,796,815	(4,631,930)	7,494,362	17,659,245	8,260,121	25,919,366
MTC Regional Coordination Program ⁸	17,650,156	(17,667,915)	6,894,202	6,876,444	7,598,638	14,475,082
BART to Warm Springs	328,985	(328,985)	0	0	0	0
eBART	0	0	0	0	0	0
Transit Emergency Service Contingency Fund ⁹	333,729	0	333,333	667,062	333,333	1,000,395
SamTrans	38,993	0	0	38,993	0	38,993
GRAND TOTAL	\$39,621,518	(\$31,973,065)	\$26,001,993	\$33,650,444	\$28,624,767	\$62,275,211

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.

3. The projected carryover as of 6/30/2017 does not include interest accrued in FY 2016-17.

4. FY2017-18 STA revenue generation based on the \$293.8 million in the Governor's FY2017-18 State Budget.

5. Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.

6. Lifeline Cycle 4 concluded in FY 2015-16, however due to lower than expected revenue funds in FY 2016-17 are being used to finish out Cycle 4. Unused FY 2016-17 funds and all FY 2017-18 funds are held in reserve for Lifeline Cycle 5.

7. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.

8. Committed to Clipper® and other MTC Customer Service projects.

9. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program. Column G includes expected interest earned.

FY 2017-18 FUND ESTIMATE
BRIDGE TOLLS^{1,2}

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Fund Source	Balance³	Outstanding Commitments⁴	Programming Amount⁵	Projected Carryover	Programming Amount⁵	Available for Allocation
AB 664 Bridge Revenues						
70% East Bay	9,272,567	(9,272,567)	1,600,000	1,600,000	17,600,000	19,200,000
30% West Bay	31,974,508	(31,974,508)	22,000,000	22,000,000	20,000,000	42,000,000
SUBTOTAL	41,247,076	(41,247,076)	23,600,000	23,600,000	37,600,000	37,600,000
MTC 2% Toll Revenues						
Ferry Capital	4,164,209	(2,490,803)	1,000,000	2,673,406	1,000,000	3,673,406
ABAG Bay Trail	97,281	(547,281)	450,000	0	450,000	450,000
Studies	737,366	(34,695)	0	702,670	0	702,670
SUBTOTAL	4,998,856	(3,072,779)	1,450,000	3,376,076	1,450,000	4,826,076
5% State General Fund Revenues						
Ferry	11,314,489	(4,500,000)	2,977,621	9,792,110	3,002,010	12,794,120
ABAG Bay Trail	0	(265,380)	265,380	0	273,421	273,421
SUBTOTAL	11,314,489	(4,765,380)	3,243,001	9,792,110	3,275,431	13,067,541

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.

2. RM1 90% Rail Extension allocation is made through MTC Resolutions 3833 and 3915.

3. Balance as of 6/30/16 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

4. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.

5. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

FY 2017-18 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2016-17 AB1107 Revenue Estimate		FY2017-18 AB1107 Estimate	
1. Original MTC Estimate (Feb, 16)	\$80,749,839	4. Projected Carryover (Feb, 17)	\$0
2. Actual Revenue (June, 17)	\$82,394,156	5. MTC Estimate (Feb, 17)	\$84,840,000
3. Revenue Adjustment (Lines 2-1)	\$1,644,317	6. Total Funds Available (Lines 4+5)	\$84,840,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2016	FY2015-17	6/30/2016	FY2015-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(41,197,078)	40,374,920	822,158	0	42,420,000	42,420,000
SFMTA	0	0	0	(41,197,078)	40,374,920	822,158	0	42,420,000	42,420,000
TOTAL	\$0	\$0	\$0	(\$82,394,156)	\$80,749,839	\$1,644,316	\$0	\$84,840,000	\$84,840,000

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17. FY 2016-17 interest payments from the State of CA will be allocated to AC Transit and SFMTA and will increase the outstanding commitment.

**FY 2017-18 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
Total Available	\$3,957,166	\$885,361	\$1,936,569	\$724,374
AC Transit	\$3,617,066	\$803,062	\$586,383	\$306,433
LAVTA	\$134,616	\$56,773		
Pleasanton	\$72,501			
Union City	\$132,984	\$25,526		
CCCTA			\$800,163	\$270,946
ECCTA			\$422,557	\$103,817
WCCTA			\$127,470	\$43,179
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2017-18			
CCCTA	\$807,314			
LAVTA	\$691,187			
ECCTA	\$2,624,596			
WCCTA	\$2,747,732			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$17,538,873	
STA Revenue-Based	BART	AC Transit	(416,745)	Fare Coordination Set-Aside ²
STA Revenue-Based	BART	CCCTA	(807,314)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(591,679)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,624,596)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,488,141)	BART Feeder Bus
Total Payment			(6,928,474)	
Remaining BART STA Revenue-Based Funds			\$10,610,399	
Total Available BART TDA Article 4 Funds			\$359,099	
TDA Article 4	BART-Alameda	LAVTA	(99,508)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(259,591)	BART Feeder Bus
Total Payment			(359,099)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$2,623,342	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$1,822,318	
Total Available Union City TDA Article 4 Funds			\$8,327,154	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$8,210,455	

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

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments. This amount represents the actual set-aside for FY 2017-18.

**FY 2017-18 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-16	MTC Res-3833	MTC Res-3925	FY2017-18
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs ¹	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

1. BART to Warm Springs remaining commitment of \$2,691,476 proposed to be retired through Resolution No. 4268 due to the upcoming opening of the project and the lack of STA Spillover revenues.

FY 2017-18 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

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FY2016-17 LCTOP Revenue Estimate¹		FY2017-18 LCTOP Revenue Estimate²	
1. Statewide Appropriation (Dec, 16)	\$34,500,000	5. Estimated Statewide Appropriation (Jan, 17)	\$74,774,000
2. MTC Region Revenue-Based Funding	\$9,609,000	6. Estimated MTC Region Revenue-Based Funding	\$20,826,262
3. MTC Region Population-Based Funding	\$3,346,000	7. Estimated MTC Region Population-Based Funding	\$7,285,387
4. Total MTC Region Funds	\$12,955,000	8. Estimated Total MTC Region Funds	\$28,111,649

1. The FY 2016-17 LCTOP revenue generation based on FY 2016-17 Cap and Trade auction proceeds. As of January 2017 Caltrans and the State Controller's Office have yet to release detailed FY 2016-17 funding information.

2. The FY 2017-18 LCTOP revenue generation based on the \$74.78 million estimated in the FY 2017-18 State Budget.

Date: June 28, 2017
W.I.: 1255
Referred by: PAC
Revised: 07/26/17-C

ABSTRACT

Resolution No. 4279, Revised

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).

This resolution was revised on July 26, 2017 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA),

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017 and July 12, 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



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
Revised: 07/26/17-C

Attachment A
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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.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement	Org Key
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
SFMTA	Metro 3rd Street Extension	2,500,000	03	07/26/17	8	n.a.	801851100
Total		22,000,000					

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 07/26/17-C

ABSTRACT

Resolution No. 4284, Revised

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.

