



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Jake Mackenzie, Chair Scott Haggerty, Vice Chair

Wednesday, September 26, 2018

9:40 AM

Board Room - 1st Floor

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

1. Roll Call / Confirm Quorum

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

2. Chair's Report – Mackenzie

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

- 6a. [18-0707](#) Minutes of the July 25, 2018 meeting

Action: Commission Approval

Attachments: [6a Commission Meeting Minutes 07-25-2018 v3.pdf](#)

Administration Committee

- 6b. [18-0655](#) MTC Resolution No. 4351 - MTC Agency FY 2018-19 Pay Schedules for the Executive Director and General Counsel

Action: Commission Approval

Attachments: [6b Admin 2f ResoNo-4351 Executive Director and General Counsel Pay_Scl](#)

Programming and Allocations Committee

- 6c.** [18-0653](#) MTC Resolution No. 3655, Revised. Allocation of Regional Measure 2 (RM2) Funds to AC Transit East Bay Bus Rapid Transit project: rescission of \$1.9 million in RM2 savings from advance construction phase, and allocation of same amount to upcoming major construction activities.
- Action:** Commission Approval
- Attachments:** [6c_PAC_2b_ResoNo-3655_AC Transit_RM2.pdf](#)
-
- 6d.** [18-0591](#) MTC Resolution No. 3925, Revised. Revisions to the Bike Share Capital funding approach to provide flexibility to local jurisdictions who receive zero-cost bike share proposals.
- Action:** Commission Approval
- Attachments:** [6d_PAC_2g_ResoNo-3925_Bike_Share_Capital_Program.pdf](#)
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- 6e.** [18-0651](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and OBAG 2) County and Regional Programs.
- Action:** Commission Approval
- Attachments:** [6e_PAC_2c_ResoNos-4305-4202_OBAG1&2_Revisions.pdf](#)
-
- 6f.** [18-0695](#) MTC Resolution Nos. 4202, Revised and 4357. Agreement for the exchange of \$4.0 million in Contra Costa Transportation Authority (CCTA) measure funds with an equal amount of Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, for the I-680 NB High Occupancy Lane/Express Lane project, the Richmond trail project, two projects in the IDEA program, and to provide \$2.2 million in non-federal funds for future MTC projects.
- Action:** Commission Approval
- Attachments:** [6f_PAC_2h_ResoNos-4202-4357_CCTA_Agreement_w-MTC.pdf](#)
-
- 6g.** [18-0628](#) MTC Resolution Nos. 4312, Revised and 4349. Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program - Cycles 1 and 2.
- Action:** Commission Approval
- Attachments:** [6g_PAC_2d_ResoNos-4312-4349_Local_Partnership_Program.pdf](#)
-
- 6h.** [18-0652](#) MTC Resolution No. 4350. Authorization for MTC's Executive Director to file and execute Federal Transit Administration grants.
- Action:** Commission Approval
- Attachments:** [6h_PAC_2e_ResoNo-4350_FTA_Grants.pdf](#)

- 6i. [18-0692](#) Proposed agreement with Mariposa County Local Transportation Commission (MCLTC) for exchange of federal apportionment. A request to authorize an agreement with the MCLTC to exchange roughly \$0.4 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.

Action: Commission Approval

Attachments: [6i PAC 2f Mariposa LTC CMAQ Exchange.pdf](#)

- 6j. [18-0656](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Amendments to One Bay Area Grant (OBAG) 1 and 2 Programs to add new projects in Marin County.

MTC provided federal funds for the US-101 HOV Gap Closure project in Marin County during the last decade; about \$4.5 million was not spent. The Transportation Authority of Marin now requests the unspent funds and other OBAG funds be re-programmed to four projects in Marin County.

Action: Commission Approval

Attachments: [6j PAC 4a ResoNo-4035-4202 OBAG1&2 Amendments.pdf](#)

Committee Reports

7. Administration Committee – Glover

- 7a. [18-0698](#) MTC Resolution No. 4329, Revised - FY 2018-19 Overall Work Program (OWP) Amendment No. 19-01

An amendment to the OWP to add two new grant awards: \$500,000 for the Diridon Integrated Station Concept Plan funded by the FTA 5304 program and \$406,000 for Sustainable Communities and Climate Resilience for People with Disabilities funded by SB 1 Sustainable Communities Grant.

Action: Commission Approval

Attachments: [7a Admin 3a Reso-4329 FY19OWP Amend-19-01.pdf](#)

8. Programming and Allocations Committee – Josefowitz

8a. [18-0715](#) MTC Resolution No. 3914, Revised.

Allocation of \$10.1 million in AB 1171 Bridge Toll funds to Tri-Valley - San Joaquin Valley Regional Rail Authority for CEQA documentation and preliminary engineering on the Valley Link rail project.

Action: Commission Approval

Attachments: [8a PAC 3c ResoNo-3914 ValleyLink Rail Projectx.pdf](#)

8b. [18-0654](#) MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335, Revised, and 4336, Revised

Revises the FY 2018-19 Fund Estimate to incorporate final FY 2017-18 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues and allocates \$48 million in FY 2018-19 Transportation Development Act (TDA) funds, STA 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

Attachments: [8b PAC 3a ResoNos-4322-4334-4335-4336 FundEstimate&State of Good Re](#)

8c. [18-0681](#) MTC Resolution Nos. 4374 and 4375. Adoption of the 2019 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2019 TIP.

The federally required TIP is a comprehensive listing of all Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant for air quality conformity purposes. MTC is required to make a positive air quality conformity determination for the TIP and Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

Action: Commission Approval

Attachments: [8c PAC 4b ResoNos-4374-4375 Adoption of TIP and Air Quality Conformity.r](#)

9. Operations Committee - Cortese

- 9a. [18-0672](#) Contract: Next Generation Clipper® (C2) Regional Fare Payment System
Integrator: Cubic Transportation Systems, Inc. (\$461,000,000)

Approval of a contract with Cubic Transportation Systems, Inc. to design, develop, install, test, integrate, operate, maintain, and refresh the Clipper® System.

Action: Commission Approval

Attachments: [9a OPS 3a Next Gen Clipper \(C2\) System Integrator Contract .pdf](#)

10. Public Comment / Other Business

11. Adjournment / Next Meetings:

The next meeting of the Commission will be held on October 24, 2018 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0707 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Consent
File created: 8/24/2018 **In control:** Metropolitan Transportation Commission
On agenda: 9/26/2018 **Final action:**
Title: Minutes of the July 25, 2018 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a Commission Meeting Minutes 07-25-2018 v3.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the July 25, 2018 meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Jake Mackenzie, Chair Scott Haggerty, Vice Chair

Wednesday, July 25, 2018

10:10 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Pierce, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperling, and Commissioner Worth

Absent: 2 - Commissioner Liccardo, and Commissioner Pedroza

Non-Voting Commissioners Present: Commissioner Azumbrado and Commissioner Giacomini

Non-Voting Commissioners Absent: Commissioner Davis

2. Chair's Report – Mackenzie

- 2a. [18-0588](#) Approval of the Executive Director's Employment Agreement/approval of salary increase.

Action: Commission Approval

Chair Mackenzie reported that the Executive Committee met to review the Executive Director's performance and approval of his salary increase together with a new Employment Agreement. The Executive Committee found the Executive Director's performance to be excellent and recommended the Commission approve his salary increase of 1.5% merit plus 2.8% given to MTC employees as of July 1st, all in accordance with a new Employment Agreement as further described. The 2017-18 salary to which this increase applies is \$352,933.28. The new salary will be \$368,108.41 for fiscal year 2018-19. Tempered by the announcement of the Executive Director's retirement, effective February 28, 2019, the Executive Committee recommends a new Employment Agreement with the Executive Director with a term beginning July 1, 2018 and ending February 28, 2019.

Upon the motion by the Commission Chair Mackenzie and the second by the Commission Vice Chair Haggerty, the Commission unanimously approved Steve Heminger, Executive Director's Salary Increase in accordance with the new Employment Agreement together with the new Employment Agreement as referred by the Executive Committee. The motion carried by the following vote:

Aye: 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Pierce, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 2 - Commissioner Liccardo and Commissioner Pedroza

Upon the motion by Commission Chair Mackenzie and the second by Commission Vice Chair Haggerty, the Commission unanimously approved the appointment of a seven (7) member Interview Selection Committee, consisting of Commissioner Mackenzie, Commissioner Haggerty, Commissioner, Pierce, Commissioner Bruins, Commissioner Josefowitz, Commissioner Spering, and Commissioner Worth, to identify a new Executive Director. The motion carried by the following vote:

Aye: 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Pierce, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 2 - Commissioner Liccardo and Commissioner Pedroza

2b. [18-0534](#) Approval of General Counsel's Employment Agreement/approval of salary increase.

Action: Commission Approval

Presenter: Chair Mackenzie

Chair Mackenzie reported that the Executive Committee met to review the General Counsel's performance and approval of her salary increase together with a new Employment Agreement. The Executive Committee found the General Counsel's performance to be excellent and recommend the Commission approve her salary increase of 1.5% merit plus 2.8% given to MTC employees as of July 1st, all in accordance with a new Employment Agreement as further described. The 2017-18 salary to which this increase applies is \$314,791.87. The new salary will be \$328,327.83 for fiscal year 2018-19. Chair Mackenzie further reported that the Executive Committee recommends a new Employment Agreement with the General Counsel with a term beginning July 1, 2018 and ending February 28, 2019.

Upon the motion by Commissioner Cortese and the second by Commission Vice Chair Haggerty, the Commission unanimously approved Adrienne Weil, General Counsel's Salary Increase in accordance with the new Employment Agreement, together with the new Employment Agreement as referred by the Executive Committee. The motion carried by the following vote:

Aye: 10 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 8 - Commissioner Bruins, Commissioner Connolly, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza and Commissioner Slocum

3. Policy Advisory Council Report – Randi Kinman

No report was provided.

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

Approval of the Consent Calendar

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

Aye: 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Pierce, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

Absent: 2 - Commissioner Liccardo and Commissioner Pedroza

6a. [18-0570](#) Minutes of the June 27, 2018 meeting

Action: Commission Approval

Administration Committee

6b. [18-0495](#) MTC Resolution No. 4343 - MTC Agency FY 2018-19 Pay Schedules

Action: Commission Approval

Presenter: Robin James

Planning Committee - Spering

- 6c. [18-0513](#) MTC Resolution No. 2611, Revised: MTC/ Sacramento Area Council of Governments (SACOG) Memorandum of Understanding (MOU) for Air Quality Planning in Eastern Solano County

Revision to the MTC / SACOG MOU addressing project-level conformity requirements and defining travel model data exchange responsibilities in eastern Solano County.

Action: Commission Approval

Presenter: Harold Brazil

Programming and Allocations Committee

- 6d. [18-0498](#) Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the Department of Transportation Appropriations Act, 2018.

Action: Commission Approval

Presenter: Mallory Atkinson

- 6e. [18-0499](#) Proposed Agreement with Calaveras Council of Governments for Exchange of Federal Apportionments. A request to authorize an agreement with the Calaveras Council of Governments (Calaveras COG) to exchange \$1.2 million in Surface Transportation Block Grant Program (STP) funds with an equal amount of Congestion Mitigation Air Quality Improvement Program (CMAQ) funds.

Action: Commission Approval

Presenter: Kenny Kao

- 6f. [18-0502](#) MTC Resolution No. 3819, Revised. Allocation of \$1.5 million in Regional Measure 2 funds to the City of Vallejo for the Vallejo Station project, including rescission and re-allocation of approximately \$650,000 in savings from a previous allocation.

Action: Commission Approval

Presenter: Craig Bosman

- 6g. [18-0515](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and 2) Regional Priority Development Area (PDA) Planning Program.

Action: Commission Approval

Presenter: Mallory Atkinson

- 6h. [18-0503](#) MTC Resolution No. 4250, Revised. Allocation of \$2.3 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward suite of projects.

Action: Commission Approval

Presenter: Kenneth Kao

- 6i. [18-0500](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-37.

Action: Commission Approval

Presenter: Adam Crenshaw

- 6j. [18-0504](#) MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335, Revised, 4336, Revised, and 4337, Revised.

Revises the FY 2018-19 Fund Estimate and allocates \$172 million in FY 2018-19 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 five transit operators to support transit operations and capital projects in the region. (Committee/Commission Approval)

Action: Commission Approval

Presenter: William Bacon

- 6k. [18-0505](#) MTC Resolution No. 4347. Cycle 5 Lifeline Transportation Program.

Action: Commission Approval

Presenter: Judis Santos

- 6l. [18-0501](#) MTC Resolution No. 4353. Approval of the FY2018-19 and FY2019-20 FTA Section 5311 Rural Transit Program of Projects.

Action: Commission Approval

Presenter: Rob Jaques

6m. [18-0595](#) MTC Resolutions Nos. 4202, Revised, and 4356.

Agreement for the exchange of \$1.2 million in Santa Clara Valley Transportation Authority 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 State Route 85 Transit Guideway Study.

Action: Commission Approval

Presenter: Anne Richman

Committee Reports

7. Legislation Committee - Aguirre

7a. [18-0477](#) Senate Bill 1 Repeal Initiative: Proposition 6

November 2018 statewide ballot measure, which would repeal the transportation funding increase authorized by SB 1 (Beall, 2017) as well as provide that any tax on motor vehicle fuel or vehicles themselves must be subject to a vote of the people.

Action: Oppose / Commission Approval

Presenter: Randy Rentschler

Upon the motion by Commissioner Aguirre and the second by Commissioner Pierce, the Commission adopted an Oppose position on Senate Bill 1. The motion carried by the following vote:

Aye: 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Pierce, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 2 - Commissioner Liccardo and Commissioner Pedroza

7b. [18-0478](#) Propositions 1 and 2: Affordable Housing and Homelessness Bonds - Support

November 2018 statewide ballot measures to approve \$6 billion in housing and homelessness bonds.

Action: Support / Commission Approval

Presenter: Georgia Gann Dohrmann

Upon the motion by Commissioner Aguirre and the second by Commissioner Pierce, the Commission adopted a Support position on Propositions 1 and 2. The motion carried by the following vote:

Aye: 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Pierce, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperring and Commissioner Worth

Absent: 2 - Commissioner Liccardo and Commissioner Pedroza

7c. [18-0532](#) SB 1376 (Hill): Transportation Network Companies: Accessibility - Support

SB 1376 would require the California Public Utilities Commission (CPUC) to adopt regulations requiring that transportation network company (TNC) services be fully accessible to persons with disabilities, including wheelchair users. The bill would also require that TNCs unable to meet this standard pay a fee that would fund alternative on-demand accessible services.

Action: Support / Commission Approval

Presenter: Georgia Gann Dohrmann

Upon an amended motion by Commissioner Kim and the second by Commissioner Pierce, the Commission adopted a Support and Seek Amendment position on Senate Bill 1376. The amendment would provide assurance that claims may be brought against a TNC for its failure to be fully accessible to persons with disabilities. The motion carried by the following vote:

Aye: 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Kim, Commissioner Pierce, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperring and Commissioner Worth

Absent: 2 - Commissioner Liccardo and Commissioner Pedroza

8. Planning Committee - Sperring

8a. [18-0509](#) Diesel Free by '33 Statement of Purpose

Approval of Diesel Free by 2033 Memorandum of Understanding (MOU). The purpose of this MOU is to reduce diesel emissions in communities from stationary and mobile sources to zero by December 31, 2033.

Action: Commission Approval

Presenter: Krute Sing, MTC and
Abby Young, Bay Area Air Quality Management District

Upon the motion by Commissioner Sperring and the second by Commissioner Schaaf, the Commission adopted the Diesel Free by 2033 MOU. The motion carried by the following vote:

Aye: 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Pierce, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 2 - Commissioner Liccardo and Commissioner Pedroza

9. Public Comment / Other Business

Allison Chan of Save the Bay was called to speak.

10. Adjournment / Next Meetings:

The next meeting of the Commission will be held on September 26 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

Jake Mackenzie, Chair



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0655 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 8/3/2018 **In control:** Administration Committee
On agenda: 9/12/2018 **Final action:**
Title: MTC Resolution No. 4351 - MTC Agency FY 2018-19 Pay Schedules for the Executive Director and General Counsel

Sponsors:

Indexes:

Code sections:

Attachments: [6b_Admin_2f_ResoNo-4351_Executive Director and General Counsel_Pay_Schedules.pdf](#)
[2f_ResoNo-4351_Executive Director and General Counsel_Pay_Schedules.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4351 - MTC Agency FY 2018-19 Pay Schedules for the Executive Director and General Counsel

Presenter:

Robin James

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 5, 2018

FR: Executive Director

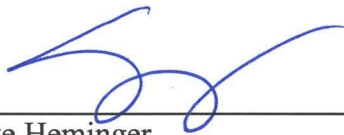
W. I. 1153

RE: MTC Resolution No. 4351 – MTC Agency FY 2018-19 Pay Schedules for the Executive Director and General Counsel

This memorandum requests referral of MTC Resolution No. 4351, approving MTC's pay schedules for the Executive Director and General Counsel, to the Commission for approval, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.

As background, on July 25, 2018, the Commission approved employment agreements for both employees from July 1, 2018 through February 28, 2019 which included salaries for this agreement period.

Staff recommends that this Committee refer MTC Resolution No. 4351 to the Commission for approval.



Steve Heminger

SH:rj
Attachment

Date: September 26, 2018
W.I.: 1153
Referred by: Administration

ABSTRACT

Resolution No. 4351

This resolution sets forth the MTC agency pay schedules for the MTC Executive Director and General Counsel from July 1, 2018 through and including February 29, 2019.

Further discussion of this resolution is contained in the Executive Director's September 5, 2018 memorandum to the Administration Committee.

Date: September 26, 2018
W.I.: 1153
Referred by: Administration Committee

Re: MTC Executive Director and General Counsel Pay Schedules from July 1, 2018 through February 28, 2019

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4351

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

WHEREAS, the MTC has approved employment agreements from July 1, 2018 through February 28, 2019 for the Executive Director and General Counsel; and

WHEREAS, the MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees; and

WHEREAS, CalPERS uses the MTC's pay schedules to calculate retirement benefits earned by the MTC's employees; and

WHEREAS, the MTC as a contracting public employer is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS member agencies to have a duly approved and adopted publicly available pay schedule; now therefore be it

RESOLVED, that the pay schedules for MTC's Executive Director and General Counsel effective July 1, 2018 through February 28, 2019 shall be set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the attached pay schedules will be posted at MTC's offices or immediately accessible for public review during normal business hours or posted on MTC's internet site.

METROPOLITAN TRANSPORTATION COMMISSION

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 September 26, 2018.

Date: September 26, 2018

W.I.: 1153

Referred by: Administration Committee

Attachment A

MTC Resolution No. 4351

Page 1 of 1

Pay Schedule for MTC Executive Director & General Counsel

Fiscal Year 2018-2019, Effective July 1, 2018

CLASS/POSITION	GRADE	RATE	PAY TYPE
EXECUTIVE DIRECTOR	X/1	\$176.9757	HOURLY BASE RATE
		\$14,158.05	BI-WEEKLY
		\$30,675.78	MONTHLY
		\$368,109.41	ANNUAL
Executive Director			
GENERAL COUNSEL	X/2	\$157.8499	HOURLY BASE RATE
		\$12,627.99	BI-WEEKLY
		\$27,360.65	MONTHLY
		\$328,327.83	ANNUAL
General Counsel			



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0653 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 8/3/2018 **In control:** Programming and Allocations Committee
On agenda: 9/12/2018 **Final action:**
Title: MTC Resolution No. 3655, Revised. Allocation of Regional Measure 2 (RM2) Funds to AC Transit East Bay Bus Rapid Transit project: rescission of \$1.9 million in RM2 savings from advance construction phase, and allocation of same amount to upcoming major construction activities.

Sponsors:

Indexes:

Code sections:

Attachments: [6c PAC 2b ResoNo-3655 AC Transit RM2.pdf](#)
[2b ResoNo-3655 AC Transit RM2.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3655, Revised. Allocation of Regional Measure 2 (RM2) Funds to AC Transit East Bay Bus Rapid Transit project: rescission of \$1.9 million in RM2 savings from advance construction phase, and allocation of same amount to upcoming major construction activities.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 12, 2018

Agenda Item 2b

MTC Resolution No. 3655, Revised

- Subject:** Allocation of Regional Measure 2 (RM2) Funds to AC Transit East Bay Bus Rapid Transit project: rescission of \$1.9 million in RM2 savings from advance construction phase, and allocation of same amount to upcoming major construction activities.
- Background:** For the East Bay Bus Rapid Transit project, AC Transit requests rescission of approximately \$1.9 million in savings from a previous allocation for advance construction activities, and re-allocation of the same amount for major construction activities. The third and main construction package is underway and is approximately 20% complete. The target date for operating service is December 2019.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 3655, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3655, Revised

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 12/15/04-C 07/27/05-C
01/25/06-C 09/27/06-DA
10/22/08-DA 01/27/10-C
11/16/11-C 06/26/13-C
07/23/14-C 03/25/15-C
09/26/18-C

ABSTRACT

MTC Resolution No. 3655, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Alameda Contra Costa Transit (AC Transit) Enhanced Bus – International Blvd./Telegraph Avenue - project sponsored and implemented by AC Transit.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of AC Transit's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on December 15, 2004 to allocate \$600,000 for the Estudillo Pedestrian Plaza in San Leandro and \$150,000 for the Uptown Transit Center at 20th Street in Oakland.

This resolution was revised on July 27, 2005 to allocate \$400,000 for the Uptown Transit Center at 20th Street in Oakland and \$7.5 million for signalization work.

This resolution was revised on January 25, 2006 to allocate \$5,000 to right-of-way for permits, carryover \$53,000 from the final design phase to the construction phase, and newly allocate \$3.302 million for the construction of the Uptown Transit Center at 20th Street in Oakland.

This resolution was revised on September 27, 2006 to allocate an additional \$900,000 for construction of the canopy structures at the Uptown Transit Center at 20th Street in Oakland.

ABSTRACT

MTC Resolution No. 3655, Revised

Page 2

This resolution was revised on October 22, 2008 via Delegated Authority to allocate an additional \$600,000 for improvements to the uptown canopies in the form of installation of weather protection shields at the Uptown Transit Center at 20th Street in Oakland.

This resolution was revised on January 27, 2010 to allocate an additional \$1.5 million towards the completion of environmental-related activities for the AC Transit BRT project.

This resolution was revised on November 16, 2011 to allocate \$2 million towards the environmental study of the project and towards project branding/project management.

This resolution was revised on June 26, 2013 to allocate \$1.5 million towards real estate acquisition and advance construction for parking and traffic mitigation, on the BRT project.

This resolution was revised on July 23, 2014 to allocate \$9.3 million for advance construction on the BRT project.

This resolution was revised on March 25, 2015 to rescind \$1.3 million from the signalization project, \$1.7 million from the environmental phase of the BRT project, and \$1.3 million from the real estate acquisition allocation on the BRT project; and to allocate \$46.1 million for construction on the BRT project.

This resolution was revised on September 26, 2018 to rescind approximately \$1.9 million in savings from the BRT project advance construction allocation, and allocate the same amount for main construction on the BRT project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, December 8, 2004, July 13, 2005, January 11, 2006, January 13, 2010, November 9, 2011, June 12, 2013, July 9, 2014, March 11, 2015, and September 12, 2018.

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

Re: Approval of Allocation of Regional Measure 2 funds for the AC Transit Enhanced Bus (International Blvd./Telegraph Avenue) Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3655, Revised

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, AC Transit has submitted a request for the allocation of RM 2 funds for the Enhanced Bus (International Blvd./Telegraph Avenue) Rolling Stock project; and

WHEREAS, the Enhanced Bus (International Blvd./Telegraph Avenue) is identified as capital project number 24 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, AC Transit and the ACCMA has submitted an Initial Project Report, as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the AC Transit is requesting RM2 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of AC Transit's Initial Project Report (IPR) for this project; and

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

RESOLVED, that MTC approves MTC staff's review of AC Transit's Initial Project Report (IPR) for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: AC Transit Enhanced Bus (International Blvd./Telegraph Ave. Project)
Sponsor: AC Transit
Project Number: 24

SubProject No. 24.1						
Activities to be funded with Allocation #1:						
The RM2 funded component delivers fifteen (15) Van Hool 60' articulated buses.						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05365501	22-Sep-04	\$ 8,200,000	Construction	FY 2004-05	\$ 8,200,000	

SubProject No. 24.2						
Activities to be funded with Allocation #2, 4, 5:						
1. Uptown Transit Center: Preliminary design of transit center on 20th between Telegraph Avenue and Broadway 2. Construction of the Uptown Transit Center. 3. Installation of weather protection shields to bus canopies, two bike racks, an additional bus bench, spare windscreen glazing panels						
Funding Information for Allocation #2:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05365502	15-Dec-04	\$ 150,000	ENV/PAED	FY 2004-05	\$ 150,000	
06365504	27-Jul-05	\$ 400,000	PS&E	FY 2005-06	\$ 550,000	
06365504	25-Jan-06	\$ (53,000)	PS&E	FY 2005-06	\$ 497,000	
06365506	25-Jan-06	\$ 5,000	ROW	FY 2005-06	\$ 502,000	
06365507	25-Jan-06	\$ 3,355,000	CON	FY 2005-06	\$ 3,857,000	
07365508	27-Sep-06	\$ 900,000	CON	FY 2006-07	\$ 4,757,000	
09365509	22-Oct-08	\$ 600,000	CON	FY 2008-09	\$ 5,357,000	

SubProject No. 24.3						
Activities to be funded with Allocation #3:						
1. Estudillo Pedestrian Plaza: Construction of passenger facilities and access improvements at E. 14th and Estudillo Streets						
Funding Information for Allocation #3:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05365503	15-Dec-04	\$ 600,000	Construction	FY 2004-05	\$ 600,000	

SubProject No. 24.4					
Activities to be funded with Allocation #4:					
1. Signal interconnects and coordination construction for the BRT line being completed by the Alameda County Congestion Management Agency (ACCMA). Included in this deliverable segment will be other construction and equipment needs such as Bus Arrival Information equipment, emitters, signage poles and related installation charges, utility relocation and street furniture. <i>Allocation savings rescinded March 25, 2015 for use in BRT construction.</i>					
Funding Information for Allocation #4:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
06365505	27-Jul-05	\$ 7,500,000	Construction	FY 2005-06	\$ 7,500,000
06365505	25-Mar-15	\$ (1,347,348)	Construction	FY 2014-15	\$ 6,152,652

SubProject No. 24.5					
Activities to be funded with Allocation #5:					
Complete Environmental-related activities which include: 1) Conduct public outreach and prepare necessary reports ; 2) Update engineering, capital, and operating costs; 3) Provide technical support for AC Transit Technical Advisory and AC Transit Policy Steering Committee					
Funding Information for Allocation #5:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
10365510	27-Jan-10	\$ 1,500,000	ENV	FY 2009-10	\$ 1,500,000

SubProject No. 24.5					
Activities to be funded with Allocation #6:					
1) Advance environmental study of the project. 2) Project branding and project management. <i>Allocation savings rescinded March 25, 2015 for use in BRT construction.</i>					
Funding Information for Allocation #6:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
12365511	16-Nov-11	\$ 2,000,000	ENV	FY 2011-12	\$ 3,500,000
12365511	25-Mar-15	\$ (1,660,661)	ENV	FY 2014-15	\$ 1,839,339

SubProject No. 24.5					
Activities to be funded with Allocation #7:					
1) Acquisition and improvement of up to three lots for parking mitigation. 2) Partial acquisition of two lots and required traffic signal and intersection upgrades for off-alignment traffic mitigation. <i>Allocation savings rescinded March 25, 2015 for use in BRT construction.</i>					
Funding Information for Allocation #7:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
13365512	26-Jun-13	\$ 1,500,000	ROW/CON	FY 2012-13	\$ 3,339,339
13365512	25-Mar-15	\$ (1,304,848)	ROW/CON	FY 2014-15	\$ 2,034,491

SubProject No. 24.5					
Activities to be funded with Allocation #8:					
Advance construction activities, including advance utility relocation, business impact mitigation plan, parking lot and traffic bypass mitigations construction, construction management, Caltrans staff support, and AC Transit labor.					
<i>Allocation savings rescinded September 2018.</i>					
Funding Information for Allocation #8:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15365513	23-Jul-14	\$ 9,300,000	CON	FY 2014-15	\$ 11,334,491
15365513	26-Sep-18	\$ (1,890,873)	CON	FY 2018-19	\$ 9,443,618

SubProject No. 24.5					
Activities to be funded with Allocation #9:					
Construction Bid Package 3 and major construction activities. Bid Package 3 will construct dedicated and non-dedicated right-of-way, all stations (including integrated artwork, canopies, off-board fare payment systems, security, and lighting), fiber-optic communications systems, traffic/signal controls, central dispatch and control systems, landscaping, and all associated and required streetscape improvements.					
Other activities will include temporary easements for construction; improvements to the Oakland Greyhound terminal, which will be used as a Northern layover for BRT buses; branding implementation; outside legal counsel; construction management; design support during construction; system integration testing and certification; AC Transit staff costs; and outside agency support costs.					
Scope of allocation #9 will also allow for covering any overages from allocation #8.					
<i>Savings from allocation #8 added to allocation #9 scope September 2018.</i>					
Funding Information for Allocation #9:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15365514	25-Mar-15	\$ 46,116,029	CON	FY 2014-15	\$ 57,450,520
19365515	26-Sep-18	\$ 1,890,873	CON	FY 2018-19	\$ 59,341,393

Total Allocated to Date \$ 77,760,172

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Alameda Contra Costa Transit Enhanced Bus (International Blvd./Telegraph Avenue) Project

Sponsor: AC Transit

Project Number: 24.1 Rolling Stock Purchase
24.2 Uptown Transit Center
24.3 Estudillo Pedestrian Plaza
24.4 Signalization
24.5 Bus Rapid Transit

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

None

On September 22, 2004, the Commission approved the following conditions pertaining to the overall projects:

1. Approval of the allocation package by the AC Transit Board. The allocation package consists of the
2. Buses must be used in revenue service within the AC Transit service for their useful life, as defined by the MTC Region's Transit Capital Priorities Process and Criteria. Removal from revenue service or sale of the buses prior to the end of a buses useful life will result in repayment to MTC and the RM2 program of the depreciated value of the bus at the time of removal/sale.
3. Submittal of environmental documents for Phase 1 of expanded service in the Telegraph Avenue/International Blvd./East 14th Street.
4. Detailed capital plan for the Bus Rapid Transit: Telegraph Avenue/International Blvd./East 14th Street project. The capital plan should delineate Phase 1 – the Rapid Phase – including cost, funding, and service parameters. Evidence of complementary funding for the construction phase of Phase 1 must be provided prior to allocation of RM2 for the construction phase.
5. Financial plan for the operations of Phase 1 of the Enhanced Bus service on Telegraph Avenue/International Blvd./East 14th Street (as defined through the service parameters) that is balanced and does not rely on FTA Section 5307 preventive maintenance funds. This financial plan must include the baseline service expenses for AC Transit.

On December 15, 2004, the Commission approved the following conditions pertaining to the overall projects:

6. 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.).
7. Allocation #24.1-2 totals \$750,000 for two different components of the overall project. The breakdown of the funding is as follows:
 - Estudillo Pedestrian Plaza (\$600,000 for the construction phase)
 - Uptown Transit Center (\$150,000 for the environmental phase)

On January 25, 2006, the Commission approved the following conditions pertaining to the Uptown Transit Center allocation for construction phase.

8. The allocation is contingent upon the approval of the allocation package by the AC Transit Board. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.
9. The allocation for the second phase of construction (estimated at \$490,00) is contingent upon agreement and resolution on the design for the canopy structure. As well, ownership, liability and maintenance of the canopy structures will need to be resolved prior to construction activities on the second phase of the project.

On March 25, 2015, the Commission approved the following condition pertaining to the allocation for the BRT construction phase.

10. The allocation for major construction activities is conditioned upon the approval of the Updated Initial Project Report package by the AC Transit Board of Directors.



Regional Measure 2 Regional Traffic Relief Plan

September 22, 2004
Attachment C
MTC Resolution No. 3655
Revised: 12/15/04-C
07/27/05-C 01/25/06-C
09/27/06-DA 01/27/10-C
11/16/11-C 06/28/13-C
07/23/14-C 03/25/15-C
09/26/18-C

RM2 Project Number: 24

AC Transit Telegraph International Enhanced Bus

Lead Sponsor AC Transit	Other Sponsors(s) N/A	Implementing Agency (if applicable) AC Transit/ ACCMA
Legislated Project Description 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.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$77,760		Total Estimated Project Cost (in \$1,000) \$253,521
Project Purpose and Description 24.1 Purchase fifteen (15) 60' Van Hool Articulated Buses to provide service on the Telegraph Avenue/ International Boulevard/ East 14th Street corridors. 24.2 Design and construct a joint AC Transit/City of Oakland transit center on 20th between Telegraph Avenue and Broadway. 24.3 Design and construction of passenger facilities and pedestrian access on Estudillo and E 14th Streets in conjunction with the City of San Leandro's planning efforts to provide greater pedestrian access and improve connectivity between AC Transit and BART. 24.4 Signal interconnects and coordination construction for the BRT line being completed by the Alameda County Congestion Management Agency (ACCMA). Included in this deliverable segment will be other construction and equipment needs such as Bus Arrival Information equipment, emitters, signage poles and related installation charges, utility relocation and street furniture. 24.5* Bus Rapid Transit Phase 1: This phase will install BRT keynote features such as bus-only lanes and BRT stations. This phase would focus investments on the route segments with the highest potential to increase ridership and reduce operating costs. Total project cost is approx. \$216 million; RM2 funding is approx. \$58 million.		
Funding Description Committed Funds: Committed funds include RM2, FTA 5309 funds, FTA 5339 funds, Alameda County Measure B, and STIP. Uncommitted Funds: None Operating Capacity: AC Transit expects to operate the RM 2 Enhanced Bus Program through a combination of RM 2 operating subsidies and fares.		

* FTA Small Starts defined project

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document, Preliminary Engineering	03/2003	09/2013	\$18,492
2	Plans, Specifications and Estimates	06/2013	04/2015	\$24,263
3	Right-of-Way	06/2013	12/2014	\$990
4	Construction	11/2014	12/2019	\$209,776
Total:				\$253,521

Overall Project Cost and Schedule

Total Project Funding Plan: Committed and Uncommitted Sources
(Amounts Escalated in Thousands)

Project Title	AC Transit Telegraph International Enhanced Bus					Project No. 24										
Lead Sponsor	AC Transit															
Fund Source	Phase	Prior	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Committed																
Measure B	ENV	2,278	2,643			2,672										7,593
FTA 5309 BUS	ENV				100											100
RM2	ENV	150		1,500		339										1,989
STIP	ENV		1,550													1,550
Federal 5339	ENV	238														238
FTA Small Starts	ENV		2,450	3,792	500											6,742
AC Transit Funds	ENV		280													280
Measure B	PSE	1,596					200	2,266								4,062
RM2	PSE	347														347
FTA 5309 BUS	PSE							2,683								2,683
FTA Small Starts	PSE							16,669								16,669
PTMISEA/Lifeline	PSE							502								502
RM2	ROW	5						195								200
FTA Small Starts	ROW							790								790
Measure B/BB	CON	12,799							5,000	8,000						25,799
PTMISEA/Lifeline	CON							3,292			1,118	1,415				5,825
FTA Small Starts	CON								50,798							50,798
FTA 5309 BUS	CON								272							272
CMAQ	CON								2,155	10,387						12,542
Cap & Trade	CON									1,949	936	3,381				6,266
STA SGR	CON											3,150	2,750			5,900
AC Transit Funds	CON												13,100			13,100
STIP	CON														13,125	13,125
TFCA	CON								925							925
RM2	CON	19,208	600						55,416							75,224
Total:		36,621	7,523	5,292	600	3,011	200	26,397	114,566	20,336	2,054	7,946	15,850	0	13,125	253,521
Uncommitted																
																0
Total:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Funding Source still TBD																
																0
Total:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted																
		Prior	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Total:		36,621	7,523	5,292	600	3,011	200	26,397	114,566	20,336	2,054	7,946	15,850	0	13,125	253,521

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan (RM2 Funding)

Project Title: AC Transit Enhanced Bus (International Blvd./Telegraph Ave.)
Sponsor: AC Transit
RM2 Project Number: 24

RM2 Project No. 24	PRIOR	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FUTURE	TOTAL
RM2 Funds Total	22,033,000	-	146,000	143,000	2,591,000	5,645,000	8,694,000	14,717,000	13,000,000	10,000,000	790,000	77,759,000
Environmental (ENV)	1,873,000	0	111,000	5,000	0	0	0	0	0	0	0	1,989,000
RM2	1,873,000		111,000	5,000								1,989,000
Final Design (PS&E)	347,000	0	0	0	0	0	0	0	0	0	0	347,000
RM2	347,000											347,000
Right of Way	5,000	0	0	0	196,000	0	0	0	0	0	0	201,000
RM2	5,000				196,000							201,000
Construction	19,808,000	0	35,000	138,000	2,395,000	5,645,000	8,694,000	14,717,000	13,000,000	10,000,000	790,000	75,222,000
RM 2	19,808,000		35,000	138,000	2,395,000	5,645,000	8,694,000	14,717,000	13,000,000	10,000,000	790,000	75,222,000
TOTAL FUNDING												
Environmental	1,873,000	0	111,000	5,000	0	0	0	0	0	0	0	1,989,000
Final Design (PS&E)	347,000	0	0	0	0	0	0	0	0	0	0	347,000
Right of Way	5,000	0	0	0	196,000	0	0	0	0	0	0	201,000
Construction	19,808,000	0	35,000	138,000	2,395,000	5,645,000	8,694,000	14,717,000	13,000,000	10,000,000	790,000	75,222,000
PROJECT TOTAL	22,033,000	0	146,000	143,000	2,591,000	5,645,000	8,694,000	14,717,000	13,000,000	10,000,000	790,000	77,759,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0591 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 7/3/2018 **In control:** Metropolitan Transportation Commission
On agenda: 9/12/2018 **Final action:** 9/12/2018
Title: MTC Resolution No. 3925, Revised. Revisions to the Bike Share Capital funding approach to provide flexibility to local jurisdictions who receive zero-cost bike share proposals.

Sponsors:

Indexes:

Code sections:

Attachments: [6d PAC 2g ResoNo-3925 Bike Share Capital Program.pdf](#)
[2g ResoNo-3925 Bike Share Capital Program.pdf](#)

Date	Ver.	Action By	Action	Result
9/12/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 3925, Revised. Revisions to the Bike Share Capital funding approach to provide flexibility to local jurisdictions who receive zero-cost bike share proposals.

Presenter:

Kara Oberg

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 12, 2018

Agenda Item 2g

MTC Resolution No. 3925, Revised

Subject: Revisions to the Bike Share Capital funding approach to provide flexibility to local jurisdictions who receive zero-cost bike share proposals.

Background: In May 2015, the Commission set aside \$4.5 million in federal funds for bike share expansion projects. In the first round of bike share capital grants, approved in November 2017, the Commission awarded \$2.6 million to Richmond, Fremont and a joint project along the SMART corridor by the Transportation Authority of Marin (TAM) and Sonoma County Transportation Authority (SCTA).

Table 1. Phase 1 Bike Share Capital Grants, As Approved November 2017

Jurisdiction	Amount
Richmond	\$1,024,000
Fremont	\$659,000
TAM & SCTA	\$826,000
Program Implementation	\$75,000
Total	\$2,584,000

Grant funds could be used for capital and outreach costs, and project sponsors must also adhere to the following three program requirements:

1. At least 20% of the bike share service areas must be located in a Community of Concern (COC), Community Air Evaluation (CARE) Program Area, or similar local low-income and minority designation.
2. Bicycle Safety standards, such as meeting or exceeding ISO 4210: Safety Requirements for City and Trekking Bicycles.
3. Use of Clipper as a membership identifier.

Program Updates

In the years following the Commission's \$4.5 million commitment to bike share in May 2015, the bike share industry has changed significantly. With the introduction of substantial venture capital investment, bike share operators now often provide free bike share equipment, operations and marketing to local jurisdictions.

Fremont has recently received a zero-cost bike share proposal in response to its request for proposal for the bike share capital grant funds, and has requested to use their \$659,000 bike share capital grant to fund staff time and bike parking costs in place of bike share capital.

Recommendation

In recognition of changes in the bike industry related to bike share capital costs and the important lessons learned from the Ford GoBike system around equity and outreach, staff recommends the following changes to the Bike Share Capital program funding approach, which are also shown in Table 2:

- Revise Fremont's grant amount to \$350,000, with funds to be used for outreach, equity, program management, and bike parking.
- Similarly, revise the grant amounts for other jurisdictions that accept zero-cost bike share proposals to \$350,000 for outreach, equity, program management, and bike parking. Jurisdictions that do not receive zero-cost proposals shall keep their original bike share capital grant amount.
- All grant recipients must still adhere to the three program requirements outlined on the previous page.

Table 2. Phase 1 Bike Share Capital Grants, Recommendation

Jurisdiction	Current	Recommendation	Difference
Richmond	\$1,024,000	\$1,024,000	\$0
Fremont	\$659,000	\$350,000	(\$309,000)
TAM & SCTA	\$826,000	\$826,000	\$0
Program Implementation	\$75,000	\$75,000	\$0
Total	\$2,584,000	\$2,275,000	(\$309,000)

The recommendation outlined above results in an unprogrammed amount of \$309,000. Should the other Phase 1 Bike Share Capital jurisdictions receive zero-cost proposals, thereby reducing their respective grant amounts, the unprogrammed balance from the first cycle could increase to a total of \$1.5 million. An additional \$1.9 million for Phase 2 remains unprogrammed.

Issues:

Richmond and TAM/SCTA: Staff is working with Richmond, TAM, and SCTA as they develop their respective bike share programs.

Program Balances: Balances available through unused Phase 1 Bike Share Capital program, such as the \$309,000 resulting from this action, could be used to fund bike infrastructure improvements within the Phase 1 jurisdictions, such as bike lanes and separated bike facilities. Staff will return to the Commission for action on these program balances once more information on the other two bike share capital programs is known.

Recommendation: Refer MTC Resolution No. 3925, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3925, Revised, Attachment B

Date: October 28, 2009
 W.I.: 1512
 Referred by: PAC
 Revised: 12/16/09-C 07/28/10-C 09/22/10-C
 10/27/10-C 02/23/11-C 03/23/11-C
 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C
 01/28/15-C 05/27/15-C 09/23/15-C
 05/25/16-C 07/27/16-C 12/21/16-C
 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C 04/25/18-C 09/26/18-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

- Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies
- Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add \$437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

- 1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million);
- 2) Transportation for Livable Communities (\$4.1 million);
- 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million).

In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program (\$31 million) and the Safe Routes to Schools Creative Grant Program (\$2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add \$2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind \$1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance \$5.0 million for SFgo in the Climate Initiative Element, and \$13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide \$376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add \$34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from \$54 million to \$0 to accommodate this action and the advance of \$20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program \$1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining \$2.7 million for the small/ northbay county operators (with this advance, the entire \$31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect \$700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program \$7.6 million for specific STP/CMAQ projects for the Lifeline program; program \$3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add \$0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add \$50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 4

Attachment B to the resolution was revised on February 27, 2013 to redirect \$50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

This resolution was revised on May 22, 2013 to extend the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects and small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant projects. Attachment B to the resolution was also revised to reflect the following actions: Redirect \$180,000 from the City of Concord's Monument Blvd Corridor Shared Use Trail (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network (Phase 2) with no change in total funding; add the Eddy and Ellis Traffic Calming Lifeline project in San Francisco for \$1,175,105; modify the funding amounts between SamTrans' Caltrain Right-Of-Way payback commitment projects with no change in total funding; replace the Livermore plaza TLC project with the Livermore railroad depot restoration project with no change in total funding; deprogram the electric vehicle taxi climate initiative project for \$6,988,000 as a result of Better Place withdrawing from the project and retain \$988,000 for SFMTA's Electric Vehicles for Neighborhood Taxi Service project (a sub-element of the original project); and redirect: \$875,000 to extend the Dynamic Rideshare project; and redirect \$2,800,000 to increase the BAAQMD's bike sharing climate initiative project from \$4,291,000 to \$7,091,000.

Attachment B to the resolution was revised on September 25, 2013 to substitute the City of Oakland's Foothill Blvd. Streetscape Project with the Lakeside Green Streets Project.

Attachment B and Appendix A-1 to the resolution were revised on December 18, 2013 to change \$31 million from RTIP to CMAQ in the FPI program and to add a Sonoma US 101 FPI project and to update the funding amounts for the remaining FPI projects.

Attachment B was revised February 26, 2014 to reprogram Santa Clara's RTIP-TE funding from a lapsed project to two new projects in Santa Clara County, redirect \$3 million in Public Outreach Climate Initiatives Funding to the Spare the Air program and reduce funds for the Richmond Rail Connector Project.

Attachment B was revised March 26, 2014 to add \$2.7 million to the Clipper Program to Implement Phase III and make funding adjustments within the Freeway Performance Initiative Program by moving funds from the Marin US 101 component to the Solano I-80/ I-680/ SR 12 Interchange component.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

Attachment B was revised April 23, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs.

As referred by the Planning Committee, Attachment B was revised on May 28, 2014 to program remaining reserve in the TLC/Station Area Plans/PDA Planning Program, in companion with the programming of Cycle 2 PDA planning funds.

On July 23, 2014, Attachment B was revised to capture returned savings and unspent funding from various projects including the Richmond Rail Connector and Climate Initiatives EV strategies, and redirect funding from the Freeway Performance Initiatives (FPI) program which received funding from other sources, to the Golden Gate Bridge Suicide Deterrent Net.

On November 19, 2014, Attachment B was revised to replace Vacaville's Accessible Paths to Transit Project with its SRTS Infrastructure Improvements Project.

On December 17, 2014, Attachment B was revised to de-program \$988,000 from SFMTA's Electric Vehicles for Neighborhood Taxi project, and redirect these funds to public education and outreach within the Climate Initiatives program to help address the FY 2016-17 funding shortfall.