This resolution was revised on July 26, 2017 to allocate funds to Napa Valley Transportation Authority, San Francisco Municipal Transportation Agency (SFMTA), SolTrans, Sonoma County Transit, Santa Clara Valley Transportation Authority (VTA), and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017 and July 12, 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

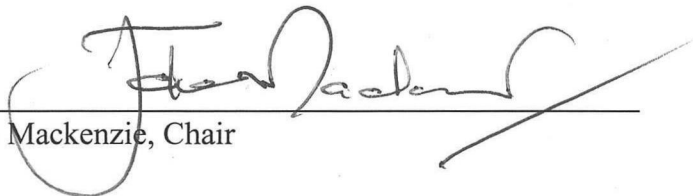
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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



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.

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.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5802 - 99260A Transit - Operations						
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
SFMTA	Transit Operations	2,413,293	05	07/26/17	San Francisco Cou	1
SFMTA	Transit Operations	45,852,571	06	07/26/17	SFMTA	
WCCTA	Transit Operations	2,714,320	07	07/26/17	WCCTA	
SolTrans	Transit Operations	4,919,435	08	07/26/17	Vallejo/Benicia	2
Sonoma County	Transit Operations	6,985,631	09	07/26/17	Sonoma County	
Sonoma County	Transit Operations	207,476	09	07/26/17	Petaluma	
VTA	Transit Operations	99,692,671	10	07/26/17	VTA	
VTA	Transit Operations	5,246,983	11	07/26/17	Santa Clara Count	1
NVTA	Transit Operations	4,530,669	12	07/26/17	NVTA	
	Subtotal	213,635,053				
5803 - 99260A Transit - Capital						
LAVTA	Transit Capital	4,072,282	05	06/28/17	LAVTA	
Vacaville	Transit Capital	1,329,000	06	06/28/17	Vacaville	1
Soltrans	Transit Capital	3,025,171	13	07/26/17	Vallejo/Benicia	
NVTA	Transit Capital	1,919,000	14	07/26/17	NVTA	
	Subtotal	10,345,453				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operating	2,174,320	15	07/26/17	Sonoma County	
Sonoma County	Transit Operating	41,495	15	07/26/17	Petaluma	
	Subtotal	2,215,815				
5812 - 99400D Planning & Admin - Operating						
NVTA	Planning and Administration	1,726,700	16	07/26/17	NVTA	
	Subtotal	1,726,700				
	TOTAL	227,923,021				

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
Revised: 07/26/17-C

ABSTRACT

Resolution No. 4285, Revised

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.

This resolution was revised on July 26, 2017 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA), Santa Clara Valley Transportation Authority (VTA), and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017 and July 12, 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



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
Revised: 7/26/17-C

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
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	1,612,760	01	06/28/17	CCCTA
ECCTA	Transit Operations	1,069,516	02	06/28/17	ECCTA
	Subtotal	2,682,276			
5820 - 6730A Operating Costs - Revenue-based					
ECCTA	Transit Operations	2,624,596	03	06/28/17	BART
WCCTA	Transit Operations	2,353,641	04	07/26/17	BART
SFMTA	Transit Operations	31,943,432	05	07/26/17	SFMTA
VTA	Transit Operations	10,093,131	06	07/26/17	VTA
	Subtotal	47,014,800			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	11,080,700	04	06/28/17	MTC
	Subtotal	11,080,700			
	TOTAL	60,777,776			

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.

Date: July 26, 2017
WI: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4286

This resolution approves the allocation of fiscal year 2017-18 AB 1107 half-cent sales tax funds to San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 12, 2017.

Date: July 26, 2017
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4286

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, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as “AB 1107” funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency (“SFMTA”) and to the Alameda-Contra Costa Transit District (“AC Transit”), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2017-18 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; 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 SFMTA and/or AC Transit, 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 findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its 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 finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

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 July 26, 2017.

Date: July 26, 2017
Referred by: PAC

Attachment A
MTC Resolution No. 4286
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2017-18

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 15-16	FY 17-18			
SFMTA	Transit Operations	84.9%	85.1%	50% of deposits to MTC's AB 1107 account.	1	07/26/17

Date: July 26, 2017
Referred by: PAC

Attachment B
Resolution No. 4286
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2017-18
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

	<i>SFMTA</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2015-16 and included in the proposed FY 2017-18 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2719	Version:	1	Name:	
Type:	Resolution	Status:		Status:	State
File created:	6/20/2017	In control:		In control:	Programming and Allocations Committee
On agenda:	7/12/2017	Final action:		Final action:	
Title:	MTC Resolution No. 4218, Revised. Revision of the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines.				
	Senate Bill 1 provides an additional \$16 million for programming to the Regional ATP, available in FY 2017-18 and FY 2018-19. The proposed guidelines revision addresses issues specific to this funding augmentation, and to be consistent with the state's 2017 ATP Augmentation Guidelines.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a Reso-4218 ATP Guidelines.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4218, Revised. Revision of the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines.

Senate Bill 1 provides an additional \$16 million for programming to the Regional ATP, available in FY 2017-18 and FY 2018-19. The proposed guidelines revision addresses issues specific to this funding augmentation, and to be consistent with the state's 2017 ATP Augmentation Guidelines.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 12, 2017

Agenda Item 4a

Resolution No. 4218, Revised

Subject:	Revision to the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines
Background:	<p>In January 2017, MTC approved the program of projects for the regional Cycle 3 Active Transportation Program, which covers FY 2019-20 and FY 2020-21. In April 2017, the Governor signed Senate Bill 1 (SB 1) into law, providing \$100 million annually in additional revenue to the ATP starting in FY 2017-18.</p> <p>On June 28, 2017, the California Transportation Commission (CTC) approved revised statewide guidelines for the 2017 ATP funding augmentation. The augmentation to the Cycle 3 ATP totals roughly \$200 million and covers FY 2017-18 and FY 2018-19. MTC expects an additional \$16 million be available for programming in the Regional ATP in those two earlier years. Under the revised CTC guidelines, CTC and MTC would advance projects selected in ATP Cycle 3 (which covered the two later years FY 2019-20 and FY 2020-21), and award augmented funding to projects not selected in ATP Cycle 3. A new application and scoring process is not necessary, unless there are insufficient high-scoring projects to use the additional funds.</p> <p>Staff proposes to revise MTC's Regional ATP Guidelines to acknowledge the additional SB 1 funds and to align MTC's Guidelines with CTC's ATP Augmentation Guidelines. Note that the current MTC ATP Guidelines includes a 20% target for projects requesting \$1 million or less. MTC's Guidelines also stipulate that if the 20% target is not met based on score order, projects requesting \$1 million and under which score five or fewer points under the lowest scoring funded project may be added to the Program in order to meet the target.</p> <p>Staff is already working with Cycle 3 sponsors to examine opportunities to advance programming to the earlier two years. Staff will return to this Committee in September with recommendations for programming projects as part of the ATP augmentation, via revision to MTC Resolution No. 4218. MTC's augmentation program of projects is due to CTC on October 19, 2017.</p>
Issues:	If MTC staff determine there are insufficient high-scoring projects to fully utilize the ATP augmentation funds, MTC may need to hold a supplemental call for projects. Should this be necessary, staff will update this Committee in September.
Recommendation:	1) Refer MTC Resolution No. 4218, Revised to the Commission for approval; 2) direct staff to submit a letter to the California Transportation Commission, describing MTC's proposed programming methodology; and 3) authorize a call for projects consistent with the revised guidelines if necessary.
Attachments:	MTC Resolution No. 4218, Revised, Attachment A

Date: February 24, 2016
W.I.: 1515
Referred by: PAC
Revised: 05/25/16-ED
01/25/17-C
07/26/17-C

ABSTRACT

Resolution No. 4218, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 3 Guidelines and Program of Projects for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – Regional Active Transportation Program of Projects

This resolution was revised via Executive Director Authority on May 25, 2016 to update the funding targets identified in Attachment A, Appendix A-2, to reflect the adopted 2017 Active Transportation Program Fund Estimate adopted by the California Transportation Commission on May 18, 2016.

This resolution was amended via Commission Action on January 25, 2017 to include Attachment B, Regional Active Transportation Program of Projects, and to update various appendices in Attachment A, Guidelines: Policies, Procedures, and Project Selection Criteria.

This resolution was amended via Commission Action on July 26, 2017 to update Attachment A, Guidelines: Policies, Procedures, and Project Selection Criteria to reflect the funding augmentation resulting from the passage of Senate Bill 1 (2017).

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 10, 2016, January 11, 2017, and July 12, 2017.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 3 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4218

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 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/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other 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 February 24, 2016.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC
Revised: 07/26/17-C

Attachment A
Resolution No. 4218
Page 1 of 14

2017 Regional Active Transportation Program (ATP)

Cycle 3

Guidelines

February 24, 2016
Revised: July 26, 2017

MTC Resolution No. 4218 Attachment A

Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>

Date: February 24, 2016
W.I.: 1515
Referred by: PAC
Revised: 07/26/17-C

Attachment A
Resolution No. 4218
Page 2 of 14

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Guidelines
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2017 Regional Active Transportation Program Cycle 3 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 3 ATP, approved on March 17, 2016. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided the regional guidelines are approved by CTC.

This document serves as MTC’s Cycle 3 Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 24, 2016, for final consideration by the CTC in March 2016.

2017 ATP Augmentation

In April 2017, the Governor signed Senate Bill 1 into law, increasing the revenue to the Active Transportation Program by \$100 million statewide starting in FY 2017-18. CTC approved guidelines for this new funding, the 2017 ATP Augmentation, on June 28, 2017. CTC’s revised guidelines allows projects selected in ATP Cycle 3 (which covered FY 2019-20 and FY 2020-21) to advance to the two earlier years of FY 2017-18 and FY 2018-19, and to award funds to projects not selected in Cycle 3 based on score order. A supplemental call for projects for new applications and scoring is not necessary unless MTC determines there are not enough high-scoring projects to fully utilize the ATP Augmentation funding. Otherwise, MTC’s intent is to use the existing Cycle 3 Regional Scores to determine funding priority.

Development Principles

The following principles will frame the development of MTC’s Regional ATP.

As revised on July 26, 2017

- MTC will work with CTC staff, Caltrans, Congestion Management Agencies (CMAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CMAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines were adopted on March 17, 2016, and are available at: <http://www.catc.ca.gov/programs/ATP.htm>. CTC subsequently adopted the ATP Augmentation Guidelines on June 28, 2017. The most current CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

Development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 3 of ATP funding (FY 2019-20 and FY 2020-21), consistent with the ATP Fund Estimate approved by the CTC on March 17, 2016. Appendix A-2 also includes MTC regional shares for the ATP Augmentation funding (FY 2017-18 and FY 2018-19), consistent with the ATP Fund Estimate approved by the CTC on June 28, 2017. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP prior to seeking a CTC allocation. Selected projects must complete and submit a Fund

As revised on July 26, 2017

Management System (FMS) application by May 1, 2017 (January 1, 2018 for ATP Augmentation projects) in order to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed prior to the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program, and has additional evaluation and screening criteria. Further information on these changes, as well as instructions on the application process are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC. In order to be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

MTC elects to use the existing Cycle 3 Regional Scores to determine funding priority for the ATP Augmentation. A supplemental call for projects for new applications and scoring is not necessary unless MTC determines there are not enough high-scoring projects to fully utilize the ATP Augmentation funding.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Communities of Concern". MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. For the purposes of meeting the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's COC definition.

MTC's Communities of Concern are defined as those census tracts that have concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

As revised on July 26, 2017

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region's population is located in Communities of Concern. MTC's Communities of Concern definition of Disadvantaged Communities meets the State's legislative intent, and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area* Equity Analysis Report and associated Appendix, available online at: http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report.pdf and http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report-Appendices.pdf. Information regarding the 2016 update is available online at: <https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online map is not yet available; however, a list of census tracts is available upon request from MTC staff.

Community-Based Transportation Plans (CBTPs)

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CMAs and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding and implementation discussions.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. The remaining 40% of the statewide scoring value will be awarded for projects identified in an approved Community-Based Transportation Plan (CBTP). Proof of CBTP consistency will be provided by the applicant in the supplemental regional application.

3. Establish a Target for Project Funding Requests \$1 million and Under

MTC elects to establish a target of 20% of rATP funds for project requests of \$1 million and under. The goal of the target is to encourage smaller project applications throughout the region. If the 20% target is not met based on score order, projects requesting \$1 million and under which score five or fewer points under the lowest scoring funded project may be added to the Program in order to meet the target.

Project requests over \$1 million must meet federal requirements and receive federal funds, while project requests \$1 million and will be prioritized for state-only funding. Exceptions may be granted on a case-by-case basis, subject to the federal/state funding availability identified in Appendix A-2.

4. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP projects. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 3 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

As revised on July 26, 2017

Application Process

Project Application

Upon CTC concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy (via CD/DVD, portable hard drive, or USB thumb drive) must be physically received by MTC or postmarked no later than June 15, 2016 in order to be considered. Sponsors requesting ATP Augmentation funds must submit an authorization letter, an updated Project Programming Request (PPR) form, and supporting information, to MTC by August 1, 2017.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for design and right of way, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier, shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1 of the programmed fiscal year, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with additional criteria for the Regional Active Transportation Program. The additional criteria are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 5 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area*. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area's* Healthy and Safe goals of reduction of particulate matter, collision reduction and encouragement of active transport
 - Consistency with MTC's Safe Routes to School Program
 - Bay Trail build-out

As revised on July 26, 2017

- Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
- **Completion of Approved Environmental Document. (0 or 3 points)**

While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:

 - Photocopy of the approved environmental document cover and executive summary;
 - Link to the approved environmental document available online;
 - Full soft copy of the environmental document provided on the electronic copy of the application (CD/DVD/USB drive);
 - Documentation from Caltrans regarding environmental approval; and/or
 - Other Council/Board action, such as resolutions and/or Planning Department approval of environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA or NEPA requirements to receive ATP funding.