On January 28, 2015, Attachment B was revised to de-program \$1,446,802 from the city of San Jose's Innovative Bicycle Detection System to the San Jose TDM project. A total of \$53,198 has been expended and reimbursed by FHWA and therefore remains programmed on the Bicycle Detection project.

On May 27, 2015, Attachment B was revised to add Caltrans as a co-sponsor of the Doyle Drive/Presidio Parkway project and delete the city of San Jose's Innovative Bicycle Detection System program and redirect the remaining \$53,198 to the San Jose TDM project. The City of San Jose has repaid FHWA the \$53,198 in expended and reimbursed funds freeing up the funds for redirection to the San Jose TDM project. Attachment B was also revised to reduce the existing bicycle sharing projects from a total of \$9,816,000 to \$4,403,000 and redirect \$4,500,000 to Bicycle Sharing in Emerging Communities, and \$500,000 to San Mateo Bicycle/Pedestrian Improvements. The remaining \$413,000 will be determined at a later date.

On September 23, 2015, Attachment B was revised to reprogram \$400,000 for the Climate Initiatives Outreach Program from MTC to the Bay Area Air Quality Management District, and to revise the project scope for the I-80 Freeway Performance Initiative project.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 6

On May 25, 2016, Attachment B was revised to redirect \$358,500 from PDA Implementation Studies/Forums and \$1,390 in unprogrammed PDA planning funds within the Transportation for Livable Communities (TLC) program to ABAG PDA Planning and Implementation.

On July 27, 2016, Attachment B was revised to redirect \$548,388 in unobligated balances from San Francisco Department of Public Works' Folsom Street Streetscape project to the Second Street Complete Streets project within the County Transportation for Livable Communities program.

On December 21, 2016, Attachment B was revised to redirect \$3,583,000 to the I-880 Integrated Corridor Management project within the Incident Management program and redirect \$20,000 from MTC's Public Education Outreach, \$240,000 from MTC's Smart Driving Pilot Program, and \$13,000 in unprogrammed balances to MTC's Spare the Air Youth Program within the Climate Change Initiatives Program.

On April 26, 2017, Attachment B was revised to redirect \$145,000 within the Regional Operations program to reflect actual obligations.

On May 24, 2017, Attachment B was revised to increase the Bay Area Air Quality Management District's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$1,061,098 to reflect actual obligations; increase MTC's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$295,636 to reflect estimated final obligations, and indicate that MTC is the sole sponsor of the project; program \$1,440,000 to Concord Commerce Avenue Complete Streets project within the Regional Transportation for Livable Communities (TLC) program; remove \$681,290 in project savings from San Jose's San Carlos Multimodal Streetscape – Phase 2 within the Regional TLC program to address over-programming within the current cycle.

On November 15, 2017, Attachment B was revised to program \$2,584,000 to MTC for Bike Share Capital and Outreach and \$500,000 to San Mateo's Downtown Parking Technology Improvement project as part of an exchange to transfer \$500,000 in non-federal funds to the San Mateo Drive Complete Streets project, within the Climate Initiatives Program.

On February 28, 2018, Attachment B was revised to redirect \$659,000 from the Fremont Bike Share Capital and Outreach project to the Fremont Various Streets and Roads Rehabilitation project as part of an internal funding swap; and to reprogram \$1,024,000 for Richmond's Bike Share project and \$826,000 to Sonoma County Transportation Authority (SCTA) for the joint

ABSTRACT

MTC Resolution No. 3925, Revised

Page 7

SCTA/Transportation Authority of Marin Bike Share project into the MTC Exchange Program; and to clarify exchange project within Cycle 1.

On April 25, 2018, Attachment B was revised to program \$15,000,000 in STP apportionment for the Doyle Drive / Presidio Parkway Landscaping project. This action and funding are related to the partnership between Caltrans and MTC to provide sufficient resources for the successful completion of the San Francisco Bay Bridge (SFOBB) Gateway access improvements project.

On September 26, 2018, Attachment B was revised to return \$309,000 from Fremont's Various Streets and Roads Rehabilitation project (fund exchange to provide local funds to Fremont Bike Share) to the unprogrammed balance within the Bike Share in Emerging Communities project.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016, December 14, 2016, April 12, 2017, May 10, 2017, November 8, 2017, February 14, 2018, April 25, 2018, and September 12, 2018.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12)
Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and
Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 28, 2009

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
September 26, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C 04/25/18-C 09/26/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	\$22,697,000	\$0	\$22,697,000
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$14,962,000	\$0	\$14,962,000
I-880 Integrated Corridor Management	MTC	\$3,438,000	\$0	\$3,438,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS	TOTAL:	\$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$51,485,000	\$64,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$60,043,000	\$64,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
September 26, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
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 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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 02/28/18-C 04/25/18-C 09/26/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000	\$0	\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR25 Imps (Green Ways to School Through Social N	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County				
<i>Specific projects TBD by CMAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR25)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	\$5,440,098	\$0	\$5,440,098
Bicycle-Sharing Program (Phase II)	MTC	\$319,636	\$0	\$319,636
Downtown Parking Technology (for San Mateo Dr Complete Streets)	San Mateo (City)	\$500,000	\$0	\$500,000
Cold-In-Place (CIP) Pavement Recycling	Napa (City)	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000
Bike Share in Emerging Communities	TBD	\$2,225,000	\$0	\$2,225,000
Bike Share Capital and Outreach - Implementation	MTC	\$75,000	\$0	\$75,000
Fremont: Various Streets and Roads Rehab (for Fremont Bike Share)	Fremont	\$350,000	\$0	\$350,000
Bike Share Capital and Outreach - Richmond (Funding Exchange)	MTC/ Richmond	\$0	\$1,024,000	\$1,024,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
September 26, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
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 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C 04/25/18-C 09/26/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Bike Share Capital and Outreach - SMART Corridor (Funding Exchange)	MTC/ SCTA/ TAM	\$0	\$826,000	\$826,000
Stewart's Point Rancheria Inter-tribal Electric Vehicles (Funding Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL		\$47,129,734	\$2,226,000	\$49,355,734
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	\$81,730,734	\$2,226,000	\$83,956,734
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMA's</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkeley Bay Trail (TE)	Berkeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin County	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

September 26, 2018

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL		\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)		TOTAL: \$19,788,000	\$7,549,000	\$27,337,000

* NOTE: Regional Bicycle Program STP fund administered by County CMAAs as part of the Block Grant Program.

* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAAs in 2010 RTIP

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
MTC PDA Planning Implementation	MTC	\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890	\$0	\$609,890
Smart Growth Technical Assistance Program	MTC	\$360,000	\$0	\$360,000
SUBTOTAL		\$9,005,000	\$0	\$9,005,000
Transit Oriented Development (TOD)				
Transit Oriented Affordable Housing (TOAH) (Funding Exchange)	MTC	\$0	\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Concord Commerce Ave Complete Streets	Concord	\$1,440,000	\$0	\$1,440,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000

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METROPOLITAN TRANSPORTATION COMMISSION
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 02/28/18-C 04/25/18-C 09/26/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$1,342,710	\$0	\$1,342,710
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL		\$42,770,710	\$0	\$42,770,710
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAs</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
SFPark Parking Pricing (Fund Exchange)	SFMTA	\$22,000,000	\$0	\$22,000,000
SUBTOTAL		\$22,000,000	\$0	\$22,000,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)	TOTAL:	\$100,031,710	\$10,000,000	\$110,031,710
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.				
7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL		\$6,000,000	\$0	\$6,000,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
September 26, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C 04/25/18-C 09/26/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Federal Aid Secondary (FAS) Commitment *				
<i>Specific projects TBD by Counties</i>				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL		\$15,013,000	\$0	\$15,013,000
Local Streets and Roads (LSR) Rehabilitation **				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
September 26, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C 04/25/18-C 09/26/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL		\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)	TOTAL:	\$101,802,000	\$0	\$101,802,000
* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal- The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes ** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.				
8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterrent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterrent	GGBH&TD	\$27,000,000	\$0	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
Doyle Drive/Presidio Parkway Landscaping	Caltrans/SFCTA	\$15,000,000	\$0	\$15,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys. Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTA	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	\$500,000	\$0	\$500,000
Small/Northbay Operators (Transit Payback Commitment)				
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$110,810,389	\$31,000,000	\$141,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$110,810,389	\$31,000,000	\$141,810,389
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBHTD	\$233,728	\$0	\$233,728

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
September 26, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
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 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C 04/25/18-C 09/26/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL: \$8,971,587	\$0	\$8,971,587
First Cycle Total		\$589,774,420	\$115,732,000	\$705,506,420

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3925_ongoing_STP-CMAQ_Cycle_1\[tmp-3925_Attach-B.xlsx]Attach B 8-23-18

**** NOTE:** Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.

The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

***** NOTE:** All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

****** NOTE:** Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

******* NOTE:** Doyle Drive/Presidio Parkway - Contingent upon \$34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining \$88 million commitment to the Central Subway project.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0651 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 7/30/2018 **In control:** Metropolitan Transportation Commission
On agenda: 9/12/2018 **Final action:** 9/12/2018
Title: MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and OBAG 2) County and Regional Programs.

Sponsors:

Indexes:

Code sections:

Attachments: [6e PAC 2c ResoNos-4305-4202 OBAG1&2 Revisions.pdf](#)
[2c ResoNos-4305-4202 OBAG1&2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
9/12/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and OBAG 2) County and Regional Programs.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: September 19, 2018

FR: Executive Director

RE: MTC Resolution Nos. 4035, Revised and 4202, Revised – Revisions to the One Bay Area Grant (OBAG 1 and 2) Program

At the Programming and Allocations Committee meeting on September 12, 2018, the Committee considered proposed revisions to the One Bay Area Grant (OBAG 1 and 2) programs, including revisions within the Safe Routes to School (SRTS) program in Santa Clara County.

At the meeting, clarification was requested on the changes proposed for a Los Altos SRTS project, Miramonte Avenue Bicycle and Pedestrian Access Improvements. The project was recommended by the Santa Clara Valley Transportation Authority (VTA) for OBAG 1 funding as part of their countywide SRTS program. However, VTA staff recently learned of local public concerns with the proposed design of the project and requested the OBAG 1 SRTS funds currently assigned to the project be swapped with OBAG 2 County Program funds to allow the project sponsor additional time to address local concerns and program eligibility issues. The proposed revisions move the funds from the OBAG 1 program to the OBAG 2 program and do not affect the amount of OBAG funding for this project.

Staff recommends approval of MTC Resolution Nos. 4035, Revised and 4202, Revised.



Steve Heminger

SH:ma

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 12, 2018**Agenda Item 2c**

MTC Resolution Nos. 4035, Revised and 4202, Revised

Subject: Revisions to the One Bay Area Grant (OBAG 1 and 2) Regional and County Programs.

Background: The OBAG 1 and 2 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2012-13 through FY2021-22.

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

1. Freeway Performance Program

- Program \$3 million to the US 101 corridor in San Mateo and Santa Clara counties to upgrade existing ramp meters to adaptive technology to smooth traffic flow onto the freeway and reduce incidents.
- Direct an additional \$2 million to the I-680 corridor within Contra Costa County, bringing the total program amount to \$14 million. Additional funding for this project will be considered under Agenda Item 2h.

2. Regional Transit Priorities

- Redirect \$2.3 million within the TPI Incentive program from Caltrain's Control Point Installation project to its Positive Train Control project.
- Redirect \$48,000 from MTC's Clipper® Next Generation Fare Collection System to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect actions previously taken by the Commission.

3. Innovative Deployment for Enhanced Arterials

- Redirect \$15,000 from IDEA Technical Assistance to VTA's IDEA grant for the Veterans Affairs Palo Alto Medical Center to cover concept development and project evaluation costs, which were included in the original project scope but not correctly reflected in the project budget.

4. Regional Strategic Initiatives

- Revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 as to reflect actions previously taken by the Commission.

5. Safe Routes to School

- To address a project delay within Santa Clara County's Safe Routes to School (SRTS) program, swap the \$1 million Los Altos' Miramonte Ave. Bicycle and Pedestrian Access Improvements project from the OBAG 1 Regional SRTS program to Santa Clara County's OBAG 2 SRTS program.

- Program the \$1 million in OBAG 1 funds made available by the above action, along with an additional \$346,000 in unprogrammed OBAG 1 SRTS balances for Santa Clara County and \$794,000 in cost savings within the OBAG 1 Santa Clara County program to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project.
- These actions speed the delivery of aging OBAG 1 grants and provide \$2.1 million within Santa Clara County's OBAG 2 SRTS program for future project selection.

6. Alameda County Program

- Alameda County Transportation Authority (ACTC) has requested redirecting \$1.2 million from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 4035, Revised and 4202, Revised to the Commission for approval. Because these resolutions are proposed for revision under other agenda items, both are included once under Agenda Item 4a with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: MTC Resolution Nos. 4035, Revised, and 4202, Revised, can be found under Agenda Item 4a to this packet.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0695 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 8/16/2018 **In control:** Programming and Allocations Committee
On agenda: 9/12/2018 **Final action:**
Title: MTC Resolution Nos. 4202, Revised and 4357. Agreement for the exchange of \$4.0 million in Contra Costa Transportation Authority (CCTA) measure funds with an equal amount of Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, for the I-680 NB High Occupancy Lane/Express Lane project, the Richmond trail project, two projects in the IDEA program, and to provide \$2.2 million in non-federal funds for future MTC projects.

Sponsors:

Indexes:

Code sections:

Attachments: [6f PAC 2h ResoNos-4202-4357 CCTA Agreement w-MTC.pdf](#)
[2h ResoNos-4202-4357 CCTA Agreement w-MTC.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4202, Revised and 4357. *Agreement for the exchange of \$4.0 million in Contra Costa Transportation Authority (CCTA) measure funds with an equal amount of Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, for the I-680 NB High Occupancy Lane/Express Lane project, the Richmond trail project, two projects in the IDEA program, and to provide \$2.2 million in non-federal funds for future MTC projects.*

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 12, 2018

Agenda Item 2h

MTC Resolutions Nos. 4202, Revised and 4357

Subject: Agreement for the exchange of \$4 million in Contra Costa Transportation Authority (CCTA) measure funds with an equal amount of Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, for the I-680 NB High Occupancy Lane/Express Lane project and several other MTC projects.

Background: The One Bay Area Grant Program (OBAG) includes federal funding for a number of important regional initiatives aimed at reducing congestion. Federal funds come with specific requirements on eligible project types, as well as extensive authorization and invoicing processes. In order to expedite certain of these regional initiatives, MTC staff and CCTA propose a fund exchange of federal funds for Contra Costa Measure J funds.

CCTA is able to exchange \$4 million in Measure J for federal funds through the I-680 Northbound HOV/Express Lane project, which is federally-eligible. The Measure J funds would be split among the regional projects listed below.

Projects to Receive Measure Funds

Project	Measure Funds
IDEA Grant: CCTA	\$618,682
IDEA Grant: Walnut Creek	\$620,795
Richmond: Access to Richmond-San Rafael Bridge	\$500,000
Bay/ Dumbarton/ Richmond Bridge Forward (future)	\$2,260,523
Total	\$4,000,000

Issues: 1. As part of this exchange, the required local match would be waived on CCTA's IDEA grant, in the amount of \$118,849. Therefore, this amount of Measure J funds received would be applied to the CCTA IDEA grant, which then would free up the same amount to be applied to the I-680 project.

2. The exchanges also provide non-federal funding to a project in Richmond to enhance bicycle and pedestrian connectivity to the Richmond-San Rafael Bridge, in anticipation of the bridge bike lane pilot opening in the spring of 2019. The project is expected to advance more quickly using non-federal funds.

3. The \$2.2 million in exchange funds for a future Bay/Dumbarton/Richmond Bridge Forward project have yet to be assigned to a specific project element. Staff would return to the Commission in the future to program these funds.

4. This exchange will be governed by MTC's Exchange Program, MTC Resolution No. 3989, Revised. Upon execution of the exchange agreement with CCTA, MTC staff will return to the Commission to program the \$4 million via amendment to MTC Resolution No. 3989, Revised.

Recommendation: Refer MTC Resolution Nos. 4202, Revised and 4357 to the Commission for approval. Because Resolution 4202 is proposed for revision under other items, it is included under item 4a with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: MTC Resolution No. 4357
MTC Resolution No. 4202, Revised, can be found under Agenda Item 4a to this packet.

Date: September 26, 2018
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4357

Establishes conditions for the exchange of Contra Costa Transportation Authority (CCTA) unrestricted Measure J 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 CCTA is included.

The resolution includes the following attachments:

Attachment A – Funding Exchange Agreement

Further discussion of this action is contained in the Programming and Allocation summary sheet dated September 12, 2018.

Date: September 26, 2018
W.I.: 1515
Referred by: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4357

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

WHEREAS, the Contra Costa Transportation Authority (CCTA) is the sponsoring agency in partnership with MTC for the I-680 NB High Occupancy Lane/Express Lane project and is identified as part of the Interstate 680 Carpool Lane Gap Closure/Transit Corridor Improvements funding category in the Measure J Expenditure Plan for Contra Costa County, approved by voters on November 2, 2004 (“PROJECT”); and

WHEREAS, MTC and CCTA endeavor to expedite delivery of projects in the Bay Area by providing \$4.0 million in Measure J Funds (MEASURE FUNDS) in Fiscal Year (FY) 2018-19 in exchange for \$4.0 million in MTC discretionary Surface Transportation Block Grant Program (STP) and /or Congestion Mitigation and Air Quality Improvement (CMAQ) funds (“STP/CMAQ FUNDS”) for PROJECT; and

WHEREAS, CCTA agrees to provide unrestricted MEASURE FUNDS as specified in this Agreement, attached hereto and incorporated herein by reference.; 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 CCTA MEASURE FUNDS for the purposes and within the maximum amount established, and subject to the conditions, set forth in Attachment A; and, be it further

RESOLVED, that 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 CCTA 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 September 26, 2018.

Date: September 26, 2018
W.I.: 1515
Referred by: PAC

MTC Resolution No. 4357
Attachment A

Agreement for the exchange of Contra Costa Transportation Authority (CCTA) unrestricted Measure J funds with MTC regional discretionary Surface Transportation Block Grant Program and /or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funds

Agreement between the Metropolitan Transportation Commission and the Contra Costa Transportation Authority for the exchange of MTC regional discretionary Surface Transportation Block Grant Program and/or Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds, for Contra Costa Measure J funds

This AGREEMENT is entered into on the first day of October 2018, by and between the CONTRA COSTA TRANSPORTATION AUTHORITY, ("AUTHORITY"), created under California Public Utility Code Section 180000 *et seq.* and the METROPOLITAN TRANSPORTATION COMMISSION ("MTC"), a regional transportation agency created under California Government Code Section 66500 *et seq.*

RECITALS

- (1) AUTHORITY is the sponsoring agency for the I-680 NB High Occupancy Lane/Express Lane project identified as part of Interstate 680 Carpool Lane Gap Closure/Transit Corridor Improvements funding category in the Measure J Expenditure Plan for Contra Costa County, approved by voters on November 2, 2004 ("PROJECT").
- (2) PROJECT is federalized and has \$8.0 million in federal Surface Transportation Program (STP) funds.
- (3) MTC and AUTHORITY endeavor to expedite delivery of projects in the Bay Area by providing \$4.0 million in Measure J Funds (MEASURE FUNDS) in Fiscal Year (FY) 2018-19 in exchange for \$4.0 million in MTC discretionary Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds ("STP/CMAQ FUNDS") for PROJECT.
- (4) 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 \$4.0 million in STP/CMAQ FUNDS.
- (5) AUTHORITY agrees to provide unrestricted MEASURE FUNDS in the amount of \$4.0 million in exchange for \$4.0 million in STP/CMAQ FUNDS pursuant to the terms and conditions specified in this Agreement.
- (6) AUTHORITY and MTC desire to proceed with the exchange of funding under this Agreement immediately, as nothing herein adversely affects MTC's responsibility to program regional discretionary funds in the Bay Area.
- (7) AUTHORITY and MTC mutually desire to specify the terms and conditions under which AUTHORITY is to provide MEASURE FUNDS to MTC, in exchange for MTC's assignment of STP/CMAQ FUNDS to PROJECT.

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

Section I

MTC AGREES:

- (1) To 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) To program \$4.0 million of MTC-apportioned federal STP/CMAQ FUNDS, including authorizing apportionment and obligation authority, to AUTHORITY in the Transportation Improvement Program (TIP) for implementation of PROJECT contingent upon the availability of federal apportionment and obligation authority.
- (3) To provide the City of Richmond with \$0.5 million out of the \$4.0 million MEASURE FUNDS received from AUTHORITY to complete improvements to the bike trail connection to the Richmond–San Rafael bridge bicycle facility.
- (4) To fund AUTHORITY’S required match, in the amount of \$118,849, for the Concord Blvd, Clayton Road and Willow Pass Road, Innovative Deployments for Enhanced Arterials (IDEA) grant.

Section II

AUTHORITY AGREES:

- (1) To submit the TIP amendment request to MTC to initiate programming of the \$4 million in STP/CMAQ FUNDS to PROJECT.
- (2) To make payment of MEASURE FUNDS to MTC expressly subject to the AUTHORITY’S continued authorization to collect and expend the sales tax proceeds provided by Measure J, within 60 days following the approval of the programming of the \$4.0 million in the TIP by MTC.
- (3) 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 October 1, 2018. This Agreement shall terminate upon the satisfaction of MTC obligation to program STP/CMAQ funds in the TIP, and AUTHORITY payment to MTC with MEASURE FUNDS, as outlined in Section II of this Agreement, except for those provisions which by their nature shall extend beyond termination. Notwithstanding the above, AUTHORITY may terminate this Agreement, except for those provisions which by their nature shall extend beyond

termination, by written notice to MTC at any time prior to payment of MEASURE FUNDS. MTC in return will have the ability to withhold an equivalent amount of future discretionary funds from the AUTHORITY.

- (2) Nothing in this Agreement shall preclude MTC from programming additional STP/CMAQ FUNDS to PROJECT.
- (3) This Agreement shall bind and benefit the parties hereto and their heirs, successors, and permitted assigns.
- (4) It is understood and agreed that neither AUTHORITY, nor any officer, employee, agent or contractor thereof, shall be responsible for, and MTC shall indemnify and hold AUTHORITY and its officers, employees, agents and contractors harmless from, any damage or liability occurring by reason of anything done or omitted to be done by MTC, its officers, employees, consultants or contractors, under or in connection with the services, authority or jurisdiction of MTC or delegated to MTC under this Agreement. Without limiting the generality of the foregoing, it is further specifically understood and agreed that, pursuant to California Government Code Section 895.4, MTC shall fully indemnify and hold AUTHORITY and its officers, employees, agents and contractors harmless from any liability or damages imposed for injury as defined by California Government Code Section 810.8 occurring by reason of anything done or omitted to be done by MTC, its officers, employees, agents or contractors under this Agreement or in connection with any services, authority or jurisdiction of MTC or delegated to MTC under this Agreement.

It is understood and agreed that neither MTC, nor any officer, employee, agent or contractor thereof, shall be responsible for, and AUTHORITY shall indemnify and hold MTC and its officers, Commissioners, employees, agents and contractors harmless from, any damage or liability occurring by reason of anything done or omitted to be done by AUTHORITY, its officers, employees, consultants or contractors, under or in connection with the services, authority or jurisdiction of AUTHORITY or delegated to AUTHORITY under this Agreement. Without limiting the generality of the foregoing, it is further specifically understood and agreed that, pursuant to California Government Code Section 895.4, AUTHORITY shall fully indemnify and hold MTC and its officers, Commissioners, employees, agents and contractors harmless from any liability or damages imposed for injury as defined by California Government Code Section 810.8 occurring by reason of anything done or omitted to be done by AUTHORITY, its officers, employees, agents or contractors under this Agreement or in connection with any services, authority or jurisdiction of AUTHORITY or delegated to AUTHORITY under this Agreement.

- (5) 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.

- (6) 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.
- (7) Unless and until notified otherwise in writing, 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, the parties to this Agreement shall use the following addresses to send or deliver all such communications relating to this Agreement:

Hisham Noeimi
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597
hnoeimi@ccta.net

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

- (8) 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.
- (9) 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.
- (10) 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.

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

SIGNATURES ON FOLLOWING PAGE

DRAFT

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

CONTRA COSTA
TRANSPORTATION AUTHORITY

METROPOLITAN TRANSPORTATION
COMMISSION

Federal Glover, Chair

Steve Heminger, Executive Director

Randell H. Iwasaki, Executive Director

Approved as to Form:

Malathy Subramanian, Legal Counsel



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0628 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Consent

File created: 7/20/2018 **In control:** Programming and Allocations Committee

On agenda: 9/12/2018 **Final action:**

Title: MTC Resolution Nos. 4312, Revised and 4349. Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program - Cycles 1 and 2.

Sponsors:

Indexes:

Code sections:

Attachments: [6g PAC 2d ResoNos-4312-4349 Local Partnership Program.pdf](#)
[2d ResoNos-4312-4349 Local Partnership Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4312, Revised and 4349. Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program - Cycles 1 and 2.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 12, 2018

Agenda Item 2d

MTC Resolution No. 4312, Revised, and 4349

Subject: Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program – Cycles 1 and 2.

Background: Senate Bill 1 (SB 1) directed \$200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. The California Transportation Commission (CTC) adopted LPP Guidelines, which provides half of the annual amount to a formula program to be distributed among agencies with voter-approved taxes, tolls, or fees, and the other half to a competitive program.

MTC, through the Bay Area Toll Authority, is eligible to receive LPP formula funds due to Regional Measures 1 and 2.

In December 2017, MTC programmed \$10.2 million from the first LPP formula cycle funds to two projects under MTC Resolution No. 4312: Dumbarton and San Mateo Bridge Operational Improvements and Express Lanes, and San Francisco-Oakland Bay Bridge Bicycle/Pedestrian Eastern Access.

The second LPP formula program includes \$4.6 million for MTC/BATA, in addition to a \$5 million one-time bonus incentive due to RM3's passage. In total, MTC/BATA has \$9.6 million in Cycle 2 LPP formula funds for programming. Project nominations for Cycle 2 are due to CTC by August 29. Since the due date is before the September Commission meeting, CTC understands that MTC's nominations are contingent upon the Commission's approval of this item.

Projects must be capital improvements, have a 1:1 match, and be allocated by FY 2019-20. Due to delays in Cycle 1 LPP formula projects, staff recommends reprogramming the \$10.2 million from Cycle 1 and programming the new \$9.6 million from Cycle 2 to the same project, listed below:

- **Richmond-San Rafael Bridge Structural Steel Painting (Phase 2)**
Total \$19.8 million in LPP formula funds. The girder spans for the Richmond-San Rafael Bridge account for approximately 400,000 square feet of structural steel. The proposed Phase 2 contract would complete the structural steel painting of the lower deck floor systems primarily the cantilever sections, the girder spans, and the remaining 289-foot truss sections and the tower legs.

The proposed project meets the requirements set forth in CTC's approved LPP Guidelines, and the full amount would be programmed in FY 2019-20. Both of the original Cycle 1 projects will be funded through BATA rehabilitation funds. The table below summarizes the programming changes recommended by staff.

Table 1: LPP Formula Programming Summary (in \$millions)

LPP Formula Project	LPP Cycle 1	LPP Cycle 1	LPP Cycle 1	LPP Cycle 2
	Current	Delta	Proposed	Proposed
Dumbarton Forward	\$8.2	(\$8.2)	\$0.0	\$0.0
SFOBB Bike/Ped Link	\$2.0	(\$2.0)	\$0.0	\$0.0
BATA RSR Bridge Painting	\$0.0	\$10.2	\$10.2	\$9.6
LPP Formula Funds Total:	\$10.2	\$0.0	\$10.2	\$9.6

Issues:

1. CTC's August 29 nomination deadline is before the MTC Commission meeting date of September 26. CTC staff will accept MTC's final nominations upon MTC's approval of the program of projects on September 26, provided that MTC staff provide a draft list by the August 29 deadline.

2. The availability of the LPP funds is contingent on SB 1 remaining in effect. Should Proposition 6 pass in November and SB 1 effectively be repealed, staff will reassess the timing and funding of the three projects listed above.

Recommendation: Refer MTC Resolution Nos. 4312, Revised, and 4349 to the Commission for approval, and direct staff to transmit the final program of projects to the CTC.

Attachments: MTC Resolution Nos. 4312, Revised, and 4349

Date: September 26, 2018
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4349

This resolution adopts the program of projects for MTC/BATA's formula share of the Local Partnership Program (LPP), for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

Attachment A – Formula Distribution for FY 2019-20

Attachment B – Program of Projects for MTC/BATA Formula Share of SB 1 LPP

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 12, 2018.

Date: September 26, 2018
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of Projects for MTC/BATA's Formula Share of SB 1
Local Partnership Program (LPP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4349

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, 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 November 8, 1988, voters approved Regional Measure 1, increasing the toll for passenger vehicles on the seven state-owned toll bridges in the San Francisco Bay Area to a uniform \$1.00, with proceeds contributing towards a revenue bond program for construction and improvement of bridges and mass transit extensions designed to reduce bridge traffic, as authorized by Senate Bill 45 (Chapter 406, Statutes of 1988), commonly referred to as Regional Measure 1 ("RM1"); 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 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 to as Regional Measure 2 ("RM2"); and

WHEREAS, on June 5, 2018, voters approved Regional Measure 3, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by up to \$3.00, with this revenue 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 595 (Chapter 650, Statutes of 2017), commonly referred to as Regional Measure 3 ("RM3"); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$200 million per year to the Local Partnership Program to reward agencies that have voter-approved taxes, tolls, or fees dedicated solely to transportation purposes; and

WHEREAS, on June 27, 2018, the California Transportation Commission (CTC) approved the Guidelines for the Local Partnership Program, which specifies half of annual revenues be directed towards a Formula Program for those agencies with voter-approved taxes, tolls, and fees; and

WHEREAS, MTC/BATA submitted documentation demonstrating RM1 and RM2 as voter-approved tolls, meeting CTC's requirements to receive a formula share for the Local Partnership Program; and

WHEREAS, CTC adopted the formula share funding distribution for the Local Partnership Program on June 27, 2018; now, therefore, be it

RESOLVED, that MTC adopts the Program of Projects for MTC/BATA's Formula Share (Attachment A) of the Local Partnership Program, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; 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

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 September 26, 2018.

Attachment A
MTC Resolution No. 4349
SB1 Local Partnership Program (LPP)
Formula Program - Distribution
FY 2019-20
September 2018

MTC Resolution No. 4349
Attachment A
Adopted: 09/26/18-C

Funding Distribution (Approved by CTC on June 27, 2018)

SB1 Local Partnership Program (LPP)	Fiscal Year	MTC/BATA
LPP Formula Share Distribution (RM1 and RM2)	2019-20	\$4,649,000
LPP Competitive Share Incentive Distribution (RM3)	2019-20	\$5,000,000
Total		\$9,649,000

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Attachment B
MTC Resolution No. 4349
SB1 Local Partnership Program (LPP)
Formula Program - Project List
FY 2019-20
September 2018

MTC Resolution No. 4349
 Attachment B
 Adopted: 09/26/18-C

Project List

SB1 Local Partnership Program (LPP) Formula Program				Match Source	Funds Amount	LPP Cycle 2 Amount	Total Amount
Richmond-San Rafael Bridge Structural Steel Painting (Ph. 2)	Contra Costa & Marin	BATA/Caltrans	Bridge Tolls		\$75,351,000	\$9,649,000	\$85,000,000
Total					\$75,351,000	\$9,649,000	\$85,000,000

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Date: December 20, 2017
W.I.: 1515
Referred by: PAC
Revised: 09/26/18-C

ABSTRACT

Resolution No. 4312

This resolution adopts the program of projects for MTC/BATA's formula share of the Local Partnership Program (LPP), for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

Attachment A – Formula Distribution for FY 2017-18 and FY 2018-19

Attachment B – Program of Projects for MTC/BATA Formula Share of SB 1 LPP

This resolution was amended on September 26, 2018 via Commission Action to update Attachment B – Program of Projects for MTC/BATA Formula Share of SB 1 LPP.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated December 13, 2017 and September 12, 2018.

Date: December 20, 2017
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of Projects for MTC/BATA's Formula Share of SB 1
Local Partnership Program (LPP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4312

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, 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 November 8, 1988, voters approved Regional Measure 1, increasing the toll for passenger vehicles on the seven state-owned toll bridges in the San Francisco Bay Area to a uniform \$1.00, with proceeds contributing towards a revenue bond program for construction and improvement of bridges and mass transit extensions designed to reduce bridge traffic, as authorized by Senate Bill 45 (Chapter 406, Statutes of 1988), commonly referred to as Regional Measure 1 ("RM1"); 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 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 to as Regional Measure 2 ("RM2"); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$200 million per year to the Local Partnership Program to reward agencies that have voter-approved taxes, tolls, or fees dedicated solely to transportation purposes; and

WHEREAS, on October 18, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Local Partnership Program, which specifies half of annual revenues be directed towards a Formula Program for those agencies with voter-approved taxes, tolls, and fees; and

WHEREAS, MTC/BATA submitted documentation justifying RM1 and RM2 as voter-approved tolls, meeting CTC's requirements to receive a formula share for the Local Partnership Program; and

WHEREAS, CTC adopted the formula share funding distribution for the Local Partnership Program on December 6, 2017; now, therefore, be it

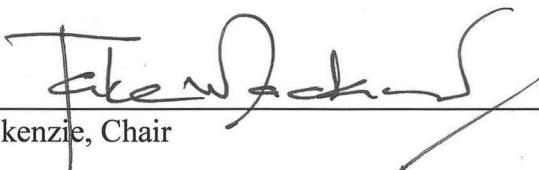
RESOLVED, that MTC adopts the Program of Projects for MTC/BATA's Formula Share (Attachment A) of the Local Partnership Program, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; 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



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 December 20, 2017.

Attachment A
MTC Resolution No. 4312
SB1 Local Partnership Program (LPP)
Formula Program - Distribution
FY 2017-18 & FY 2018-19
December 2017

MTC Resolution No. 4312
Attachment A
Adopted: 12/20/17-C

Funding Distribution (Approved by CTC on December 6, 2017)

SB1 Local Partnership Program (LPP)	Fiscal Year	MTC/BATA
LPP Formula Share Distribution	2017-18	\$5,118,000
LPP Formula Share Distribution	2018-19	\$5,118,000
Total		\$10,236,000

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Attachment B
MTC Resolution No. 4312
SB1 Local Partnership Program (LPP)
Formula Program - Project List
FY 2017-18 & FY 2018-19
September 2018

MTC Resolution No. 4312
 Attachment B
 Adopted: 12/20/17-C
 Revised: 09/26/18-C

Project List

SB1 Local Partnership Program (LPP) Formula Program	County	Sponsor	Match Source	Funds Amount	LPP Cycle 1 Amount	Total Amount
SFOBB Bicycle/Pedestrian Eastern Access	Alameda	BATA/MTC	Bridge Tolls	\$2,000,000	\$2,000,000	\$4,000,000
Dumbarton and San Mateo Bridges Approach Express Lanes	Alameda & San Mateo	BATA/MTC	Bridge Tolls	\$8,236,000	\$8,236,000	\$16,472,000
Richmond-San Rafael Bridge Structural Steel Painting (Ph. 2)*	Contra Costa & Marin	BATA/Caltrans	Bridge Tolls	\$74,764,000	\$10,236,000	\$85,000,000
Total				\$74,764,000	\$10,236,000	\$85,000,000

* Programming deferred to FY 2019-20

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\September 2018 PAC\[tmp-4312_Attachments_A_B.xlsx]LPP Formula Attach B Sep 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	18-0652	Version:	1	Name:	
Type:	Resolution	Status:		Commission Consent	
File created:	8/3/2018	In control:		Programming and Allocations Committee	
On agenda:	9/12/2018	Final action:			
Title:	MTC Resolution No. 4350. Authorization for MTC's Executive Director to file and execute Federal Transit Administration grants.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6h PAC 2e ResoNo-4350 FTA Grants.pdf 2e ResoNo-4350 FTA Grants.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4350. Authorization for MTC's Executive Director to file and execute Federal Transit Administration grants.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****September 12, 2018****Agenda Item 2e****MTC Resolution No. 4350**

Subject: Authorization for MTC's Executive Director to file and execute Federal Transit Administration grants.

Background: The Metropolitan Transportation Commission (MTC) is the designated recipient of the region's Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus & Bus Facilities Formula Program funds for the Bay Area's large urbanized areas and an eligible direct recipient of those funds for the region's small urbanized areas. The Federal Transit Administration requires that the governing board of the designated and direct recipients for Federal Transit funds confer authorization to a designated official to execute or file an application on their behalf. This authorization will permit MTC's executive director to execute MTC's grants for projects when MTC is the grantee.

Resolution No. 4350 is proposed to supersede Resolution No. 3537, which previously authorized MTC's executive director to execute FTA grants. This update is necessary as that resolution referred to FTA programs that no longer exist. FTA requires an up-to-date authorization resolution to be kept on record in their electronic grant making system, TrAMS.

Issues: None.

Recommendation: Refer MTC Resolution No. 4350 to the Commission for approval.

Attachments: MTC Resolution No. 4350

Date: September 26, 2018
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4350

This resolution authorizes the executive director to execute and file applications for Federal assistance with the Federal Transit Administration (FTA) on behalf of the Metropolitan Transportation Commission.

This resolution supersedes and replaces MTC Resolution No. 3537.

Further discussion of this resolution is contained in the Programming and Allocations Summary Sheet dated September 12, 2018.

Date: September 26, 2018
W.I.: 1512
Referred By: PAC

RE: Authorization for MTC's Executive Director to file and execute Federal Transit Administration grants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4350

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 has been designated by the Governor of the State of California, with concurrence from the Federal Transit Administration (FTA), as the Designated Recipient of certain FTA formula program funds apportioned to certain urbanized areas within the MTC metropolitan planning area; and

WHEREAS, MTC is also an eligible Applicant for federal transportation funds; and

WHEREAS, the Federal Transportation Administration has been delegated authority to award Federal financial assistance for transportation projects; and

WHEREAS, each grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the Applicant, and may require the Applicant to provide the local share of the project cost; and

WHEREAS, the Metropolitan Transportation Commission, as an eligible Applicant, provides annual certifications and assurances to the Federal Transit Administration, now, therefore, be it

RESOLVED, that MTC's Executive Director, or in his/her absence, MTC Deputy Executive Directors, by his/her delegation are authorized to file and execute applications for Federal assistance on behalf of the Metropolitan Transportation Commission.

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 September 26, 2018.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	18-0692	Version:	1	Name:	
Type:	Contract	Status:		Commission Consent	
File created:	8/15/2018	In control:		Programming and Allocations Committee	
On agenda:	9/12/2018	Final action:			
Title:	Proposed agreement with Mariposa County Local Transportation Commission (MCLTC) for exchange of federal apportionment. A request to authorize an agreement with the MCLTC to exchange roughly \$0.4 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.				

Sponsors:

Indexes:

Code sections:

Attachments: [6i PAC 2f Mariposa LTC CMAQ Exchange.pdf](#)
[2f Mariposa LTC CMAQ Exchange.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Proposed agreement with Mariposa County Local Transportation Commission (MCLTC) for exchange of federal apportionment. A request to authorize an agreement with the MCLTC to exchange roughly \$0.4 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****September 12, 2018****Agenda Item 2f****Proposed Agreement with Mariposa County Local Transportation Commission
for Exchange of Federal Apportionment**

Subject: A request to authorize the Executive Director to enter into an agreement with the Mariposa County Local Transportation Commission (MCLTC) to exchange roughly \$0.4 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds.

Background: In August, MTC staff received a request from the MCLTC to enter into an exchange of roughly \$0.4 million in CMAQ apportionment.

Assembly Bill 1012 (Chapter 783 of the Statutes of 1999) amended Sections 182.6 and 182.7 of the State Streets and Highways Code to include provisions for the timely use of regional apportionments of STP and CMAQ funds. This “use it or lose it” legislation includes the requirement that regional agencies must obligate their STP/CMAQ apportionments within three years of federal eligibility. Apportionment balances remaining after the third year are subject to reprogramming by the California Transportation Commission (CTC) in the fourth year.

As of the latest apportionment status report released July 31, 2018 by Caltrans Local Assistance, MCLTC has a balance of \$381,600 in third year unobligated CMAQ apportionment that is subject to reprogramming by the CTC on November 1, 2018.

In order to avoid losing this apportionment balance to its region, MCLTC requests to exchange roughly \$0.4 million in CMAQ apportionment in FFY 2018-19 to MTC for an equal amount of MTC’s CMAQ apportionment to be repaid in FFY 2019-20.

This exchange benefits MCLTC by avoiding the reprogramming of its CMAQ balance, while allowing CMAQ projects to be delivered earlier for MTC.

It is often difficult for smaller regions to fully utilize their federal funds and deliver projects through the federal-aid process. This exchange allows Mariposa LTC to pool multiple years of federal funding and consolidate into a single larger federal CMAQ project. MTC entered into similar agreements with Tehama County in 2016 and Calaveras Council of Governments in July 2018.

Caltrans staff has confirmed this exchange of earlier-year apportionment for later-year apportionment is allowed per Caltrans’ Apportionment/Obligation Authority Management Policy, and has provided the form of letter for such exchanges.

The effective date of the transfer of CMAQ apportionment from MCLTC to MTC is October 1, 2018. The effective date of the transfer of CMAQ loan apportionment from MTC to MCLTC is October 1, 2019.

Issues:

Provision to Eliminate Risk

The CMAQ funds are subject to reprogramming by CTC on November 1, 2018, unless MTC and MCLTC execute a transfer agreement by that date. If the agreement is not executed in time, the exchange will not take place and MTC will retain its full CMAQ apportionment balance.

Recommendation:

Refer to the Commission approval of authorization for the Executive Director or designee to sign a Letter of Understanding with the Mariposa County Local Transportation Commission to enter into an exchange of roughly \$381,600 of CMAQ funds.

Attachment:

Draft Letter of Understanding with MLTC for Executive Director's signature.



METROPOLITAN
TRANSPORTATION
COMMISSION

September 26, 2018

Mr. Rihui Zhang, Chief
Division of Local Assistance
Caltrans
P.O. Box 942873
Sacramento, CA 94273-0001

RE: Letter of Understanding between the Mariposa County Local Transportation Commission and the Metropolitan Transportation Commission for federal apportionment exchange.

Dear Mr. Zhang,

This letter constitutes our understanding of an exchange of Congestion Mitigation and Air Quality Improvement (CMAQ) apportionment between the Mariposa County Local Transportation Commission (MCLTC) and the Metropolitan Transportation Commission (MTC).

MCLTC currently has a balance of CMAQ apportionment subject to reprogramming on November 1, 2018 under the Assembly Bill 1012 Timely Use of Funds provisions. To avoid the loss of this apportionment balance, MCLTC requests to exchange its prior-year CMAQ fund balance of \$381,600 subject to lapse on November 1, for an equal amount of CMAQ funds from MTC, to be transferred on October 1, 2019.

This letter is to formalize the exchange of \$381,600 in prior year CMAQ apportionment from MCLTC effective October 1, 2018, with an equivalent amount of FFY 2019-20 CMAQ apportionment from MTC effective October 1, 2019.

This exchange is contingent upon execution of this Letter of Understanding prior to November 1, 2018. Should the Letter of Understanding not be executed prior to November 1, 2018, or any other AB 1012 deadlines are not met that would result in the loss of apportionment, MTC shall retain its full CMAQ apportionment balance and the Letter of Understanding is null and void.

This Letter of Understanding sets forth that the MTC and the MCLTC intent for the use of the identified CMAQ apportionment, and requests Caltrans to adjust each region's apportionment balance as appropriate. This exchange would benefit MCLTC by preventing the region's loss of federal fund apportionments, while providing MTC with additional capacity to deliver CMAQ projects sooner. We are relying on our understanding that this exchange is allowed per Caltrans' Obligation Authority Management Policy.

This Letter of Understanding will be in effect for a one-time exchange of CMAQ funds through October 1, 2019.

Mr. Ray Zhang
September 26, 2018
Page 2

We appreciate this opportunity to exchange federal fund apportionment and support our transportation partners. If you have questions, please contact Mike Healy, Executive Director MCLTC at (209) 966-5356 or Ross McKeown, MTC's Assistant Director of Programming, at (415) 778-5242.

Sincerely,

Sincerely,

Mike Healy
Executive Director, MCLTC

Steve Heminger
Executive Director, MTC



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0656 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Consent
File created: 8/3/2018 **In control:** Programming and Allocations Committee
On agenda: 9/12/2018 **Final action:**
Title: MTC Resolution Nos. 4035, Revised and 4202, Revised. Amendments to One Bay Area Grant (OBAG) 1 and 2 Programs to add new projects in Marin County.

MTC provided federal funds for the US-101 HOV Gap Closure project in Marin County during the last decade; about \$4.5 million was not spent. The Transportation Authority of Marin now requests the unspent funds and other OBAG funds be re-programmed to four projects in Marin County.

Sponsors:

Indexes:

Code sections:

Attachments: [6j_PAC_4a_ResoNo-4035-4202_OBAG1&2_Amendments.pdf](#)
[4a_ResoNo-4035-4202_OBAG1&2_Amendments.pdf](#)

Date	Ver.	Action By	Action	Result
9/12/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4035, Revised and 4202, Revised. Amendments to One Bay Area Grant (OBAG) 1 and 2 Programs to add new projects in Marin County.

MTC provided federal funds for the US-101 HOV Gap Closure project in Marin County during the last decade; about \$4.5 million was not spent. The Transportation Authority of Marin now requests the unspent funds and other OBAG funds be re-programmed to four projects in Marin County.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 12, 2018

Agenda Item 4a

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

Subject: Amendments to One Bay Area Grant (OBAG) 1 and 2 Programs to add new projects in Marin County.