- **Consistency with OBAG Complete Streets Policy. (0 or 2 points)**

Complete Streets are an essential part of promoting active transportation. To that end, additional points will be awarded to ATP project sponsors that supply documentation that the jurisdiction(s) in which the project is located meets the One Bay Area Grant (OBAG) Complete Streets Policy by June 1, 2016. The policy may be met by the jurisdiction either having updated the General Plan after January 1, 2010 to be consistent with the Complete Streets Act of 2008, or adopting a complete streets policy resolution incorporating MTC's complete streets requirements. For further information regarding MTC's One Bay Area Grant (OBAG) Complete Streets Policy, refer to the OBAG 2 website at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

A sample complete streets policy resolution is available at:

http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 points)**

Following the application due date, MTC will share the received applications with the County Congestion Management Agencies (CMAs) or Countywide Transportation Planning Agency (collectively referred to as "CMAs"). The CMAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CMAs will provide MTC a list of projects determined to

As revised on July 26, 2017

be inconsistent with countywide plans and/or goals no later than October 1, 2016.

Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.

- **Deliverability Determination. (0 or -5 points)**

The regional program evaluation committee, in consultation with MTC staff, will review each application's project delivery schedule for ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the two programming years of Cycle 3 (FY 2019-20 and 2020-21) shall receive a 5 point penalty. Projects that are deemed able to allocate within the two programming years of Cycle 3 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2017 (January 1, 2018 for projects selected through the ATP Augmentation). For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>. Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3
Appendix A-1: ATP Development Schedule (Subject to Change)
July 26, 2017

January 2016	CTC releases draft ATP Guidelines
January-February 2016	Draft Regional ATP Guidelines presented to Working Groups
February 10, 2016	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
February 24, 2016	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 17, 2016	CTC scheduled adoption of State ATP Guidelines CTC scheduled approval of MTC's Regional ATP Guidelines
March 30, 2016	CTC scheduled release of ATP Call for Projects for Statewide Competitive Program MTC scheduled release of ATP Call for Projects for Regional Program
June 15, 2016	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
October 28, 2016	CTC releases staff recommendation for ATP Statewide Competitive Program
December 7, 2016	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
December 21, 2016	MTC releases staff recommendation for ATP Regional Program
January 2017	Working Group discussions of staff recommendations
January 11, 2017	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 25, 2017	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
March 15-16, 2017	CTC Approval of ATP Regional Program
April 1, 2017	TIP Amendment Deadline: Successful ATP project sponsors to submit 2017 TIP Amendment, including Resolution of Local Support
May 24, 2017	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
June 28, 2017	CTC presentation, hearing, and adoption of 2017 Statewide ATP Augmentation Guidelines (CTC Meeting – Sacramento)
June 30, 2017	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP
June 30, 2017	Statewide ATP Augmentation Call for Projects
July 12, 2017	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Augmentation Guideline Revisions
July 26, 2017	MTC Commission adoption of Regional ATP Augmentation Guideline Revisions MTC submits Augmentation Methodology Letter to CTC

July-August 2017	MTC Regional ATP Augmentation Request for Re-Submittals (Due: August 1)
August 1, 2017	Statewide ATP Augmentation Project submittals to CTC (postmark date)
August 7, 2017	MTC Regional ATP Augmentation Call for Projects – <i>if necessary</i>
August 31, 2017	Project submittals due to MTC for Regional ATP Augmentation – <i>if necessary</i>
August 31, 2017	CTC staff recommendation for Statewide and Small Urban & Rural Components posted
September 8, 2017	MTC staff recommendations for Regional ATP Augmentation posted
September 13, 2017	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final Regional ATP Augmentation Program
September 27, 2017	ATP Regional Augmentation Program Adoption: MTC Commission scheduled approval of ATP regional augmentation program and transmittal to CTC for consideration
October 19, 2017	MTC submits project programming recommendations and authorization letter to Commission
October 18-19, 2017	ATP Statewide Augmentation Program Adoption: CTC adopts statewide program
December 6-7, 2017	CTC Approval of ATP Regional Augmentation Program
January 1, 2018	TIP Amendment Deadline: Successful ATP Augmentation project sponsors to submit 2017 TIP Amendment, including Resolution of Local Support
March 1, 2018	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2017-18
June 30, 2018	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2017-18
November 1, 2018	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2018-19
January 31, 2019	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2018-19
November 1, 2019	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2019-20
January 31, 2020	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2019-20
November 1, 2020	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2020-21
January 31, 2021	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2020-21

Shaded Area – Actions by State, CTC or Caltrans

Metropolitan Transportation Commission (MTC) 2017 Regional Active Transportation Program (ATP) Cycle 3

Appendix A-2: MTC ATP Regional Share Targets

Original Program - FY 2019-20 and FY 2020-21

ATP Regional Share

All numbers in thousands

Fund Source	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Total
Federal STBG (TAP)			\$6,174	\$5,506	\$11,680
Federal Other			\$1,915	\$1,915	\$3,830
State			\$3,753	\$2,908	\$6,661
Total ATP Regional Share			\$11,842	\$10,329	\$22,171

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Total
25% - Benefiting Disadvantaged Communities			\$2,767	\$2,582	\$5,349
75% - Anywhere in the Region			\$9,075	\$7,747	\$16,822
Total ATP Regional Share			\$11,842	\$10,329	\$22,171

Augmentation Program - FY 2017-18 and FY 2018-19

ATP Regional Augmentation Share

All numbers in thousands

Fund Source	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Total
State: Road Maintenance & Rehabilitation Program	\$8,045	\$8,046			\$16,091
Total ATP Regional Augmentation Share	\$8,045	\$8,046			\$16,091

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Total
25% - Benefiting Disadvantaged Communities	\$2,011	\$2,012			\$4,023
75% - Anywhere in the Region	\$6,034	\$6,034			\$12,068
Total ATP Regional Augmentation Share	\$8,045	\$8,046			\$16,091

Total Regional ATP Cycle 3 (FY 2017-18 through FY 2020-21)

ATP Regional Share - Total

All numbers in thousands

Fund Source	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Total
All Fund Sources	\$8,045	\$8,046	\$11,842	\$10,329	\$38,262
Total ATP Regional Augmentation Share	\$8,045	\$8,046	\$11,842	\$10,329	\$38,262

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board*
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iii. OBAG Complete Streets Policy compliance
 - iv. Community-Based Transportation Plan evidence
3. Project Programming Request (PPR) form*
 - a. Available at: http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects2_5_5_14.xls
4. Complete Streets Checklist
 - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2017 (January 1, 2018 for ATP Augmentation projects).

* Updated items 1 and 3 are required for ATP Augmentation supplemental application.

Attachment B
Metropolitan Transportation Commission
2017 Active Transportation Program (ATP)
Cycle 3
FY 2019-20 through FY 2020-21
Regional ATP Cycle 3 List of Projects
January 2017

MTC Resolution No. 4218
Attachment B
Adopted: 02/24/16-C
Revised: 05/25/16-ED
01/25/17-C

Regional ATP Cycle 3 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	Alameda County PWA	Active Oakland Comprehensive SRTS Program	\$ 977,000
Alameda	Alameda County PWA	Fairview Elementary School SRTS	\$ 542,000
Alameda	Alameda County PWA	Somerset Ave School Corridor SRTS	\$ 330,000
Alameda	Alameda County PWA	Lewelling Blvd SRTS	\$ 400,000
Alameda	Berkeley	SRTS Improvements - John Muir Elementary	\$ 270,000
Alameda	Emeryville	Bike/Ped Greenway Safety & Connectivity Imp. Project	\$ 265,000
Contra Costa	Contra Costa County PW	Fred Jackson Way First Mile/ Last Mile Connection	\$ 3,298,000
Contra Costa	Contra Costa County PW	Pacheco Blvd Sidewalk Gap Closure Phase 3	\$ 619,000
Marin	San Rafael	Francisco Blvd East Ave Bridge Bike Ped Connectivity	\$ 4,025,000
Napa	City of Napa	SR 29 Bike/Ped Undercrossing	\$ 531,000
San Francisco	SFMTA	Powell Street Safety Project	\$ 4,400,000
San Mateo	Woodside	Woodside ES Student Pathway Ph. 3	\$ 528,000
Solano	Suisun City	McCoy Creek Trail	\$ 1,770,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure	\$ 4,216,000
TOTAL:			\$22,171,000

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Regional ATP Cycle 3 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Solano	Suisun City	McCoy Creek Trail *Remaining Amount*	\$2,367,000
San Francisco	SFMTA	Vision Zero SF Safer Intersections	\$2,002,000
Contra Costa	Concord	Downtown Corridors Bike/Ped Improvement	\$3,718,000
San Mateo	San Carlos	Route 101 Holly Street Bike Ped Overcrossing	\$4,200,000
Alameda	Oakland	Oakland SRTS: Crossing to Safety	\$3,714,000
Napa	Napa Co. Office of Education	Napa County SRTS	\$437,000
Alameda	Alameda County PWA	Royal Ave SRTS	\$456,000
Alameda	Berkeley	SRTS Improvements for Oxford & Jefferson ES	\$267,000
Contra Costa	Pittsburg	Active Trans. & Safe Routes Plan (WalkBikePittsburg2035)	\$312,000
Alameda	Alameda County PWA	Proctor Elementary School SRTS	\$600,000
TOTAL:			\$18,073,000

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2716 **Version:** 1 **Name:**
Type: Resolution **Status:** Federal
File created: 6/16/2017 **In control:** Programming and Allocations Committee
On agenda: 7/12/2017 **Final action:**
Title: MTC Resolution No. 4035, Revised. Transit Performance Initiative (TPI) Investment Program - North Bay Programming.

Recommendations for approximately \$2.3 million in STP/CMAQ funds through the Transit Performance Initiative (TPI) Investment program to projects in Marin, Napa, Solano, and Sonoma counties.

Sponsors:

Indexes:

Code sections:

Attachments: [5a Reso-4035 TPI North Bay Programming.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4035, Revised. Transit Performance Initiative (TPI) Investment Program - North Bay Programming.

Recommendations for approximately \$2.3 million in STP/CMAQ funds through the Transit Performance Initiative (TPI) Investment program to projects in Marin, Napa, Solano, and Sonoma counties.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2017

Agenda Item 5a

MTC Resolution No. 4035, Revised

Subject: Transit Performance Initiative (TPI) Investment Program – North Bay Programming. Recommendations for approximately \$2.3 million in STP/CMAQ funds through the Transit Performance Initiative (TPI) Investment program to projects in Marin, Napa, Solano, and Sonoma counties.

Background: **Transit Performance Initiative – Investment Program, Round 3**
The TPI Investment program funds low-cost capital investments that can improve operations and customer experience on major transit corridors and systems, and that can be implemented rapidly. In October 2012, the Commission committed \$82 million in federal Cycle 2 STP/CMAQ funds to the TPI Investment Program. To date, \$80 million of the STP/CMAQ TPI Investment funding has been programmed to projects, with 89% of the funds going to the region's large operators. The TPI program is also receiving funding in round 2 of the One Bay Area Grant program (OBAG 2); the next cycle of programming is expected to occur in mid-2018.

North Bay Program Funding Recommendations

Staff recommends programming the remaining \$2.3 million in the OBAG 1 TPI Investment Program to projects in each of the North Bay counties in the amounts listed below. Through each county's Congestion Management Agency, the following priority projects were identified:

County	Project	Amount (\$ thousands)
Marin	Novato Downtown SMART Station	\$500
Sonoma	Santa Rosa CityBus New Transit System Optimization	\$411
Napa	NVTA Imola Avenue and SR-29 Express Bus Improvements	\$411
Solano	SolanoExpress Fairgrounds Drive/SR 37 Bus Stop	\$1,000
Total		\$2,322

The recommended grant awards fund project elements that reduce travel times, increase schedule reliability, enhance customer experience, and/or provide new transit options, and can be implemented in a relatively fast timeframe consistent with program objectives. Fact sheets for the recommended corridors are attached as Attachment A.

For federal funds, a local funding match of at least 11% is required. Due to fund source eligibility restrictions, TPI funds for the SolanoExpress Fairground Drive/SR 37 Bus Stop project will be programmed to the City of Fairfield for SolanoExpress replacement buses, and the Solano Transportation Authority will use State Transit Assistance funds for the bus stop project.

Issues: None.

Recommendation: Refer MTC Resolution No. 4035, Revised to the Commission for approval.

Attachments: Attachment A: TPI Investment Program – North Bay Fact Sheets
MTC Resolution No. 4035, Revised

Attachment A: TPI Investment Program – North Bay Fact Sheets

Marin – Novato Downtown SMART Station

Recommended Funding: \$500,000

Estimated Total Project Cost: \$6.0M

Lead Implementing Agency/ Sponsor: City of Novato

Project Location: Along SMART alignment, between Grant Ave and De Long Ave in Downtown Novato.