Background: MTC provided federal funds for the US-101 HOV Gap Closure project in Marin County in the early 2000's; about \$4.5 million was not spent. The Transportation Authority of Marin now requests the unspent funds and other OBAG funds be re-programmed to four multimodal projects in Marin County.

Marin US-101 HOV Gap Closure Project

Caltrans constructed HOV lanes on US-101 in Marin County over ten years ago, using a mix of funding that included federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds, Marin County's share of State Transportation Improvement Program (STIP) funds, and local funds. Caltrans did not fully use the CMAQ funds; instead, Caltrans partially used Marin's STIP shares. Therefore, \$4.5 million of CMAQ funds were not expended by Caltrans, and belatedly have been returned to MTC for reprogramming. TAM requests programming these funds as part of OBAG 2 to the following four projects, which are mapped in Attachment 1.

Sponsor	Project Information	Amount
TAM	US-101 Marin-Sonoma Narrows Marin Segments (Design)	\$2.0 M
TAM	Old Redwood Hwy Multi-Use Pathway (Con.)	\$1.1 M
Novato	Downtown SMART Station (exchange for Annual Street Rehabilitation Project) (Const.)	\$0.6 M
San Rafael	Grand Avenue Bike/Ped Bridge (Construction)	\$0.8 M
	Total	\$4.5 M

US-101 Marin-Sonoma Narrows (MSN) – Design

TAM is finalizing design on the remaining MSN segments in Marin County – A4 and B1 Phase 2 – in order to seek future funding such as SB 1 Solutions for Congested Corridors. TAM estimates the design will cost about \$8 million; TAM is expending \$1.2 million in local and SB 1 Local Partnership Formula Funds now, which is expected to last through early fall. TAM requests programming \$2 million of these available federal funds to continue design through mid-2019, at which time other funds such as Regional Measure 3 (RM3) toll revenue could make up the remaining design costs.

Old Redwood Highway Multi-Use Pathway

This project is part of the North-South Greenway project, which is partially funded through Regional Measure 2 (RM2). The Northern Segment of the Greenway project extends from Sir Francis Drake Blvd. to Old Redwood Highway on the south bank of Corte Madera Creek. The Northern Segment is now expected to cost more than the original engineer's estimate due to complex construction methods and increased unit costs. In response, TAM will split the Northern Segment into two sub-sections. The northern sub-

section will need to use all of the Greenway's remaining RM2 funds to achieve full funding. The sub-section will construct the bridge over Corte Madera Creek. The southern sub-section will continue along Old Redwood Highway south of Corte Madera Creek. TAM will rename the southern sub-section to "Old Redwood Highway Multi-Use Pathway" – and will federalize this sub-section in order to use the proposed \$1.1 million in CMAQ funds to achieve full funding.

Novato Downtown SMART Station (exchange for Annual Street Rehabilitation Project)

TAM proposes \$617,000 of these federal funds go towards the City of Novato's street rehabilitation project. In addition, Novato requests re-programming \$500,000 of OBAG 1 TPI Investment funds to the same project. Both actions, totaling \$1,117,000, would free up the same amount of the City's local funds for Novato's Downtown SMART Station, which is not federalized. The OBAG 1 TPI funds were previously programmed to the Novato Downtown SMART Station project for a later phase of that project that is eligible to receive federal funds. This funding is now needed for the earlier phase of the Novato Downtown SMART Station due to a significantly higher than expected station construction bid, necessitating the funding exchange. The proposed funding plan for the Novato Station project is shown in Attachment 2. Because the funding plan relies on future budget appropriations by the City of Novato, this action is conditioned on the execution of a funding agreement between MTC and the City of Novato.

San Rafael Grand Avenue Bicycle/Pedestrian Bridge

TAM requests programming the remaining \$763,000 to the bicycle and pedestrian bridge across the San Rafael Canal along the east side of Grand Avenue in San Rafael. The project has already received a federal authorization to proceed (E-76) for \$1 million in CMAQ funds; the additional \$763,000 will free up local sales tax funds and vehicle registration fee funds for other projects.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 4035, Revised and 4202, Revised to the Commission for approval, and authorize the Executive Director or his designee to enter into an agreement with the City of Novato for the Novato Station funding exchange.

Attachment: Attachment 1: Map of Proposed Projects
Attachment 2: Downtown Novato Station Funding Plan
MTC Resolution No. 4035, Revised
MTC Resolution No. 4202, Revised

Attachment 1: Map of Proposed Projects



Programming and Allocations Committee
September 12, 2018

Agenda Item 4a - Attachment 2

Novato Downtown SMART Station Funding Plan

Funder	Amount	Fund Source
Phase 1 -- Rails and Platform (Complete)		
Novato	\$ 2,400,000	20-year loan (repaid from city GF)
Phase 2 -- Signaling, electrical system, & amenities for functional station		
MTC/TAM	\$ 1,448,000	OBAG 2 County Program
Novato	\$ 1,490,900	Gas tax/City Funds
Novato	\$ 161,100	Local funds
TAM	\$ 483,000	LPP County share
Novato	\$ 500,000	City general fund
MTC	\$ 617,000	STP/CMAQ (exchange with City funds via Street Rehab project)
MTC	\$ 500,000	TPI (shifted from Ph. 3, exchange with City funds via Street Rehab project)
Subtotal	\$ 5,200,000	
Phase 3 -- Parking lot improvements		
Local/future \$	\$ 500,000	Replace TPI funding shifted to Phase 2
Local match	\$ 110,000	City GF
Subtotal	\$ 610,000	
Grand Total	\$ 8,210,000	

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 09/27/17-C 10/25/17-C
11/15/17-C 02/28/18-C 03/28/18-C
05/23/18-C 06/27/18-C 07/25/18-C
09/26/18-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.

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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/VRTA'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.

On September 27, 2017, Attachment B-2 was revised to redirect \$94,000 in cost savings from Dixon's West A Street Preservation to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements within the Solano County Program.

On October 25, 2017, Attachment B-1 was revised to redirect \$44,000 from Caltrain's Map-Based Real-Time Train Display to its Control Point Installation project and redirect \$96,000 from Napa Valley Transportation Authority's Comprehensive Operational Analysis to its Imola Avenue and SR 29 Express Bus Improvements project within the Transit Performance Initiative – Incentive Program; and program \$73 in remaining program balances to the NVTa Imola Avenue and SR-29 Express Bus Improvements Project within the Transit Performance Initiative – Investment Program.

On November 15, 2017, Attachment B-1 was revised to program \$105,000 in Regional Safe Routes to School (SRTS) to Napa Valley Transportation Authority for Napa County's SRTS Program, \$225,000 to San Mateo County Office of Education for San Mateo County's SRTS Program, and \$1,000,000 to Los Altos for the Miramonte Ave Bicycle and Pedestrian Access Improvements within Santa Clara County; and to redirect \$783,000 in the Climate Initiatives Program from Walnut Creek's Parking Guidance System Pilot to the N Main St Rehabilitation project as part of a funding exchange arrangement.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and \$215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program \$364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to \$573,453 to reflect a change in scope; redirect \$630,000 in project savings from the NextGen

Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

On May 23, 2018, Attachments B-1 and B-2 were revised to redirect \$20,587 from Union City's Single Point Login Terminals on Revenue Vehicles to its South Alameda County Major Corridor Travel Time Improvements project within the Transit Performance Initiative program; and reflect the redirection of \$4,350,000 in Regional Transportation Improvement Program (RTIP) funds from Palo Alto's US 101/Adobe Creek Bicycle and Pedestrian Bridge to San Jose's West San Carlos Urban Village Streetscape Improvements project within Santa Clara County's OBAG 1 County Program.

On June 27, 2018, Attachment B-1 was revised to redirect \$820,000 from MTC's Bay Bridge Forward Commuter Parking Initiatives Related Activities project to CCTA's I-80 Central Ave Interchange Improvements; \$636,763 from ECCTA's Replacement of Eleven 40' Buses project to the Clipper® Next Generation Fare Collection System project within the Transit Capital Rehabilitation Program; and to program \$400,411 in unprogrammed balances within the Climate Initiatives Program to MTC's Carsharing Implementation project.

On July 25, 2018, Attachment B-1 was revised to redirect \$150,000 from Oakland's Transportation Impact Review Streamlining Technical Assistance grant within the Regional PDA Planning Grant program, with \$65,000 directed to Rohnert Park's Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant, and \$85,000 directed to Windsor's PDA Planning and Implementation Staffing Assistance grant.

On September 26, 2018, Attachments B-1 and B-2 were revised to redirect \$1,000,000 from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project and \$346,000 in Santa Clara County's Safe Routes to School program (SRTS) unprogrammed balances to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Regional SRTS program; redirect \$794,000 from Santa Clara County's Capitol Expressway Traffic Intelligent Transportation Systems (ITS) and Bike/Pedestrian Improvements project to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Santa Clara County Program; direct \$2,332,747 from Caltrain's Control Point Installation project to its Positive Train Control project within the Transportation Performance Initiative (TPI) Incentive program; and direct \$500,000 within the TPI Investment program

from Novato's Downtown SMART Station project to Novato Pavement Rehabilitation as part of a local funding exchange to support the Downtown SMART Station project.

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, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, March 7, 2018, May 9, 2018, June 13, 2018, July 11, 2018, and September 12, 2018.

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

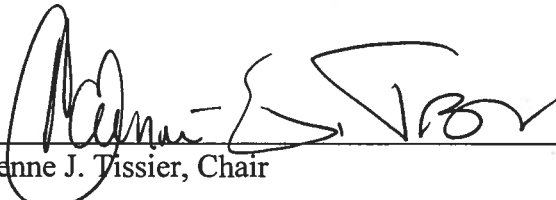
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

September 2018

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 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-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		\$438,146,000	\$53,080,000	\$492,046,000
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
Program for Arterial System Synchronization (PASS)	MTC	\$8,370,000	\$0	\$8,370,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$1,130,000	\$0	\$1,130,000
CCTA: I-80 Central Ave Interchange Improvements	CCTA	\$820,000	\$0	\$820,000
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	\$0	\$3,900,000	\$3,900,000
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	\$1,100,000	\$0	\$1,100,000
SUBTOTAL		\$27,150,000	\$3,080,000	\$31,050,000
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:	\$62,508,000	\$37,080,000	\$100,408,000
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				
Affordable Housing Jumpstart Program (Funding Exchange)	MTC	\$0	\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

September 2018

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
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02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-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		\$438,146,000	\$53,080,000	\$492,046,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
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	\$150,000	\$0	\$150,000
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
Windsor Parking Management and Pricing	MTC	\$85,000	\$0	\$85,000
<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
Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	MTC	\$65,000	\$0	\$65,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	TOTAL:	\$30,000,000	\$10,000,000	\$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	\$573,453	\$0	\$573,453
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

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

September 2018

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 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-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		\$438,146,000	\$53,080,000	\$492,046,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehab (for 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
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
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
Carsharing Implementation	MTC	\$400,411	\$0	\$400,411
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$8,812,000	\$6,000,000	\$14,812,000

* Selected and funded by the BAAQMD. Listed here for informational purposes only

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMA</i>				
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$346,000	\$0	\$346,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000
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
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000
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 Program - 2	NVTA	\$105,000	\$0	\$105,000
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	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Los Altos: Miramonte Ave Bicycle & Pedestrian Access Imps	Los Altos	\$1,000,000	\$0	\$1,000,000
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
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
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>				
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
Clipper Next Generation Fare Collection System	MTC	\$636,763	\$0	\$636,763
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

September 2018

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
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02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-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		\$438,146,000	\$53,080,000	\$492,046,000
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 - South Alameda County Major Corridors Travel Time Imps	Union City	\$160,587	\$0	\$160,587
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 - Imola Ave and SR 29 Express Bus Improvements	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	\$1,802,415	\$0	\$1,802,415
TPI - Caltrain - Postitive Train Control	Caltrain	\$2,332,747		\$2,332,747
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

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

September 2018

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 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-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		\$438,146,000	\$53,080,000	\$492,046,000
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
TPI - Novato Pavement Rehabilitation (for Novato Downtown SMART Station)	Novato	\$500,000	\$0	\$500,000
TPI - NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
TPI - Fairfield Solano Express 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
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: \$438,146,000	\$53,080,000	\$492,046,000

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Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2018

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

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$313,498,000	\$18,036,000	\$327,184,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Fremont Various Streets and Roads Preservation	Fremont	\$1,693,000	\$0	\$1,693,000
Fremont City Center Multi-Modal Imps	Fremont	\$6,267,000	\$0	\$6,267,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY TOTAL:		\$60,373,000	\$3,726,000	\$64,099,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
CONTRA COSTA COUNTY TOTAL:		\$43,638,000	\$2,384,000	\$46,022,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>				
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000

Attachment B-2

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2018

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$313,498,000	\$18,036,000	\$327,184,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY TOTAL:		\$10,041,000	\$707,000	\$10,748,000
NAPA COUNTY				
<i>Specific projects TBD by Napa - NCTPA</i>				
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY TOTAL:		\$6,950,000	\$431,000	\$7,381,000
SAN FRANCISCO COUNTY		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>				
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY TOTAL:		\$37,427,000	\$1,910,000	\$39,337,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>				
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000

Metropolitan Transportation Commission

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

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2018

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

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$313,498,000	\$18,036,000	\$327,184,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY	TOTAL:	\$25,253,000	\$1,991,000	\$27,244,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>				
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
West San Carlos Urban Village Streetscape Imps	San Jose		\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Almaden Ave & Vine St Safety Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,799,072	\$0	\$7,799,072
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$7,491,928	\$0	\$7,491,928
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,352,935	\$0	\$1,352,935
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$918,065	\$0	\$918,065
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$794,000	\$0	\$794,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$4,184,000	\$0	\$4,184,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY	TOTAL:	\$89,105,000	\$4,350,000	\$89,105,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$490,000	\$0	\$490,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2018

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

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$313,498,000	\$18,036,000	\$327,184,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Redwood-Fairgrounds Dr Interchange - Bike/Transit Imps	Solano County	\$94,000	\$0	\$94,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SNCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulati Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
SOLANO COUNTY	TOTAL:	\$18,348,000	\$1,141,000	\$19,489,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
Sonoma County Safe Routes to School - FY18-22 Supplemental	SCTA	\$50,000	\$0	\$50,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$100,000	\$0	\$100,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,196,000	\$0	\$2,196,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
Santa Rosa US 101 Bike/Pedestrian Bridge Overcrossing	Santa Rosa	\$364,000	\$0	\$364,000
SONOMA COUNTY	TOTAL:	\$22,363,000	\$1,396,000	\$23,759,000
Cycle 2 Total	TOTAL:	\$313,498,000	\$18,036,000	\$327,184,000

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

ABSTRACT

MTC Resolution No. 4202, Revised

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to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$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

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MTC Resolution No. 4202, Revised

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balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

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.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District

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contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTa) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

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On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program unprogrammed balance.

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MTC Resolution No. 4202, Revised

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On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

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, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, and September 12, 2018.

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
September 2018

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 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C
 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$504,205,000	\$18,200,000
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				
PDA Implementation	Regionwide	MTC	\$2,000,000	
PDA Supportive Studies	Regionwide	MTC	\$500,000	
PDA Planning				
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	Alameda	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	Contra Costa	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	Contra Costa	MTC	\$140,000	
San Rafael: Downtown Precise Plan	Marin	MTC	\$500,000	
San Francisco: HUB Area EIR	San Francisco	MTC	\$500,000	
San Francisco: Transit Corridors Study	San Francisco	MTC	\$500,000	
San Jose: Diridon Integrated Station Area Concept Plan	Santa Clara	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	Santa Clara	MTC	\$500,000	
Vacaville: Downtown Specific Plan	Solano	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	Sonoma	MTC	\$800,000	
Staffing Assistance				
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	Alameda	MTC	\$180,000	
Fremont: SB743 Implementation	Alameda	MTC	\$150,000	
Hayward: SB743 Implementation	Alameda	MTC	\$150,000	
Oakland: ADU Initiative	Alameda	MTC	\$200,000	
Oakland: Innovative Construction Initiative	Alameda	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	Contra Costa	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	Contra Costa	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	Contra Costa	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	Santa Clara	MTC	\$200,000	
Windsor: Parking Management and Pricing	Sonoma	MTC	\$35,000	
Technical Assistance				
Emeryville: Developing the Highest and Best Use of the Public Curb	Alameda	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	Alameda	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	San Francisco	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	San Francisco	MTC	\$65,000	
Belmont: Transportation Demand Management Program	San Mateo	MTC	\$65,000	
Unprogrammed balance	Regionwide	MTC	\$8,862,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC		
ACTC: Community-Based Transportation Plans	Alameda	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	Contra Costa	MTC	\$215,000	
TAM: Community-Based Transportation Plans	Marin	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	Napa	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	San Francisco	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	San Mateo	MTC	\$120,000	
VTA: Community-Based Transportation Plans	Santa Clara	MTC	\$300,000	
STA: Community-Based Transportation Plans	Solano	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	Sonoma	MTC	\$110,000	
CBTP Program Evaluation	Regionwide	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES				
Climate Initiatives			\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Carsharing Implementation	Regionwide	MTC	\$800,000	
Targeted Transportation Alternatives	Regionwide	MTC	\$325,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
Active Operational Management				

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
September 2018

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
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$504,205,000	\$18,200,000
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	\$16,598,000	
511 Implementation	Regionwide	MTC	\$17,000,000	
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 Program	Regionwide	MTC	\$18,000,000	
FPP: I-880 (I-80 to I-280)	Alameda/Santa Clara	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	Contra Costa	MTC	\$14,000,000	
FPP: SR 84 (US 101 to I-880)	Alameda/San Mateo	MTC	\$5,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	SM / SCL	MTC	\$3,000,000	
FPP: CCTA I-80 Central Ave Interchange Improvements	Contra Costa	CCTA	\$2,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows (move to Reg Invest Category below)	Sonoma	SCTA	\$15,400,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)				
IDEA Technical Assistance	Various	MTC	\$1,532,000	
IDEA Category 1				
AC Transit: Dumbarton Express Route (SR84)	Various	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	Alameda	MTC	\$276,000	
Hayward: Various Locations	Alameda	MTC	\$302,000	
Oakland: Bancroft Ave	Alameda	MTC	\$310,000	
Pleasanton: Various Locations	Alameda	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	Alameda	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	Contra Costa	MTC	\$563,000	
San Rafael: Downtown San Rafael	Marin	MTC	\$830,000	
South San Francisco: Various Locations	San Mateo	MTC	\$532,000	
San Jose: Citywide	Santa Clara	MTC	\$1,400,000	
IDEA Category 2				
Dublin: Citywide	Alameda	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	Alameda	MTC	\$785,000	
CCTA: Concord Blvd, Clayton Rd & Willow Pass Rd	Contra Costa	MTC	\$560,000	
Walnut Creek: Various locations	Contra Costa	MTC	\$680,000	
Los Gatos: Los Gatos Blvd	Santa Clara	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	Santa Clara	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Transportation Management System				
TMS Implementation	Regionwide	MTC	\$2,910,000	
Performance-Based ITS Device Maintenance & Rehab.	Regionwide	MTC	\$1,840,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$8,100,000	
Detection Technology Pilot	Regionwide	MTC	\$5,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Central	Alameda	MTC	\$8,840,000	
Unprogrammed Balance	TBD	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			TOTAL: \$192,400,000	
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$40,000,000	
Clipper	Regionwide	MTC	\$34,200,000	
Unprogrammed Balance			\$15,283,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
September 2018

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
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 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$504,205,000	\$18,200,000
6. TRANSIT PRIORITIES		TOTAL:	\$189,283,000	
7. PRIORITY CONSERVATION AREA (PCA)				
Regional Peninsula, Southern and Eastern Counties PCA Program				
Peninsula, Southern and Eastern Counties PCA (Funding Exchange)	TBD	MTC/CCC		\$8,170,000
Bay Area GreenPrint: PCA Functionality Improvements	Regionwide	MTC/GreenInfo Network		\$30,000
Local North Bay PCA Program				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: F	Marin	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehabilitation	Marin	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)	Marin	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Improvements)	Marin	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	Marin	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	Napa	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Improvements	Solano	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma	Sonoma Coun	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma	Sonoma Coun	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$8,200,000	\$8,200,000
8. BAY AREA HOUSING INITIATIVES				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Housing Incentive Pool	TBD	TBD	\$30,000,000	
8. BAY AREA HOUSING INITIATIVES		TOTAL:	\$30,000,000	\$10,000,000
9. REGIONAL STRATEGIC INVESTMENTS (RSI)				
State Route 85 Transit Guideway Study	Santa Clara	SCVTA	\$1,200,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	Sonoma	SCTA	\$15,400,000	
Novato: Pavement Rehabilitation (for Downtown Novato SMART Station)	Marin	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Marin	TAM	\$1,120,000	
San Rafael: Grand Ave Bridge	Marin	San Rafael	\$763,000	
US 101 Marin-Sonoma Narrows	Marin	TAM	\$2,000,000	
9. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL:	\$21,100,000	
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$504,205,000	\$18,200,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2018

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
ALAMEDA COUNTY			
CMA Planning Activities			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Planning Activities - Supplemental	Alameda	ACTC	\$2,800,000
Federal Aid Secondary (FAS)			
Alameda County: Various Streets & Roads Preservation	Alameda	Alameda County	\$1,779,000
Safe Routes To School (SRTS)			
ACTC: Alameda County SRTS Non-Infrastructure Program	Alameda	ACTC	\$5,340,000
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	Alameda	ACTC	\$1,959,000
County Program			
Alameda: Central Ave Complete Street	Alameda	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Alameda	Albany	\$340,000
Berkeley: North Shattuck Ave Rehabilitation	Alameda	Berkeley	\$1,214,000
Berkeley: Southside Complete Streets & Transit Improvements	Alameda	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Alameda	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Alameda	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Alameda	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Alameda	Fremont	\$2,760,000
Hayward: Main St Complete Street	Alameda	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Alameda	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Alameda	Livermore	\$1,382,000
MTC: I-580 Corridor Study	Alameda	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Alameda	Newark	\$592,000
Oakland: Lakeside Family Streets	Alameda	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Alameda	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Alameda	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Alameda	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	Alameda	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Alameda	Union City	\$872,000
ALAMEDA COUNTY		TOTAL:	\$76,655,000
CONTRA COSTA COUNTY			
CMA Planning Activities			
Planning Activities Base	Contra Costa	CCTA	\$4,342,000
Federal Aid Secondary (FAS)			
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)			
Antioch: L Street Pathway to Transit	Contra Costa	Antioch	\$1,223,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Contra Costa	Concord	\$862,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa	Contra Costa County	\$561,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Contra Costa	Richmond	\$320,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	Contra Costa	San Ramon	\$300,000
TBD: SRTS Unprogrammed balance	Contra Costa	TBD	\$822,000
County Program			
Antioch: Pavement Rehabilitation	Contra Costa	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Contra Costa	Brentwood	\$1,653,000
Clayton: Neighborhood Streets Rehabilitation	Contra Costa	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Contra Costa	Concord	\$4,368,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Contra Costa	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa	Contra Costa County	\$4,327,000
Danville: Camino Ramon Improvements	Contra Costa	Danville	\$1,357,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	Contra Costa	El Cerrito	\$544,000
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	Contra Costa	El Cerrito	\$4,840,000
Hercules: Sycamore/Willow Pavement Rehabilitation	Contra Costa	Hercules	\$492,000
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	Contra Costa	Lafayette	\$579,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2018

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
Martinez: Downtown Streets Rehabilitation	Contra Costa	Martinez	\$846,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Contra Costa	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Contra Costa	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Contra Costa	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Contra Costa	Pinole	\$586,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Contra Costa	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Contra Costa	Pittsburg	\$1,385,000
Pleasant Hill: Pleasant Hill Rd Improvements	Contra Costa	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Contra Costa	Richmond	\$2,205,000
San Pablo: Market St Pavement Rehabilitation	Contra Costa	San Pablo	\$618,000
San Ramon: Alcosta Blvd Pavement Rehabilitation	Contra Costa	San Ramon	\$1,175,000
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	Contra Costa	San Ramon	\$4,840,000
Walnut Creek: Ygnacio Valley & Oak Grove Rd Rehabilitation	Contra Costa	Walnut Creek	\$2,608,000
CONTRA COSTA COUNTY TOTAL:			\$56,136,000
MARIN COUNTY			
CMA Planning Activities			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)			
County of Marin receives FAS funding directly from Caltrans			
Safe Routes To School (SRTS)			
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	Marin	Corte Madera	\$595,000
San Anselmo: San Anselmo Bike Spine	Marin	San Anselmo	\$269,000
County Program			
GGBHTD: San Rafael Bettini Transit Center	Marin	GGBHTD	\$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown S	Marin	Novato	\$1,450,000
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	Marin	San Anselmo	\$1,134,000
San Rafael: Francisco Blvd East Sidewalk Improvements	Marin	San Rafael	\$2,100,000
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	Marin	Sausalito	\$250,000
MARIN COUNTY TOTAL:			\$10,870,000
NAPA COUNTY			
CMA Planning Activities			
Planning Activities Base	Napa	NVTA	\$3,822,000
Federal Aid Secondary (FAS)			
County of Napa receives FAS funding directly from Caltrans			
Safe Routes To School (SRTS)			
NVTA: Napa County SRTS Non-Infrastructure Program	Napa	NVTA	\$122,000
St. Helena: Main St Pedestrian Improvements	Napa	St. Helena	\$393,000
County Program			
American Canyon: Green Island Rd Improvements	Napa	American Canyon	\$1,000,000
Napa: Silverado Trail Five-way Intersection Improvement	Napa	Napa (city)	\$2,000,000
St. Helena: Main St Pedestrian Improvements	Napa	St. Helena	\$813,000
NAPA COUNTY TOTAL:			\$8,150,000
SAN FRANCISCO COUNTY			
CMA Planning Activities			
Planning Activities Base	San Francisco	SFCTA	\$3,997,000
Planning Activities - Supplemental	San Francisco	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)			
County of San Francisco is 100% urban and therefore does not receive FAS funding			
Safe Routes To School (SRTS)			
SFMTA: San Francisco SRTS Non-Infrastructure Program	San Francisco	SFMTA	\$1,797,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	San Francisco	SFMTA	\$1,016,000
County Program			
BART: Embarcadero Station New Northside Platform Elevator and Faregates	San Francisco	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	San Francisco	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	San Francisco	SFMTA	\$6,939,000
SFDPW: Better Market Street	San Francisco	SFDPW	\$15,980,000
SFDPW: John Yehall Chin Elementary SRTS Improvements	San Francisco	SFDPW	\$3,366,000
SAN FRANCISCO COUNTY TOTAL:			\$48,183,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2018

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
SAN MATEO COUNTY			
CMA Planning Activities			
Planning Activities Base	San Mateo	C/CAG	\$3,822,000
Planning Activities - Supplemental	San Mateo	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)			
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)			
C/CAG: San Mateo SRTS Non-Infrastructure Program	San Mateo	CCAG/COE	\$2,394,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	San Mateo	CCAG/COE	\$223,000
County Program			
Atherton: Middlefield Road Class II Bike Lanes	San Mateo	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	San Mateo	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	San Mateo	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	San Mateo	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	San Mateo	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	San Mateo	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	San Mateo	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	San Mateo	Burlingame	\$700,000
Colma: Mission Rd Bike/Ped Improvements	San Mateo	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	San Mateo	Daly City	\$1,310,000
East Palo Alto: Various Streets Resurfacing	San Mateo	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	San Mateo	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	San Mateo	Half Moon Bay	\$1,202,000
Hillborough: Various Streets Resurfacing	San Mateo	Hillsborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	San Mateo	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	San Mateo	Millbrae	\$387,000
Pacifica: Citywide Curb Ramp Replacements	San Mateo	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	San Mateo	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	San Mateo	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	San Mateo	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	San Mateo	Redwood City	\$1,266,000
Redwood City: US 101/Woodside Rd Class I Bikeway	San Mateo	Redwood City	\$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Mateo	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Mateo	San Bruno	\$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Mateo	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Mateo	San Carlos	\$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Mateo	San Carlos	\$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	San Mateo	\$987,000
San Mateo County: Countywide Pavement Maintenance	San Mateo	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	San Mateo	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	San Mateo	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	San Mateo	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	San Mateo	Woodside	\$136,000
SAN MATEO COUNTY		TOTAL:	\$32,545,000
SANTA CLARA COUNTY			
CMA Planning Activities			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Planning Activities - Supplemental	Santa Clara	VTA	\$4,822,000
Federal Aid Secondary (FAS)			
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)			
Campbell: Eden Ave Sidewalk Improvements	Santa Clara	Campbell	\$555,000
Los Altos: Miramonte Ave Bicycle & Pedestrian Access Imps	Santa Clara	Los Altos	\$1,000,000
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike	Santa Clara	Palo Alto	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	Santa Clara	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	Santa Clara	\$359,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Santa Clara	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Santa Clara	Sunnyvale	\$919,000
SRTS Unprogrammed balance	Santa Clara	TBD	\$2,140,000
County Program			

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2018

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
Campbell: Winchester Boulevard Overlay	Santa Clara	Campbell	\$554,000
Cupertino: Pavement Management Program	Santa Clara	Cupertino	\$769,000
Gilroy: Downtown Monterey St Rehabilitation	Santa Clara	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Santa Clara	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Santa Clara	Los Gatos	\$343,000
Milpitas: Various Streets Resurfacing	Santa Clara	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Santa Clara	Morgan Hill	\$857,000
Mountain View: West Middlefield Road Improvements	Santa Clara	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Santa Clara	Palo Alto	\$4,350,000
Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements	Santa Clara	Palo Alto	\$4,655,000
Palo Alto: North Ventura Coordinated Area Plan	Santa Clara	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Santa Clara	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	Santa Clara	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	Santa Clara	San Jose	\$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	Santa Clara	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	Santa Clara	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	Santa Clara	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	Santa Clara	San Jose	\$3,582,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	Santa Clara	\$3,376,000
Santa Clara: Streets & Roads Preservation	Santa Clara	Santa Clara	\$2,356,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Santa Clara	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Santa Clara	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Santa Clara	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Santa Clara	Sunnyvale	\$907,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Santa Clara	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Santa Clara	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Santa Clara	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Santa Clara	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Santa Clara	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	Santa Clara	VTA/Milpitas	\$3,560,000
SANTA CLARA COUNTY			TOTAL: \$104,073,000
SOLANO COUNTY			
CMA Planning Activities			
Planning Activities Base	Solano	STA	\$3,822,000
Planning Activities - Supplemental	Solano	STA	\$3,039,000
Federal Aid Secondary (FAS)			
Solano County: County Roads Paving	Solano	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Improvements	Solano	Solano County	\$1,000,000
Safe Routes To School (SRTS)			
Fairfield: Grange Middle School SRTS Improvements	Solano	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	Solano	STA	\$1,209,000
County Program			
Benicia: Park Rd Improvements	Solano	Benicia	\$2,731,000
Fairfield: Heart of Fairfield Improvements	Solano	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Solano	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	Solano	STA	\$1,407,000
STA: Solano Mobility Call Center	Solano	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Solano	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Solano	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Solano	Vallejo	\$681,000
SOLANO COUNTY			TOTAL: \$21,177,000
SONOMA COUNTY			
CMA Planning Activities			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Planning Activities - Supplemental	Sonoma	SCTA	\$1,178,000
Federal Aid Secondary (FAS)			
Sonoma County: River Road Pavement Rehabilitation	Sonoma	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)			
Sonoma			

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2018

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

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12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
SCTA: Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA	\$1,655,000
County Program	Sonoma		
Cotati: E. Cotati Avenue Street Rehabilitation	Sonoma	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Sonoma	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Sonoma	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	Sonoma	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Sonoma	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Sonoma	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Sonoma	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sonoma	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma	Sonoma County	\$2,600,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Sonoma	Windsor	\$3,000,000
SONOMA COUNTY		TOTAL:	\$27,723,000
OBAG 2 COUNTY PROGRAMS		TOTAL:	\$385,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0698 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/23/2018 **In control:** Administration Committee
On agenda: 9/12/2018 **Final action:**
Title: MTC Resolution No. 4329, Revised - FY 2018-19 Overall Work Program (OWP) Amendment No. 19-01

An amendment to the OWP to add two new grant awards: \$500,000 for the Diridon Integrated Station Concept Plan funded by the FTA 5304 program and \$406,000 for Sustainable Communities and Climate Resilience for People with Disabilities funded by SB 1 Sustainable Communities Grant.

Sponsors:

Indexes:

Code sections:

Attachments: [7a Admin 3a Reso-4329 FY19OWP Amend-19-01.pdf](#)
[3a Reso-4329 FY19OWP Amend-19-01 .pdf](#)

Date	Ver.	Action By	Action	Result
9/12/2018	1	Administration Committee		

Subject:

MTC Resolution No. 4329, Revised - FY 2018-19 Overall Work Program (OWP) Amendment No. 19-01

An amendment to the OWP to add two new grant awards: \$500,000 for the Diridon Integrated Station Concept Plan funded by the FTA 5304 program and \$406,000 for Sustainable Communities and Climate Resilience for People with Disabilities funded by SB 1 Sustainable Communities Grant.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

COMMISSION AGENDA ITEM 7a

Agenda Item 3a



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: September 5, 2018

FR: Executive Director

RE: MTC Resolution No. 4329, Revised – FY 2018-19 Overall Work Program (OWP) Amendment No. 19-01

Staff requests that the Committee refer MTC Resolution No. 4329, Revised, which amends the OWP to add two new grant awards, to the Commission for approval. The two new grants are 1) Diridon Integrated Station Concept Plan grant for \$500,000 funded by the FTA 5304 program; and 2) Sustainable Communities and Climate Resilience for People with Disabilities grant for \$406,000 funded by SB1 Sustainable Communities Grant. Both grants were already included in the FY 2018-19 MTC Agency Budget. However, before work can begin on the funded projects, the OWP must be revised and approved by Caltrans.

Recommendation

Staff recommends that the Administration Committee refer MTC Resolution No. 4329, Revised, to the Commission for approval.



Steve Heminger

Attachments

SH:bm

Date: April 25, 2018
W.I.: 1152
Referred by: Administration Committee
Revised: 09/26/18-C

ABSTRACT

MTC Resolution No. 4329, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2018-19, certifies that the planning process of the Metropolitan Transportation Commission is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation, and authorizes MTC's Executive Director to apply for and execute agreements with the U.S. Department of Transportation for grants to aid in the financing of the OWP.

Attachment C to the resolution was revised on September 26, 2018 to add two new grant awards: \$500,000 for Diridon Integrated Station Concept Plan funded by FTA 5304 and \$406,000 for Sustainable Communities and Climate Resilience for People with Disabilities funded by SB1 Sustainable Communities Grant.

Further discussion of the OWP is contained in the Executive Director's memoranda dated April 4, 2018 and September 5, 2018.

Re: Overall Work Program for Fiscal Year 2018-19, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4329

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2040, which was adopted in July 2017; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2018-19 has been prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP for Fiscal Year 2018-19 includes MTC's unified work program for the fiscal year to achieve the goals and objectives in MTC's RTP; and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2018-19; and

WHEREAS, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's unified work program for fiscal year 2018-19; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2018-19 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2018-19 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or his designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's unified work program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or his designee is authorized to execute and file with such application assurances or other documentation requested by

DOT of MTC's compliance with applicable federal statutory and regulatory requirements;
and be it further

RESOLVED, that the Executive Director or his designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

METROPOLITAN TRANSPORTATION COMMISSION

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 April 25, 2018

Date: April 25, 2018
W.I.: 1152
Referred by: Admin

Attachment A
Resolution No. 4329
Page 1 of 1

Attachment A is the FY 2018-19 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4329
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 25, 2018
W.I.: 1152
Referred by: Admin
Revised: 09/26/18-C

Attachment C
Resolution No. 4329
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2018-19 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

OWP Amendment No 19-01 adds a new \$500,000 FTA 5304 grant for Diridon Integrated Station Concept Plan and a new \$406,000 SB1 Sustainable Communities Grant for Sustainable Communities and Climate Resilience for People with Disabilities.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0715 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/29/2018 **In control:** Programming and Allocations Committee
On agenda: 9/12/2018 **Final action:** 9/12/2018
Title: MTC Resolution No. 3914, Revised.

Allocation of \$10.1 million in AB 1171 Bridge Toll funds to Tri-Valley - San Joaquin Valley Regional Rail Authority for CEQA documentation and preliminary engineering on the Valley Link rail project.

Sponsors:

Indexes:

Code sections:

Attachments: [8a PAC 3c ResoNo-3914 ValleyLink Rail Projectx.pdf](#)
[3c HANDOUT SPUR Letter - MTC - Megaregional funding - September 12 2018.pdf](#)
[3c ResoNo-3914 ValleyLink Rail Project.pdf](#)

Date	Ver.	Action By	Action	Result
9/12/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 3914, Revised.

Allocation of \$10.1 million in AB 1171 Bridge Toll funds to Tri-Valley - San Joaquin Valley Regional Rail Authority for CEQA documentation and preliminary engineering on the Valley Link rail project.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 12, 2018

Agenda Item 3c

MTC Resolution No. 3914, Revised

Subject: Allocation of \$10.1 million in AB1171 Bridge Toll funds to Tri-Valley—San Joaquin Valley Regional Rail Authority for CEQA documentation and preliminary engineering on the Valley Link rail project.

Background: Discussion and studies regarding rail transit expansion in the Tri-Valley and connections to the San Joaquin Valley have been ongoing for decades. MTC has substantial amounts of AB1171 Bridge Tolls and Regional Measure 1 Rail Reserve available for furthering concepts and in anticipation of an eventual capital project. Allocations to date from these funds have included \$10 million to BART for the BART to Livermore environmental review, \$1 million to Alameda County Transportation Commission for right-of-way purchase, and \$660,000 to LAVTA for rail planning.

Assembly Bill 758 (2017) established the Tri-Valley – San Joaquin Valley Regional Rail Authority “for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between BART’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region.” The bill notes that I-580 serves the Altamont Pass Corridor and “ranks as one of the most congested freeways in the megaregion during peak hours,” with traffic in this corridor estimated to increase by up to 60 percent between 2013 and 2040.

The legislation included a provision that the new authority would not disrupt or interrupt the BART to Livermore environmental review, or any planning, development, or delivery of a BART to Livermore extension, but that provision would become inoperative if BART failed to adopt a preferred alternative for a BART extension to the vicinity I-580/Isabel Avenue interchange in Livermore by July 1, 2018. In May 2018, BART’s board voted to certify the environmental document, but not adopt any project, effectively enabling the Tri-Valley – San Joaquin Valley Regional Rail Authority (the Authority) to proceed with developing a project in the corridor.

The legislation also requires the Authority to provide a project feasibility report by July 1, 2019, on the plans for the development and implementation of transit connectivity in the Tri-Valley region. The feasibility report is required to include a number of elements, including preferred delivery entities, funding and financing plans, schedule, and preliminary design.

In July 2018, the Authority board adopted a preferred alternative for advancement into project-level environmental clearance and design. The preferred alternative is a two-phase project named Valley Link that would build a new rail line from the existing Dublin/Pleasanton BART station to a proposed ACE North Lathrop station (phase 1) and then to the existing ACE and Amtrak Stockton station (phase 2). Detail on the preferred alternative can be found in Attachments A and B to this item. TVSVJRRRA has submitted a request for an allocation of \$10.1 million in bridge toll funds for CEQA documentation and preliminary engineering on the Valley Link rail project.

Issues:

“Megaregion” Project Coordination and Funding

While a majority of the proposed Phase 1 project is in Alameda County, both track mile-wise (approx. 60%) and cost-wise (approx. 80%) according to preliminary project scoping and cost estimates, a substantial portion of the ridership is expected to be residents of San Joaquin County. The San Joaquin Council of Governments (SJCOG) has provided \$300,000 toward the project feasibility report, and indicated it will not provide additional funding until the report is complete. Thus, if MTC funds the full CEQA and preliminary engineering phase, it will be providing the sole contribution toward a project that extends beyond its region. Further, any future funding contributions from San Joaquin County are unknown. In addition, the Alameda County Transportation sales tax (“Measure BB”) includes a provision that no funding may be used on pre-construction phases.

Project Delivery Entity

The Tri-Valley—San Joaquin Valley Regional Rail Authority currently consists of only a board of directors, with staffing provided by LAVTA. Significant questions remain regarding what organizational structure will be in place to carry forward environmental and design work on a proposed capital project of this size and potentially to operate a rail service in the future. The feasibility report should help answer these questions and is expected to be complete by December. The current allocation includes funds for LAVTA staff and consultants to conduct the near-term work over the next year.

Project Funding Plan

The preliminary capital cost estimate for Phase 1 of the preferred alternative is \$1.8 billion in 2017 dollars. Following the proposed AB1171 allocation, available funding committed to the project concept in the Tri-Valley would be approximately as follows:

<u>Source</u>	<u>Amount (\$ millions)</u>
MTC: AB1171 Bridge Tolls	\$73
MTC: RM1 Bridge Tolls	\$15
MTC: Regional Measure 3	\$100
<u>ACTC: Measure BB</u>	<u>\$400</u>
Total	\$588

The funding gap for the preferred capital project is well over a billion dollars. Potential additional sources include state Transit and Intercity Rail Capital Program (TIRCP) and Solutions for Congested Corridors (SCC) funds, the latter of which will exist only if Proposition 6 fails at the November 2018 statewide election. The project would also need to be added to Plan Bay Area 2040 to advance to construction.

Allocation Conditions

To account for the project’s dynamic and complex aspects described above, and in recognition of the successful executive-level steering committees formed to provide guidance on other regional mega-projects, the following allocation conditions are proposed:

1. Formation of an executive steering committee with quarterly briefings, to include at a minimum representatives from MTC, Caltrans/CalSTA, ACE, San Joaquin COG, BART, and ACTC.
2. The executive steering committee shall be briefed on the following elements of the feasibility report and EIR:
 - a. progress of CEQA/PE
 - b. need for NEPA and potential timing thereof
 - c. organizational structure and preferred project delivery entity
 - d. funding plan
 - e. interface with other regional transportation infrastructure and services

One additional administrative condition, consistent with RM2 policies and procedures, is proposed:

3. The proposed allocation is conditioned on approval of a local support resolution by the Authority board of directors.

Recommendation: Refer MTC Resolution No. 3914, Revised to the Commission for approval.

Attachments: MTC Resolution 3914, Revised
Attachment A: Valley Link Report to Tri-Valley – San Joaquin Valley Regional Rail Authority Board (Excerpted)
Attachment B: Valley Link Presentation to Tri-Valley – San Joaquin Valley Regional Rail Authority Board (Excerpted)

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

ABSTRACT

Resolution No. 3914, Revised

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

This resolution includes the following attachments:

Attachment A – Allocations of AB 1171 Bridge Toll funds

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 2

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 3

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 4

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 5

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 6

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

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

This resolution was revised on September 26, 2018 to allocate \$10,120,000 in AB1171 funds to the Tri-Valley—San Joaquin Valley Regional Rail Authority for CEQA documentation and preliminary engineering on the Valley Link rail project.

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, September 14, 2016, November 9, 2016, June 14, 2017, and September 12, 2018.

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

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3914

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

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

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

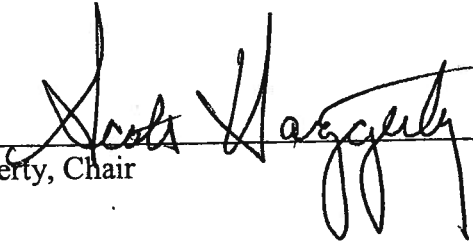
WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

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

Attachment A
 Resolution No. 3914
 Page 1 of 34

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

43	2018-19	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRA)	Valley Link	\$10,120,000	9/26/18	<p>Scope of work: This allocation funds CEQA documentation and preliminary engineering on the Valley Link project.</p> <p>TVSJVRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none"> 1. Formation of an executive steering committee with quarterly briefings, to include at a minimum representatives from MTC, Caltrans/CalSTA, ACE, San Joaquin COG, BART, and ACTC. 2. The executive steering committee shall be briefed on the following elements of the feasibility report and EIR: <ol style="list-style-type: none"> a. progress of CEQA/PE b. need for NEPA and potential timing thereof c. organizational structure and preferred project delivery entity d. funding plan e. interface with other regional transportation infrastructure and services 3. Approval of a local support resolution by the TVSJVRRA board of directors.
Total Allocated				\$496,801,700		

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

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

1 Executive Summary

VALLEY LINK KEY POINTS

The Problem

- The Bay Area's growth has spread east from the Tri-Valley into the San Joaquin Valley.
- I-580 is one of the most congested corridors in the state.
- Housing production has not kept pace with strong Bay Area job growth, resulting in ever longer commutes from areas with more affordable housing.
- ACE rail service offers only four daily roundtrips from San Joaquin County to the Bay Area.
- There is no direct rail connection between ACE and BART.

A Solution

- Valley Link would establish high-quality service with integrated connectivity, bridging the gap between ACE and BART, a reliable transportation alternative to sitting traffic congestion:
 - *Leveraging innovative solutions for a cost-effective and efficient approach.*
 - *Promoting equitable access and economic development, providing access to jobs in the Bay Area and San Joaquin County.*
 - *Promoting public health, improving safety and air quality, and reducing traffic incidents.*
 - *Focusing on the megaregional long-term vision and a sustainable transportation solution for the corridor.*
- Valley Link supports the vision of the State Rail Plan to connect the megaregion to the State rail system.

Valley Link Service

- Would use existing transportation rights-of-way.
- Offer a regular schedule in both directions, throughout the day.
- Use proven Multiple Unit hybrid technology.
- Begin Phase 1 service as early as 2024.
- Provide seven stations along the route in Phase 1.
- Extend to Stockton in a potential later phase.



Recommendations

PROJECT PURPOSE AND NEED

- Rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service in the Tri-Valley.
- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Improves connectivity within the Bay Area Megaregion: connecting people, jobs and housing.
- Supports the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

(PROPOSED) PROJECT & PHASING OPTIONS

Rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station, utilizing existing transportation rights-of-way where feasible:

- **Phase 1** – Rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station
- **Phase 2** – Rail service extended from the ACE North Lathrop Station to the existing ACE and Amtrak Stockton Station
- Further explore opportunities for early action (a minimum operable segment.)