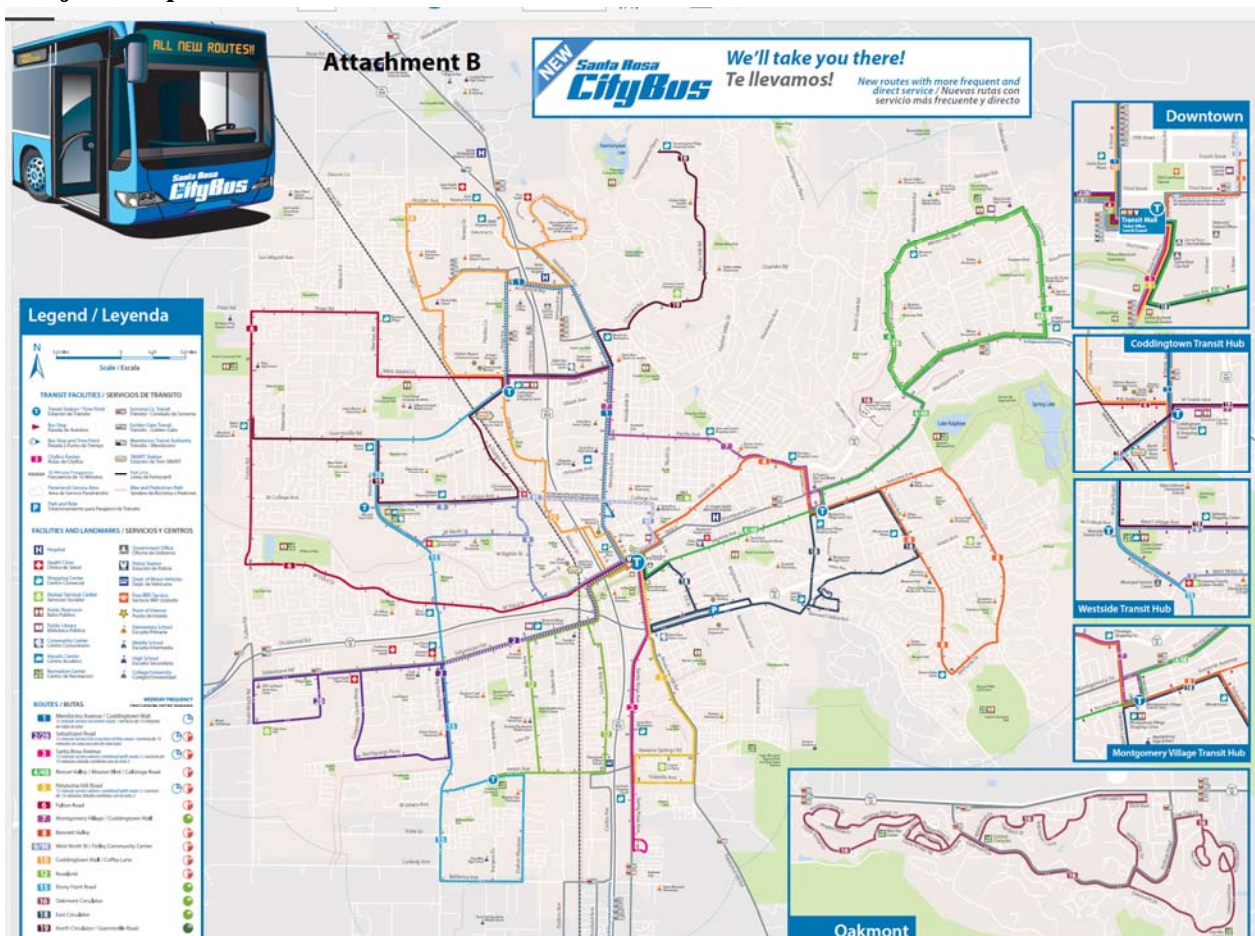
Project Description: Construction of a new SMART station in Downtown Novato.

Project Benefits: This station provides a transit alternative to Novato residents, employers and employees, and allows for continued revitalization of Downtown Novato. Once the new station is open, SMART will monitor ridership and operations to optimize service to Novato's stations.

Project Schedule: Environmental Clearance: Complete
Phase 1 (*Through and siding-rails, ramp and platform structure*): Completed
Phase 2 (*Switches, electrical components, Positive Train Control and platform amenities*): Construction expected late 2017 through mid 2018
Phase 3 (*Depot Lot site improvements*): Construction expected mid 2018 through late 2018

Project Map:





Attachment A: TPI Investment Program – North Bay Fact Sheets

Napa – Imola Ave and SR-29 Express Bus Improvements

Recommended TPI Funding: \$411,000

Estimated Total Project Cost: \$800,000

Lead Implementing Agency/ Sponsor: NVT

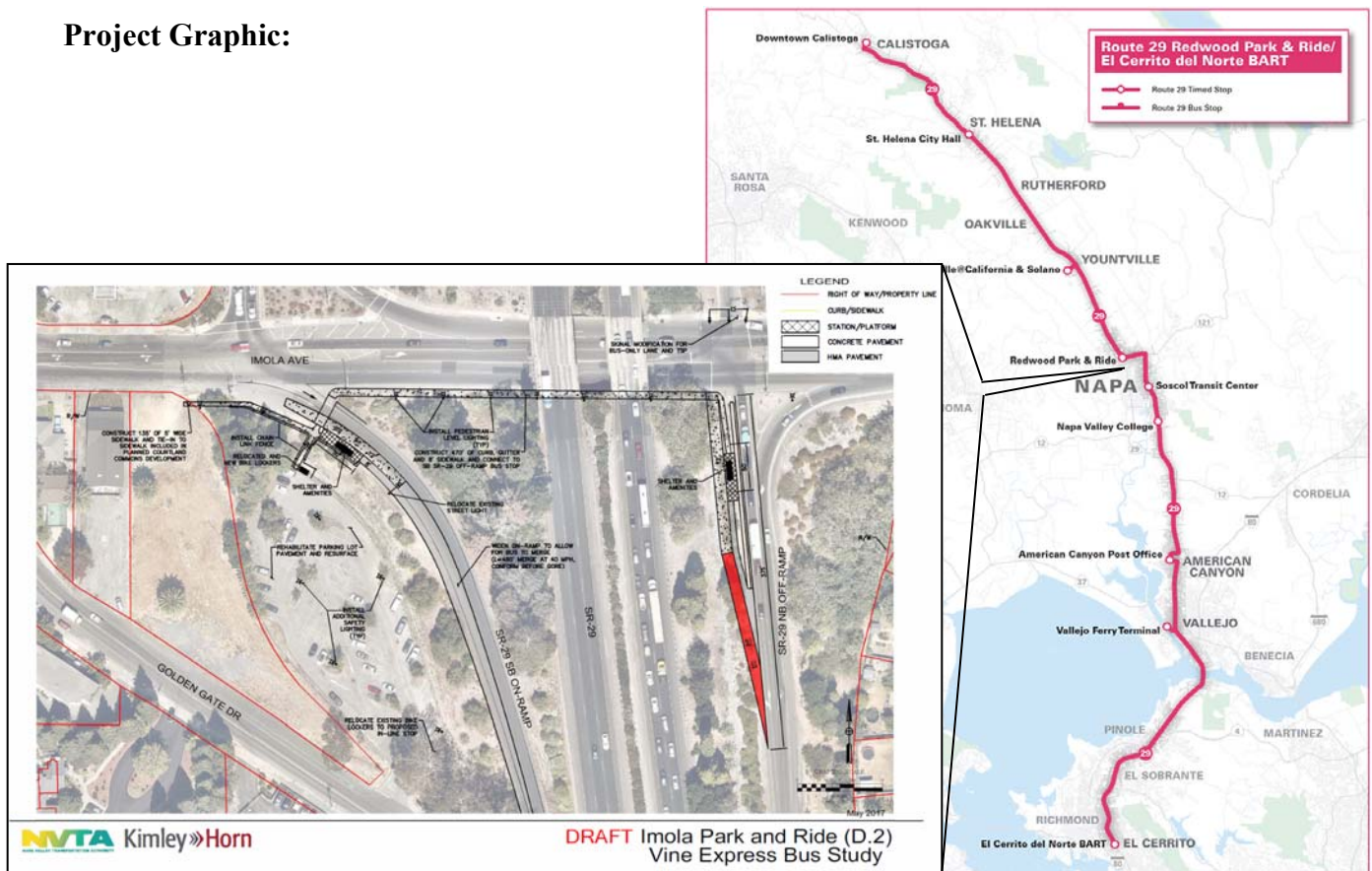
Project Location: SR-29 ramps at Imola Avenue in Napa, Imola Park & Ride

Project Description: This project will construct in-line bus stops on northbound and southbound SR-29 ramps at Imola Avenue, implement related pedestrian infrastructure and lighting at and between the stops and park & ride lot, and build new stop facilities including shelters, bike storage, and real-time transit information.

Project Benefits: These stops will allow for more efficient routing of Route 29 and, with other route adjustments, reduce running times by 30-45 minutes. The resulting reduction in operating costs will allow NVT to reinvest savings back into more frequent service, reducing headways from 76 minutes to 30/45 minutes during peak period. The improvements are expected to result in increased ridership.

Project Schedule: Environmental Clearance: Summer 2018
Final Design: Winter 2018-19
Construction: Spring-Summer 2019

Project Graphic:



Attachment A: TPI Investment Program – North Bay Fact Sheets

Solano – SolanoExpress Fairgrounds Drive/SR 37 Bus Stop

Recommended Funding: \$1,000,000

Estimated Total Project Cost: \$1.8 M

Lead Implementing Agency/ Sponsor: Solano Transportation Authority

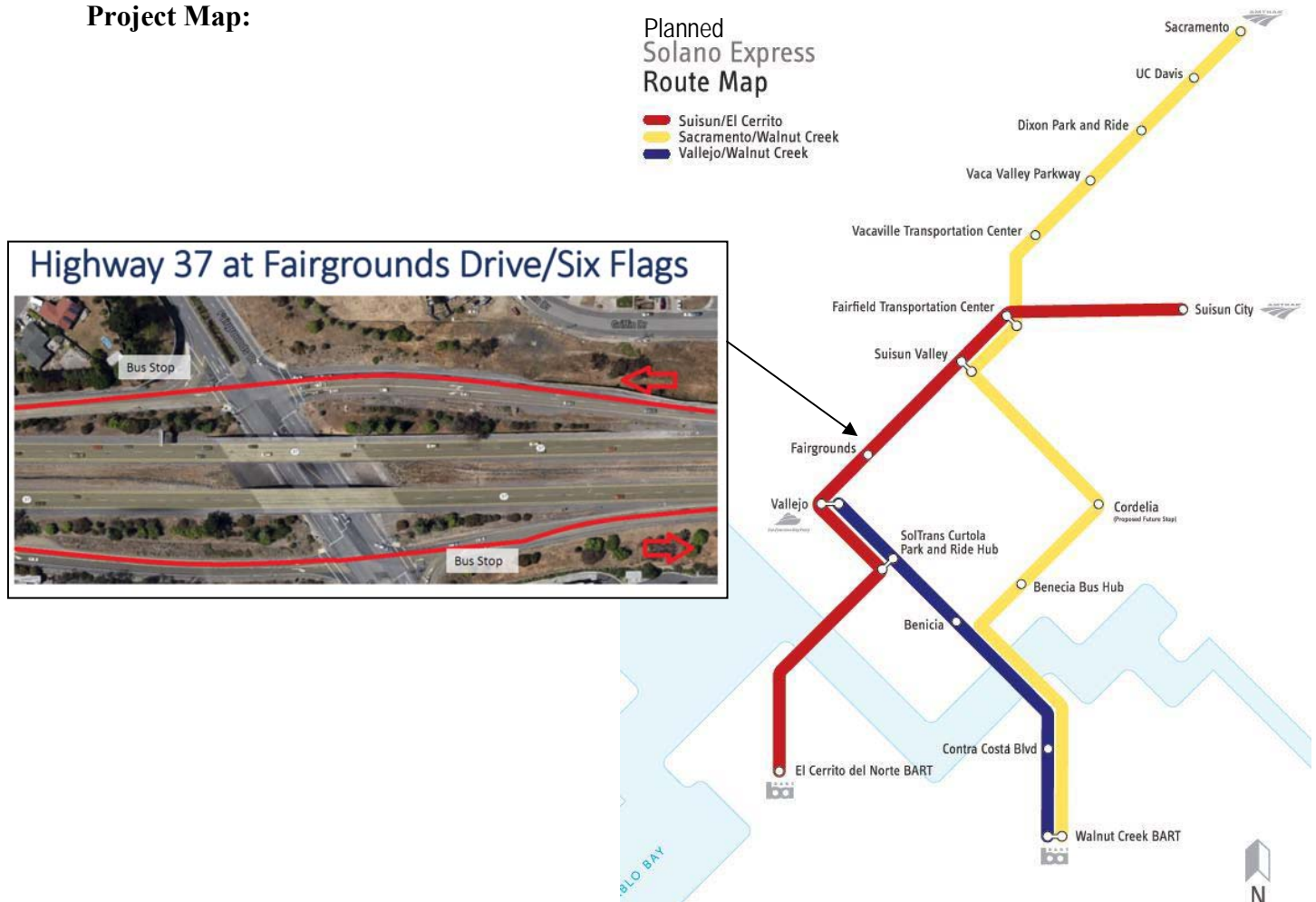
Project Location: SR 37 at Fairgrounds Drive in Vallejo

Project Description: Construct an express bus stop for SolanoExpress's planned new Red Line service, which will consolidate routes 80 and 85.

Project Benefits: This new stop will allow SolanoExpress Bus service to remain on the highway, eliminating inefficient travel time on local streets. Design is currently underway, and will address appropriate pedestrian and bicycle access. Combined with route changes, it is expected to save approximately 12 minutes per trip in each direction, connecting such destinations as Suisun/Fairfield Capitol Corridor station, Vallejo Ferry Terminal, and El Cerrito Del Norte BART.

Project Schedule: Environmental Clearance: Spring 2018
Design/Right-of-Way: Spring-Summer 2018
Construction: Summer-Fall 2018

Project Map:



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
07/26/17-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 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.

On July 26, 2017, Attachment B-1 was revised to program \$2,322,000 in unprogrammed balances within the Transit Performance Initiative (TPI) Capital Investment Program, for four new North Bay projects.