ALIGNMENT

Rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station, utilizing existing transportation rights-of-way where feasible and explore connectivity and partnerships to not preclude future expansions or connectivity to other State or regional hubs and/or destinations:

- **Tri-Valley Segment Recommendation** – BART connection at Dublin/Pleasanton Station, at-grade single track alignment in I-580 median with passing sidings between stations
- **Altamont Pass Segment Recommendation** – Alignment within former Southern Pacific Railroad corridor, and consider one grade separation at Altamont Pass Road.
- **San Joaquin Valley Segment Recommendation** – Consider a maintenance facility at Mountain House Parkway. Conduct negotiations with Union Pacific Railroad (UPRR) to determine options and confirm feasibility of viable alignment alternatives to the railroad corridor.



STATIONS & CONNECTIVITY

Include the following stations in the proposed project:

- Dublin/Pleasanton BART Intermodal Station
- Isabel Station
- Greenville ACE Intermodal Station
- Mountain House
- Downtown Tracy
- River Islands
- North Lathrop ACE Intermodal

Further explore station locations for the viable alignment alternatives to the railroad corridor.

The following stations will be considered as infill stations in the CEQA document:

- South Front Station
- Grant Line Road Station
- Ellis Station

Advance efficient station planning consistent with community goals and objectives.

SERVICE CHARACTERISTICS

Regular service throughout the day in both directions with ultimate goal of matching BART hours of operation and frequency.

Initial service to include:

- Peak period 12-minute and off-peak (weekday nights and weekends) 30-minute frequency from BART Dublin/Pleasanton Station to Greenville Station
- Peak period 24-minute and off-peak (weekday nights and weekends) 60-minute frequency beyond Greenville Station
- Operate initial service from 5:00 am to 8:00 pm

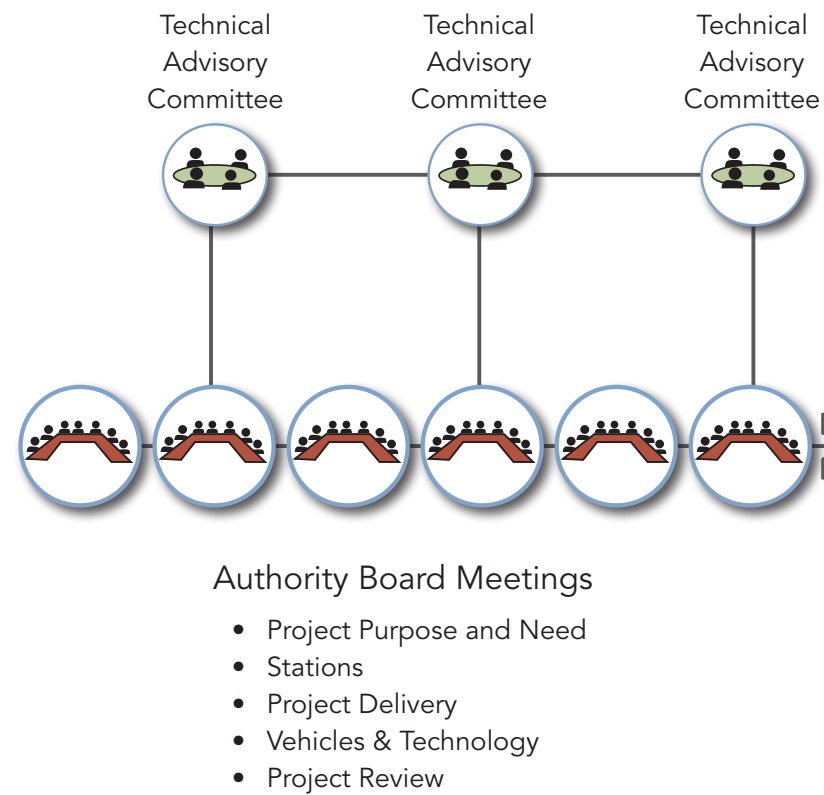
VEHICLE TECHNOLOGY

Focus analysis on a Multiple Unit with hybrid technology, with the ability to convert to battery power in the future.

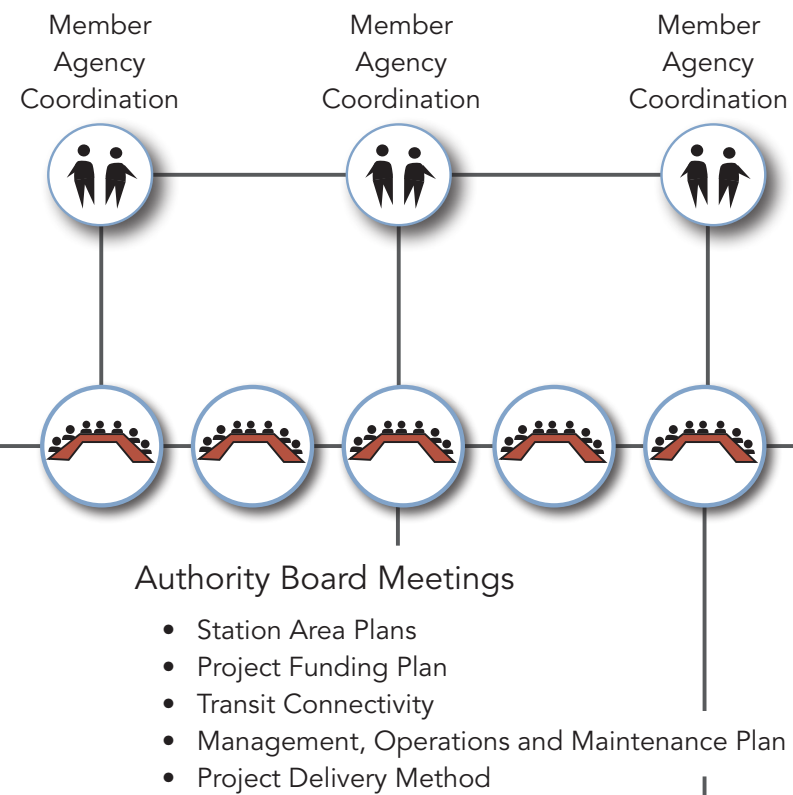


Valley Link Rail Project Delivery

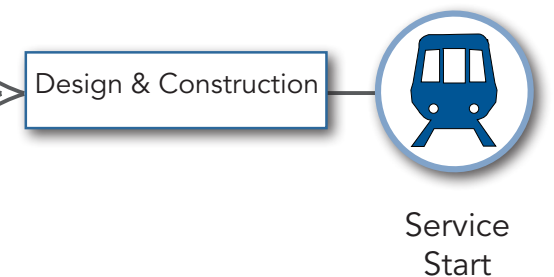
PHASE ONE: IDENTIFY LOCALLY PREFERRED ALTERNATIVE



PHASE TWO: ADVANCE ENVIRONMENTAL REVIEW AND PREPARE PROJECT DELIVERY PLAN



PHASE THREE: DESIGN AND CONSTRUCTION



COMMUNITY COMMUNICATIONS AND ENGAGEMENT

COMMUNITY COMMUNICATIONS AND ENGAGEMENT

2018

JAN

FEB

MAR

APRIL

MAY

JUNE

JULY-AUG
2018

SEP

NOV

2019

FEB

APR

JUNE

JULY
2019

4-7 YEARS

2023-2026

AB 758 Creates Regional Rail Authority

The California Legislature created the Tri-Valley San Joaquin Valley Regional Rail Authority when it passed Assembly Bill 758, signed by Governor Brown on October 13, 2017.

The Authority will plan, develop and deliver cost-effective transit connectivity in the Tri-Valley between the Bay Area Rapid Transit District (BART) and the Altamont Corridor Express (ACE) commuter rail service (and ultimately with the San Joaquins Service and California High Speed Rail).



The 2018 Draft State Rail Plan specifically prioritizes a direct rail connection between ACE and BART.

GOVERNING BOARD

The Authority Board of Directors is made up of 15 member agencies throughout the area:

- Bay Area Rapid Transit District
- City of Danville
- City of Dublin
- City of Lathrop
- City of Livermore
- City of Manteca
- City of Pleasanton
- City of San Ramon
- City of Stockton
- City of Tracy
- County of Alameda
- County of San Joaquin
- Livermore Amador Valley Transit Authority
- Mountain House Community Services District
- San Joaquin Regional Rail Commission

Caltrans is an additional agency partner. LAVTA has been designated as the Managing Agency for at least 18 months.

ELEMENTS OF FEASIBILITY REPORT

The Authority will provide a report to the public by July 1, 2019 with recommendations for:

1. Expediting developing cost-effective transit connectivity between BART and ACE in the Tri-Valley region.
2. The preferred entity to deliver transit connectivity.
3. A funding and financing plan describing grants, loans, allocations and local, regional, state and federal funds, as well as any private funding and revenue sources.
4. A proposed schedule for transit service starting.
5. Preliminary engineering designs, including vehicles, routes, stations and rights-of-way.



Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

3 Valley Link Project & Options Under Consideration

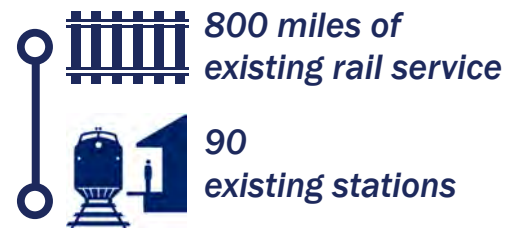
Recommendation: Rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station, utilizing existing transportation rights-of-way where feasible:

- **Phase 1** – Rail service from the existing Dublin/Pleasanton BART Station to the proposed ACE North Lathrop Station
- **Phase 2** - Rail service extended from the ACE North Lathrop Station to the existing ACE and Amtrak Stockton Station
- Further explore opportunities for early action (a minimum operable segment).

Valley Link would connect the BART and ACE rail systems.

- The rail connection would link nearly 800 miles of existing (1,000 miles of proposed) commuter and intercity rail with more than 90 existing (100 proposed) stations in the Northern California Megaregion, resulting in congestion relief on I-580 and other regional roads and highways.
- Multiple unit technology would provide a cleaner, safer, and more reliable transportation option for commuters compared to driving.

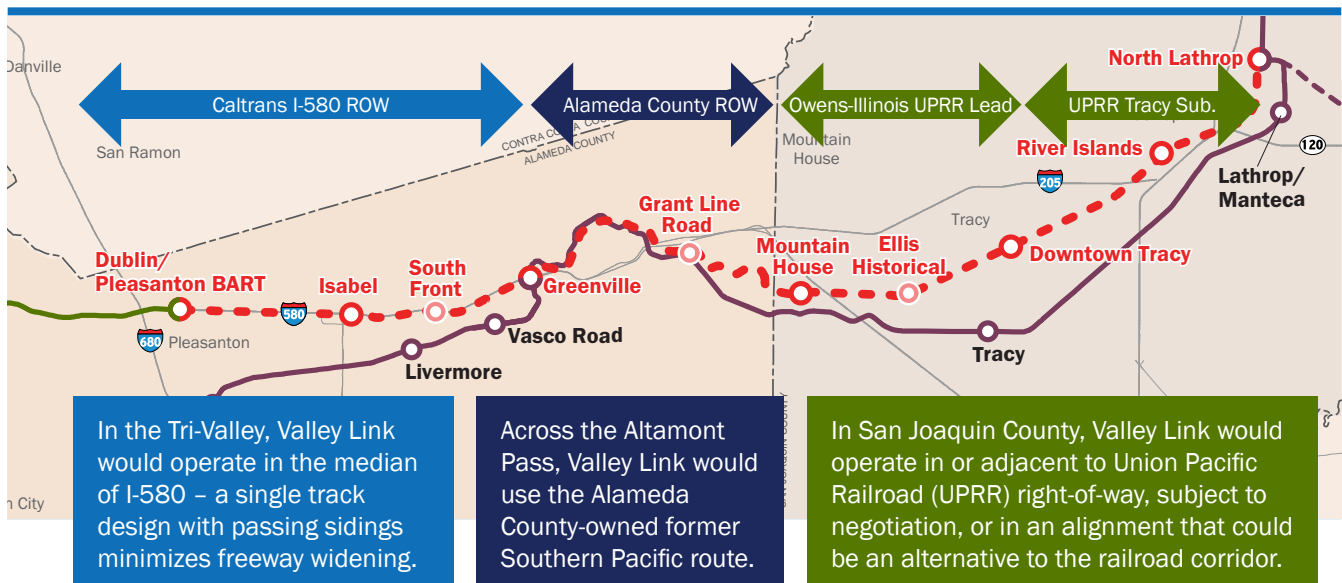
Megaregional access to:



The Route

- Valley Link would take advantage of existing rights-of-way to minimize impacts and maintain cost-effectiveness.
- The proposed route would potentially pass through different rights-of-way, as shown in the map below.

Proposed Rights-of-Way



Nick Josefowitz, Chair
Carol Dutra-Vernaci, Vice Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

September 12, 2018

Dear Commissioners,

We are writing regarding MTC Resolution No. 3914, Revised. “Allocation of \$10.1 million in AB 1171 Bridge Toll funds to Tri-Valley - San Joaquin Valley Regional Rail Authority for CEQA documentation and preliminary engineering on the Valley Link rail project.”

SPUR has long been a big supporter of thinking and investing at the megaregional scale. Among other activities, we wrote the first-ever report on the Northern California Megaregion in 2007 (<https://www.spur.org/publications/urbanist-article/2007-11-01/northern-california-megaregion>), recently published an article arguing for the Bay Area to increasingly consider the megaregion (<https://www.spur.org/news/2018-06-19/where-exactly-bay-area>) and have also been working closely with the California High-Speed Rail Authority on the economic development potential of connecting the Bay Area with the San Joaquin Valley (<https://www.spur.org/publications/spur-report/2017-09-13/harnessing-high-speed-rail>).

We are also supportive of MTC taking a leadership role in planning at the scale of the Northern California megaregion, particularly around rail.

We are writing today as MTC Resolution No. 3914 to provide \$10 million in bridge toll funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority is a big step for MTC with significant implications for both funding and travel. It is a step that should only be taken with greater clarity on goals.

We urge that you consider the following questions and issues before you move forward with this funding allocation:

I. What is the goal for adding this rail capacity into the Central Valley?

Is the goal of this rail project primarily about connecting Bay Area workers to lower-cost housing in the San Joaquin Valley? Is it about reducing existing congestion on I-580? Or are there other

goals or expected outcomes? Additionally, are there other transit alternatives to this specific project, such as bus investments or upgrading existing rail lines out of the Bay Area? MTC ordinarily takes great care to do extensive analysis of the impacts of its transportation investments. Has this project gone through the rigorous analytic standards of MTC?

II. How does this project support or reinforce existing Plan Bay Area policy goals?

MTC and the Bay Area have extensive policy goals around building adequate housing within the nine counties, requiring transit-oriented development around stations, maintaining urban growth boundaries and ensuring the protection of open space. Since this is a project that connects to adjacent metropolitan regions who have adopted different Sustainable Communities Strategies, has MTC sought to ensure that the adjacent regions have comparable supportive policy goals? If not, is MTC working with neighboring regions to develop comparable policy goals so that new transportation investments are not sprawl-inducing?

III. Ultimately, is this \$10 million a good use of Bay Area funding?

The CEQA funding is a key moment in this project. But this initial step is a request for MTC to provide 100% of the funding for a megaregional project. What is the right mix of Bay Area versus San Joaquin Valley funding for such a project and is it appropriate for the Bay Area to fund the entirety of the CEQA analysis? In particular, how might this set a precedent for a future approach to funding for megaregional projects? Should MTC establish a policy governing how to allocate funding works for megaregional projects?

In summary, SPUR encourages MTC to consider the above questions at this point in the project. As the Bay Area and adjacent metropolitan regions continue the process of further economic integration, it will become increasingly important to develop a policy framework and consistent approach to apply to interregional and megaregional transportation investments. We ask that MTC take the time to develop such a framework at this important early stage.

Thank you for your consideration and your support for better rail mobility across the Northern California megaregion.

Regards,

A handwritten signature in black ink, appearing to read 'Egon Terplan', with a long, sweeping horizontal line extending to the right.

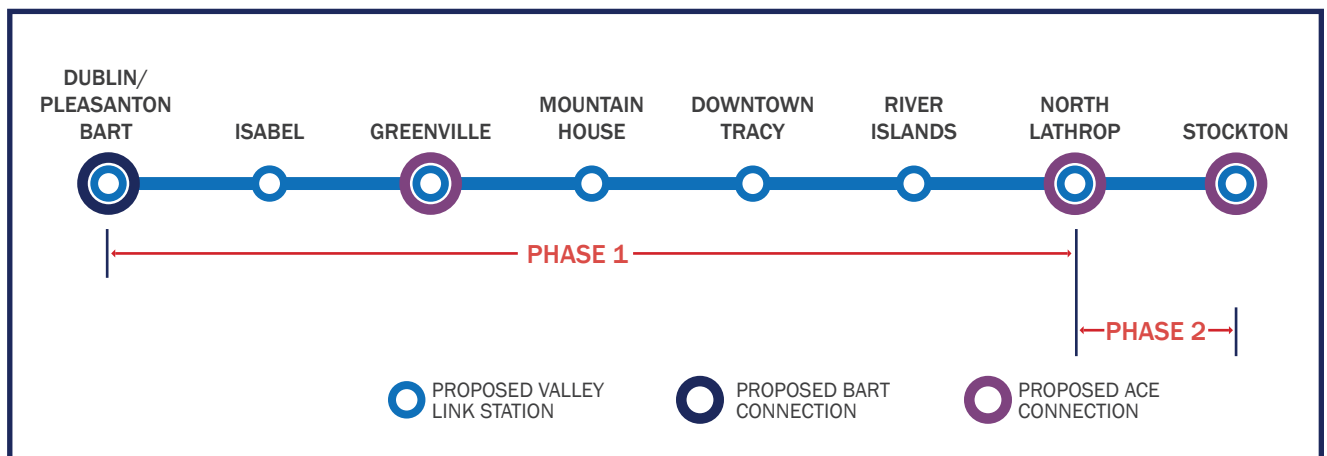
Egon Terplan
Regional Planning Director
SPUR

3 Valley Link Project & Options Under Consideration

Valley Link Schedule

- Upon Board adoption of a Locally Preferred Project in Summer 2018, an environmental review process as required by the California Environmental Quality Act will be advanced.
- In 2019, a Notice of Determination is anticipated on the Adopted Project. Permitting, property acquisition, and construction can then begin, taking an estimated 5 to 7 years.

Valley Link Proposed Phasing



Project Delivery

- **Phase 1** between BART at Dublin/Pleasanton and ACE at Greenville and North Lathrop, with convenient transfers south to Modesto/Ceres and north to Sacramento, would provide 42 miles of service.
- **Phase 2** would extend Valley Link to Stockton, with additional connections to the San Joaquin, completing over 50 miles of new service for the megaregion.

Valley Link will forge an independent route across the congested Altamont, offering unmatched reliability and capacity.



3 Valley Link Project & Options Under Consideration

Ridership and Cost Estimates for Options Under Consideration

Valley Link rail service between Dublin/Pleasanton BART and North Lathrop ACE would attract the most riders but also have the greatest operating and capital costs.

Ridership and Cost Estimates

	2025 ANNUAL RIDERSHIP	2040 ANNUAL RIDERSHIP	ANNUAL OPERATING AND MAINTENANCE COST*	CAPITAL COST (FY17)
Phase 1 – Dublin/Pleasanton BART to North Lathrop, Greenville Road ACE	3.5 - 5.2 million	5.1 - 7.7 million	\$65 million	\$1.8 billion**
Bus Alternative	1.9 - 2.8 million	2.8 - 4.2 million	\$4.0 million	\$425 million
Rideshare Alternative	0.9 - 1.1 million	1.5 - 1.9 million	N/A	\$75 million

* Annual operating and maintenance cost based on BART hours of operation. It is recommended that initial service be at a reduced hours of operation.

** Not included in this cost is additional BART car storage to serve DMU/EMU customers at Dublin/Pleasanton BART station.

***The Bus and Rideshare Alternatives
would have reduced operating and
capital costs, but also fewer riders.***

6 Valley Link Service Characteristics

Recommendation: Regular service throughout the day in both directions with the ultimate goal of matching BART hours of operation and frequency.

Initial service to include: Peak period 12-minute and 30-minute off-peak frequency from BART Dublin/Pleasanton Station to Greenville Station and 24-minute peak and 60 minute off-peak frequency beyond Greenville Station. Operate initial service from 5:00 am to 8:00 pm.

Valley Link will bridge the gap between ACE and BART

BART

Rapid transit with frequent service in both directions throughout the day



ACE

Commuter rail with 4 morning trips to Bay Area, 4 evening trips to San Joaquin Valley



Proposed Service Frequency

- “BART-like” service in Tri-Valley (BART plans to have 12-minute service after 2025)
- Robust service across Altamont Pass to and from San Joaquin County

	PEAK	OFF-PEAK*
BETWEEN BART DUBLIN/ PLEASANTON AND GREENVILLE	12 min (meeting every BART train)	30 min (meeting every other BART train)
BEYOND GREENVILLE	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)

* BART's core capacity plan includes future off-peak headways at 15 minutes.

Proposed Hours of Operation

Initial Service**

PEAK	OFF-PEAK
5 am – 8 am	Midday (8 am – 5 pm)
5 pm – 8 pm	Weekends

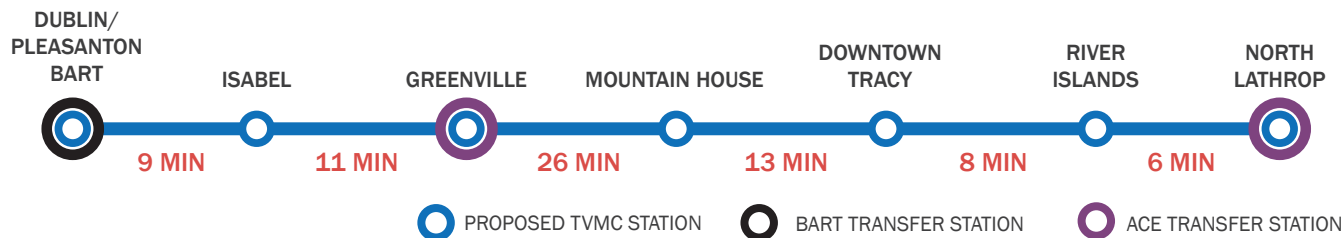
Future Service

	WEEKDAYS	SATURDAY	SUNDAY
FIRST VALLEY LINK TRAIN MEETS BART	4 am	6 am	8 am
BART MEETS LAST VALLEY LINK TRAIN	1 am	1 am	1 am

** The peak period initial service matches ACE service windows and corresponds to peak commute hours when I-580 is most congested.