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, June 14, 2017, and July 12, 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

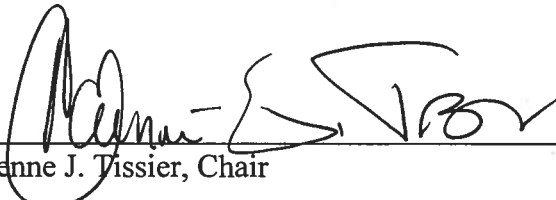
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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 July 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 07/26/17-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL: \$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO)		TOTAL: \$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$3,620,000	\$0	\$3,620,000
CC-I-80 San Pablo Dam Rd I/C (for BBF Commuter Parking Initiative)	CCTA	\$1,100,000	\$0	\$1,100,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$29,950,000		\$29,950,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL: \$65,308,000	\$34,000,000	\$99,308,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)		TOTAL: \$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
SF Park Parking Pricing (Affordable Housing Jumpstart Program Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
Local PDA Planning - 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
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000

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

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

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 July 2017

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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
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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		TOTAL: \$8,812,000	\$6,000,000	\$14,812,000
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by 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
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		TOTAL: \$25,000,000	\$0	\$25,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRR/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

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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 07/26/17-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
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
8. TRANSIT CAPITAL REHABILITATION PROGRAM		TOTAL: \$98,000,000	\$0	\$98,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$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
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
TPI - Novato Downtown SMART Station	Novato	\$500,000	\$0	\$500,000
TPI - NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,000	\$0	\$411,000
TPI - Fairfield SolanoExpress Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
TPI - Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 July 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 07/26/17-C

OBAG 1 Regional Programs Project List

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

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2709 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 6/9/2017 **In control:** Programming and Allocations Committee
On agenda: 7/12/2017 **Final action:**
Title: CTC Update

Update on the June 28-29, 2017 CTC meetings.

Sponsors:

Indexes:

Code sections:

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

Date	Ver.	Action By	Action	Result
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Subject:

CTC Update

Update on the June 28-29, 2017 CTC meetings.

Presenter:

Kenneth Kao

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2017

Agenda Item 6a

California Transportation Commission Update

Subject: Update on the June 2017 California Transportation Commission Meeting.

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

June CTC Meeting (June 28-29, Sacramento, California)

The CTC met and took the following actions:

Adoption of Active Transportation Program Augmentation Guidelines

Senate Bill 1 included \$100 million per year in additional funding for the Active Transportation Program (ATP). CTC adopted revised guidelines for the new ATP funds available in FY 2017-18 and FY 2018-19, with the main goals to advance projects selected in ATP Cycle 3 (which covered FY 2019-20 and FY 2020-21) and to award funds to projects not selected in ATP Cycle 3. A separate item on this month's Programming and Allocation Committee agenda proposes to amend MTC's ATP Guidelines to address the augmentation funding round.

Draft 2018 STIP Fund Estimate and Guidelines

Caltrans presented the draft 2018 State Transportation Improvement Program (STIP) Fund Estimate and CTC presented the draft STIP Guidelines. The 2018 STIP Fund Estimate and Guidelines will be adopted in August. The draft STIP FE provides \$289 million for programming in the Bay Area, subject to CTC approval. This is a dramatic increase from the 2016 STIP, thanks to SB 1. MTC staff will return to this Committee in September for MTC's Regional Transportation Improvement Program (RTIP) Policies and Procedures, and request Commission approval of the RTIP in December.

Other CTC Actions / Items

- **SB1 Program Guideline Development.** CTC staff gave an update on the implementation of SB1 programs, including development of guidelines. MTC staff continues to actively monitor and participate in the development of SB 1 programs. So far, CTC has held two workshops, on June 9 and June 28. A schedule of upcoming workshops is attached.
- **5310 Elderly & Disabled Program:** CTC approved the statewide 5310 funding program for 2017, including a number of projects in the MTC region's small urbanized and rural areas. MTC previously programmed funds for the region's large urbanized areas.

- **Other Actions.** CTC approved various allocations and extensions for STIP and ATP projects. CTC approved three STIP amendments for BART, San Mateo C/CAG, and VTA.

The next CTC meeting is scheduled for August 16-17, 2017 in Oakland.

Issues: None.

Recommendation: Information. No action required.

Attachments: Schedule of SB 1 Workshops

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SB 1 Workshop Schedule

Date/Time	Location	Program(s) to be Covered
Friday, June 23 rd 10:00 AM - 1:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	2017 Active Transportation Program Augmentation
Wednesday, June 28 th 9:30 AM-11:30 AM	CalPERS Auditorium 400 P Street Sacramento, CA 95814	Solutions for Congested Corridors Program
Tuesday, July 11 th 2:00 PM – 5:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	Local Partnership Program
Monday July 17 th 9:00 AM - 5:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	Trade Corridors Enhancement Program 9:00 AM to 12:30 PM State Transportation Improvement Program 1:30 PM to 5:00 PM
Tuesday, July 18 th 9:00 AM - 12:00 PM	Caltrans HQ Conference Room 2116 1120 N Street Sacramento, CA 95814	Local Streets and Roads Program
Friday, July 21 st 9:00 AM - 4:00 PM	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012	Solutions for Congested Corridors Program 9:00 AM to 12:00 PM Local Partnership Program 1:00 PM to 4:00 PM
Monday, August 7 th 9:00 AM - 4:00 PM	Caltrans District 4 Auditorium 111 Grand Ave Oakland, CA 94612	Solutions for Congested Corridors Program 9:00 AM to 12:00 PM Local Partnership Program 1:00 PM to 4:00 PM
Tuesday, August 8 th 9:00 AM - 12:00 PM	Caltrans District 4 Auditorium 111 Grand Ave Oakland, CA 94612	Trade Corridors Enhancement Program 9:00 AM to 12:30 PM

Please note: Topics, dates and times for each workshops are subject to change

June 27, 2017

SB 1 Workshop Schedule

Date/Time	Location	Program(s) to be Covered
Friday, September 8 th 9:00 AM – 5:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	Local Partnership Program 9:00 AM to 12:30 PM Solutions for Congested Corridors Program 1:30 PM to 5:00 PM
Monday, September 25 th 9:00 AM – 5:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	Trade Corridors Enhancement Program 9:00 AM to 12:30 PM Local Partnership Program 1:30 PM to 5:00 PM
Thursday, October 19 th 1:00 PM - 4:00 PM	Stanislaus County Administration Building Chambers 1010 10th Street Modesto, CA 95354	Interregional Transportation Improvement Program 1:00 PM to 4:00 PM
Tuesday, October 24 th 9:00 AM – 4:00 PM	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012	Interregional Transportation Improvement Program 9:00 AM to 12:00 PM Trade Corridors Enhancement Program 1:00 PM to 4:00 PM
Friday, November 17 th	San Joaquin Council of Governments 555 E. Weber Avenue Stockton, CA 95202	Solutions for Congested Corridors
Wednesday, December 6 th At Commission Meeting	Riverside County Administration Building Supervisors' Chambers 4080 Lemon Street Riverside, CA 92501	Solutions for Congested Corridors

Please note: Topics, dates and times for each workshops are subject to change

June 27, 2017