6 Valley Link Service Characteristics

Estimated Travel Times between Stations



Valley Link versus Driving

	VALLEY LINK	DRIVING: AM PEAK	DRIVING: PM PEAK
MOUNTAIN HOUSE TO DUBLIN/PLEASANTON BART	47 min	35 – 60 min (38 – 22 mph)	35 – 60 min (38 – 22 mph)
GREENVILLE TO DUBLIN/PLEASANTON BART	20 min	16 – 22 min (43 – 31 mph)	20 – 40 min (35 – 17 mph)
ISABEL TO DUBLIN/PLEASANTON BART	10 mins	10 – 14 min (36 – 26 mph)	9 – 16 min (40 – 23 mph)

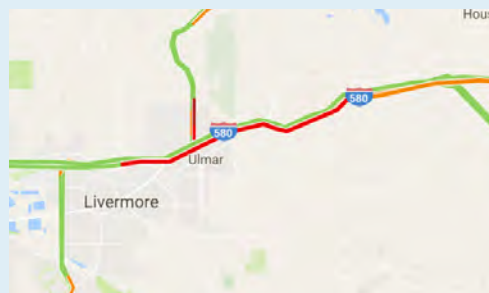
Driving



Traffic expected to increase 59% over the Altamont Pass by 2040



AM traffic to slow from 35 mph to 26 mph; PM from 49 mph to 35 mph by 2040



Valley Link



Valley Link would offer a reliable, consistent schedule throughout the day and an alternative to driving over the Altamont Pass.

7 Valley Link Vehicle Technology

Recommendation: Focus analysis on Multiple Unit with hybrid technology with the ability to convert to battery power in the future.

Multiple Unit Benefits

- Fits within vertical clearance envelope along I-580
- More fuel efficient than traditional locomotive-hauled vehicles
- Lower acquisition cost versus an Electric Multiple Unit (EMU)
- Depending on vehicle selected, can be converted to fully electric or battery-powered operation in future
- High seated capacity
- Lower supporting infrastructure cost versus EMU (i.e. no overhead wires, power station, etc.)



“Multiple Unit” Defined

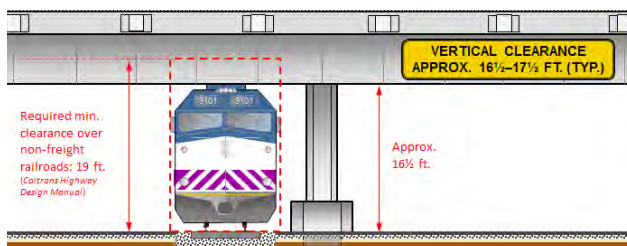
Every car is powered (“self-propelled”) - there is no separate locomotive.

- **Diesel Multiple Unit:** Runs on diesel
- **Electric Multiple Unit:** Uses electricity from an overhead wire, third rail, or battery
- **Hybrid Multiple Unit:** Runs on both diesel and electricity

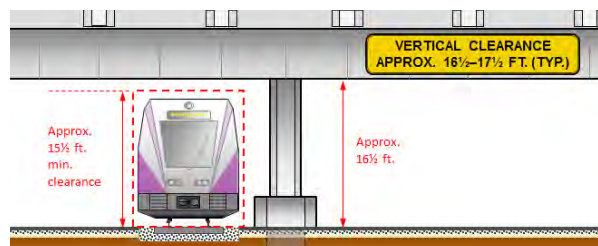
Vertical Clearances



Locomotive-hauled rail equipment **cannot** fit under I-580 overcrossings



DMUs and EMUs **can** fit under I-580 overcrossings



Next Steps for Selecting the Vehicle

The Authority will undergo a detailed vehicle technology evaluation to determine the characteristics that are most important for Valley Link service. This process would include a Request for Proposal to vehicle manufacturers.

- Capital and operating cost
- Performance (acceleration, braking, top speed, reliability)
- Regulations (FRA Compliance, Buy America, California Public Utilities Commission)
- Environmental benefits (emissions, fuel consumption)
- System design (host railroad, grades, clearances)

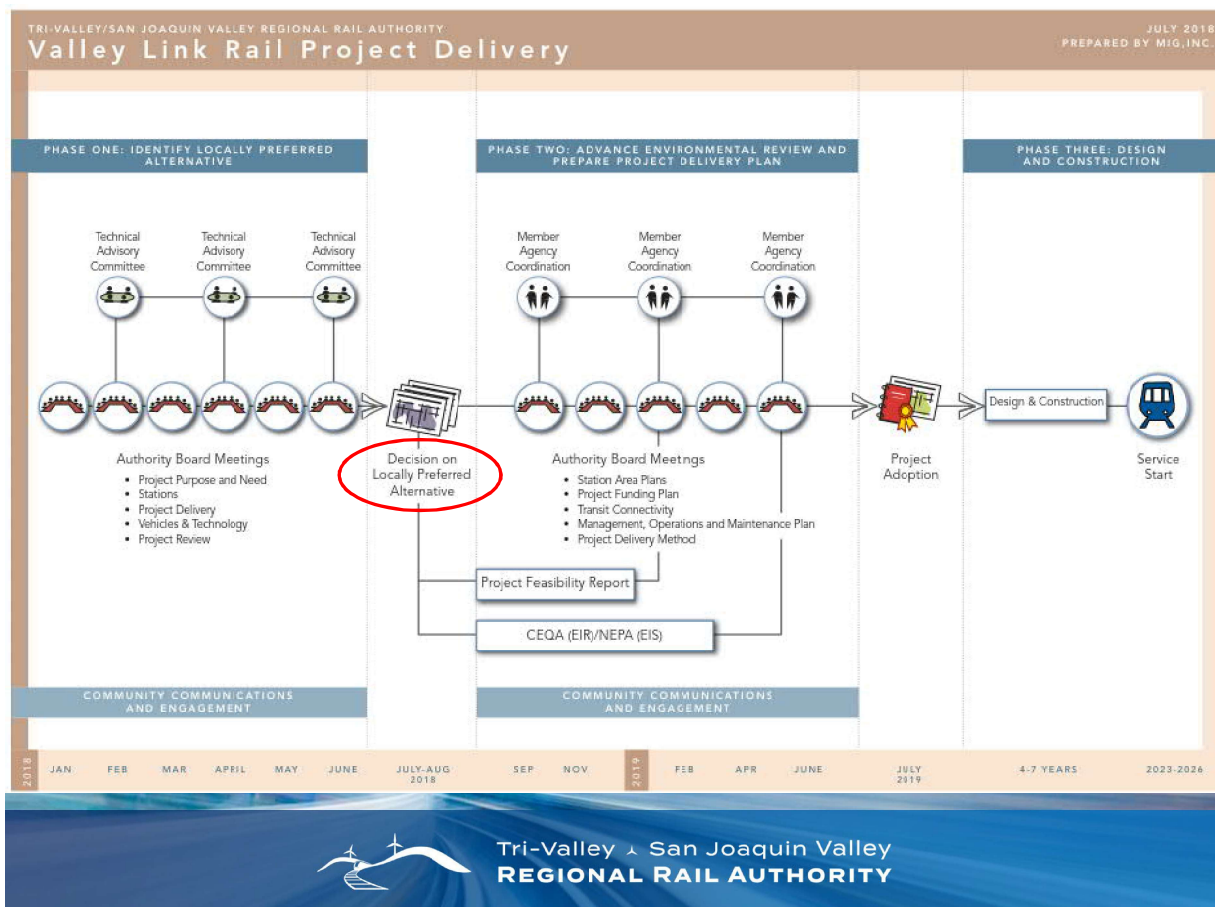


Tri-Valley & San Joaquin Valley
REGIONAL RAIL AUTHORITY

ITEM 5. WORK PROGRAM ADVANCEMENT



Tri-Valley + San Joaquin Valley
REGIONAL RAIL AUTHORITY



Why the Expedited Schedule

- AB 758
 - “Recommendations for expediting the development of cost-effective and responsive transit connectivity between BART’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region.”
- Funding cycles



Tri-Valley x San Joaquin Valley
REGIONAL RAIL AUTHORITY

Measure BB

- \$400 million BART to Livermore
- Environmental clearance required
- Fully funded project



Tri-Valley x San Joaquin Valley
REGIONAL RAIL AUTHORITY

State Funding Cycles

- Transit And Intercity Rail Capital Program (TIRCP):
 - \$2.6 billion in 2018
 - Modernize transit systems, increase ridership, reduce greenhouse gas emissions and improve safety
 - August – September discussions with agencies
 - October 2019 Call for Projects
- Solutions For Congested Corridors Program (SCCP)
 - \$250 billion annually
 - Improve traffic flow /mobility along state's most congested routes
 - December 2019 Call for Projects



Tri-Valley x San Joaquin Valley
REGIONAL RAIL AUTHORITY

Regional Transportation Plans

- State Rail Plan
- MTC
 - Updated every two years
 - Project mentioned in 2018 RTP
 - Under project development
- SJCOG
 - Updated every two years
 - Project mentioned in 2018 RTP
 - *Recognizes the efforts on a Feasibility Report and Environmental Document by the Tri-Valley San Joaquin Valley Regional Rail Authority.*



Tri-Valley x San Joaquin Valley
REGIONAL RAIL AUTHORITY



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0654 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/3/2018 **In control:** Programming and Allocations Committee
On agenda: 9/12/2018 **Final action:**
Title: MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335, Revised, and 4336, Revised

Revises the FY 2018-19 Fund Estimate to incorporate final FY 2017-18 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues and allocates \$48 million in FY 2018-19 Transportation Development Act (TDA) funds, STA 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: [8b_PAC_3a_ResoNos-4322-4334-4335-4336_FundEstimate&State of Good Repair_Revisions.pdf](#)
[3a_ResoNos-4322-4334-4335-4336_FundEstimate&State of Good Repair_Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
9/12/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335, Revised, and 4336, Revised

Revises the FY 2018-19 Fund Estimate to incorporate final FY 2017-18 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues and allocates \$48 million in FY 2018-19 Transportation Development Act (TDA) funds, STA 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

Agenda Item 8b

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: September 19, 2018

FR: Executive Director

RE: Updated Final FY 2017-18 Lifeline Program Revenue

In order to correct a formula calculation error in the final actual revenue amounts for the Lifeline Program in FY 2017-18 as shown on Page 12 of Attachment A to Resolution 4322, Revised, staff is proposing to update this item since its approval at the Programming and Allocations Committee on September 12, 2018.

Details of the minor revision to the county-by-county distribution of final actual FY 2017-18 Lifeline Program funds are included below in Table 1 and are reflected in Resolution 4322, Revised.

Table 1. Proposed Revisions to FY 2017-18 Lifeline Program Revenues (Resolution 4322, Revised - Attachment A, Page 12 of 20)

	A	B	C
County	As Presented to MTC Programming and Allocations Committee on September 12, 2018	As Updated for MTC Commission on September 26, 2018	Difference $B - A = C$
Alameda	\$1,876,546	\$1,880,595	\$4,049
Contra Costa	\$1,198,154	\$1,201,538	\$3,384
Marin	\$215,911	\$216,609	\$698
Napa	\$169,456	\$170,049	\$594
San Francisco	\$997,902	\$994,902	-\$3,000
San Mateo	\$684,642	\$684,369	-\$273
Santa Clara	\$1,838,399	\$1,832,877	-\$5,522
Solano	\$538,844	\$540,600	\$1,756
Sonoma	\$630,432	\$628,746	-\$1,687
TOTAL	\$8,150,285	\$8,150,285	\$0


Steve Heminger

**FY 2018-19 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4322
Page 1 of 20
9/26/2018

TDA REGIONAL SUMMARY TABLE								
Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	FY2018-19	FY2018-19	FY2018-19
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	22,843,342	(86,949,032)	80,257,000	3,333,884	(2,968,635)	85,627,000	(3,425,080)	98,718,477
Contra Costa	17,475,387	(48,434,307)	41,139,992	1,181,384	(1,551,429)	43,662,990	(1,746,520)	51,727,495
Marin	578,284	(12,866,333)	12,876,410	229,449	(524,234)	13,492,255	(539,690)	13,246,142
Napa	5,598,762	(10,312,226)	8,638,000	247,642	(355,426)	9,623,888	(384,955)	13,055,687
San Francisco	570,861	(49,768,961)	51,303,002	(3,539,077)	(1,910,557)	49,067,500	(1,962,701)	47,086,087
San Mateo	6,252,165	(42,007,806)	40,772,410	1,139,735	(1,551,486)	44,447,807	(1,777,912)	47,274,914
Santa Clara	5,680,853	(110,565,539)	111,543,000	(2,523,787)	(3,863,673)	109,927,000	(4,397,080)	107,687,999
Solano	23,898,576	(27,945,034)	18,508,568	711,770	(768,814)	19,722,853	(788,914)	33,339,005
Sonoma	8,765,024	(25,121,824)	23,700,000	467,957	(896,718)	24,900,000	(996,000)	30,818,437
TOTAL	\$91,663,253	(\$413,971,062)	\$388,738,382	\$1,248,958	(\$14,390,972)	\$400,471,293	(\$16,018,852)	\$442,954,243
STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE								
Column	A		B	C	D	E=Sum(A:D)		
	6/30/2017		FY2016-18	FY2017-18	FY2018-19	FY2018-19		
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Actual Revenue	Revenue Estimate	Available for Allocation		
State Transit Assistance								
Revenue-Based	8,232,635		(119,452,750)	130,168,176	179,153,920	198,101,979		
Population-Based	34,423,285		(30,610,351)	48,806,349	64,770,585	117,389,870		
SUBTOTAL	42,655,920		(150,063,101)	178,974,525	243,924,505	315,491,849		
AB1107 - BART District Tax (25% Share)	0		(85,959,940)	85,959,941	86,536,800	86,536,800		
Bridge Toll Total								
MTC 2% Toll Revenue	5,413,461		(2,929,279)	1,450,000	1,450,000	5,384,181		
5% State General Fund Revenue	10,083,610		(3,657,254)	3,275,431	3,581,607	13,283,393		
SUBTOTAL	15,497,071		(6,586,533)	4,725,431	5,031,607	18,667,574		
Low Carbon Transit Operations Program	0		0	35,000,000	64,053,753	99,053,753		
State of Good Repair Program								
Revenue-Based	0		(27,367,136)	27,367,136	28,352,052	28,352,052		
Population-Based	0		0	10,296,571	10,250,287	20,546,858		
SUBTOTAL	0		0	37,663,707	38,602,339	48,898,910		
TOTAL	\$58,152,992		(\$242,609,574)	\$342,323,604	\$438,149,004	\$568,648,886		

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18 for TDA and AB 1107 and as of 9/30/18 for STA and the SGR Program.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

Attachment A
Res No. 4322
Page 2 of 20
9/26/2018

FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)		80,257,000		13. County Auditor Estimate		85,627,000	
2. Actual Revenue (Jun, 18)		83,590,884		FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)			3,333,884	14. MTC Administration (0.5% of Line 13)		428,135	
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)		428,135	
4. MTC Administration (0.5% of Line 3)		16,669		16. MTC Planning (3.0% of Line 13)		2,568,810	
5. County Administration (Up to 0.5% of Line 3) ¹		16,669		17. Total Charges (Lines 14+15+16)		3,425,080	
6. MTC Planning (3.0% of Line 3)		100,017		18. TDA Generations Less Charges (Lines 13-17)		82,201,920	
7. Total Charges (Lines 4+5+6)			133,355	FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)			3,575,529	19. Article 3.0 (2.0% of Line 18)		1,644,038	
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		80,557,882	
9. Article 3 Adjustment (2.0% of line 8)		71,511		21. Article 4.5 (5.0% of Line 20)		4,027,894	
10. Funds Remaining (Lines 8-9)			3,504,018	22. TDA Article 4 (Lines 20-21)		76,529,988	
11. Article 4.5 Adjustment (5.0% of Line 10)		175,201					
12. Article 4 Adjustment (Lines 10-11)			3,328,817				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	3,852,339	31,883	3,884,222	(4,677,686)	0	1,540,934	71,511	818,981	1,644,038	2,463,019
Article 4.5	182,953	800	183,753	(3,956,758)	0	3,775,289	175,201	177,485	4,027,894	4,205,379
SUBTOTAL	4,035,291	32,684	4,067,975	(8,634,444)	0	5,316,223	246,712	996,466	5,671,932	6,668,398
Article 4										
AC Transit										
District 1	1,768,499	10,965	1,779,464	(48,203,711)	0	46,448,401	2,155,544	2,179,697	49,454,451	51,634,148
District 2	468,239	2,857	471,096	(12,666,018)	0	12,201,287	566,228	572,593	13,021,099	13,593,692
BART ⁴	11,864	4,605	16,469	(98,995)	0	87,670	4,069	9,212	93,204	102,416
LAVTA	10,894,615	53,744	10,948,359	(13,850,852)	0	9,778,570	453,797	7,329,874	10,544,788	17,874,662
Union City	5,664,834	49,145	5,713,978	(3,649,011)	0	3,214,568	149,179	5,428,715	3,416,446	8,845,161
SUBTOTAL	18,808,050	121,316	18,929,366	(78,468,587)	0	71,730,496	3,328,817	15,520,091	76,529,988	92,050,079
GRAND TOTAL	\$22,843,342	\$153,999	\$22,997,341	(\$87,103,031)	\$0	\$77,046,719	\$3,575,529	\$16,516,557	\$82,201,920	\$98,718,477

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.
4. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

Attachment A
Res No. 4322
Page 3 of 20
9/26/2018

FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	41,139,992		13. County Auditor Estimate	43,662,990	
2. Actual Revenue (Jun, 18)	42,321,376		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,181,384	14. MTC Administration (0.5% of Line 13)	218,315	
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	218,315	
4. MTC Administration (0.5% of Line 3)	5,907		16. MTC Planning (3.0% of Line 13)	1,309,890	
5. County Administration (Up to 0.5% of Line 3) ¹	5,907		17. Total Charges (Lines 14+15+16)	1,746,520	
6. MTC Planning (3.0% of Line 3)	35,442		18. TDA Generations Less Charges (Lines 13-17)	41,916,470	
7. Total Charges (Lines 4+5+6)		47,256	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,275,554	19. Article 3.0 (2.0% of Line 18)	838,329	
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	41,078,141	
9. Article 3 Adjustment (2.0% of line 8)	25,511		21. Article 4.5 (5.0% of Line 20)	2,053,907	
10. Funds Remaining (Lines 8-9)		1,250,043	22. TDA Article 4 (Lines 20-21)	39,024,234	
11. Article 4.5 Adjustment (5.0% of Line 10)	62,502				
12. Article 4 Adjustment (Lines 10-11)		1,187,541			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	1,126,739	13,924	1,140,663	(1,874,495)	0	789,888	25,511	81,567	838,329	919,896
Article 4.5	2,122	533	2,655	(1,936,572)	0	1,935,225	62,502	63,810	2,053,907	2,117,717
SUBTOTAL	1,128,861	14,458	1,143,318	(3,811,067)	0	2,725,113	88,013	145,377	2,892,236	3,037,613
Article 4										
AC Transit										
District 1	6,794	219	7,012	(6,428,358)	0	6,424,133	207,481	210,268	6,799,654	7,009,922
BART ⁴	278	8	286	(259,418)	0	259,418	8,378	8,665	275,140	283,805
CCCTA	12,592,432	83,848	12,676,281	(25,758,360)	2,525,911	17,334,823	559,864	7,338,519	18,312,124	25,650,643
ECCTA	350,966	6,913	357,879	(10,586,773)	0	10,564,901	341,216	677,223	11,300,787	11,978,010
WCCTA	3,396,056	32,847	3,428,902	(4,254,534)	0	2,186,004	70,602	1,430,973	2,336,529	3,767,502
SUBTOTAL	16,346,526	123,835	16,470,361	(47,287,443)	2,525,911	36,769,279	1,187,541	9,665,648	39,024,234	48,689,882
GRAND TOTAL	\$17,475,387	\$138,293	\$17,613,679	(\$51,098,510)	\$2,525,911	\$39,494,392	\$1,275,554	\$9,811,025	\$41,916,470	\$51,727,495

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

2. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.

4. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

Attachment A
Res No. 4322
Page 4 of 02
9/26/2018

FY2017-18 TDA Revenue Estimate					FY2018-19 TDA Revenue Estimate					
FY2017-18 Generation Estimate Adjustment					FY2018-19 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 17)			12,876,410		13. County Auditor Estimate				13,492,255	
2. Actual Revenue (Jun, 18)			13,105,859		FY2018-19 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				229,449	14. MTC Administration (0.5% of Line 13)				67,461	
FY2017-18 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				67,461	
4. MTC Administration (0.5% of Line 3)			1,147		16. MTC Planning (3.0% of Line 13)				404,768	
5. County Administration (Up to 0.5% of Line 3) ¹			1,147		17. Total Charges (Lines 14+15+16)				539,690	
6. MTC Planning (3.0% of Line 3)			6,883		18. TDA Generations Less Charges (Lines 13-17)				12,952,565	
7. Total Charges (Lines 4+5+6)				9,177	FY2018-19 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				220,272	19. Article 3.0 (2.0% of Line 18)				259,051	
FY2017-18 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				12,693,514	
9. Article 3 Adjustment (2.0% of line 8)			4,405		21. Article 4.5 (5.0% of Line 20)				0	
10. Funds Remaining (Lines 8-9)				215,867	22. TDA Article 4 (Lines 20-21)				12,693,514	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				215,867						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	579,887	10,745	590,632	(757,272)	0	247,227	4,405	84,992	259,051	344,043
Article 4.5										
SUBTOTAL	579,887	10,745	590,632	(757,272)	0	247,227	4,405	84,992	259,051	344,043
Article 4/8										
GGBHTD ³	(998)	1,017	19	(7,507,125)	0	7,507,125	133,773	133,792	7,626,263	7,760,055
Marin Transit ³	(605)	607	2	(4,614,306)	0	4,607,002	82,094	74,793	5,067,251	5,142,044
SUBTOTAL	(1,603)	1,624	22	(12,121,431)	0	12,114,127	215,867	208,585	12,693,514	12,902,099
GRAND TOTAL	\$578,284	\$12,370	\$590,653	(\$12,878,703)	\$0	\$12,361,354	\$220,272	\$293,577	\$12,952,565	\$13,246,142

1. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.

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 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

Attachment A
Res No. 4322
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FY2017-18 TDA Revenue Estimate					FY2018-19 TDA Revenue Estimate					
FY2017-18 Generation Estimate Adjustment					FY2018-19 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 17)			8,638,000		13. County Auditor Estimate				9,623,888	
2. Actual Revenue (Jun, 18)			8,885,642		FY2018-19 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				247,642	14. MTC Administration (0.5% of Line 13)				48,119	
FY2017-18 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				48,119	
4. MTC Administration (0.5% of Line 3)			1,238		16. MTC Planning (3.0% of Line 13)				288,717	
5. County Administration (Up to 0.5% of Line 3) ¹			1,238		17. Total Charges (Lines 14+15+16)				384,955	
6. MTC Planning (3.0% of Line 3)			7,429		18. TDA Generations Less Charges (Lines 13-17)				9,238,933	
7. Total Charges (Lines 4+5+6)				9,905	FY2018-19 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				237,737	19. Article 3.0 (2.0% of Line 18)				184,779	
FY2017-18 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				9,054,154	
9. Article 3 Adjustment (2.0% of line 8)			4,755		21. Article 4.5 (5.0% of Line 20)				452,708	
10. Funds Remaining (Lines 8-9)				232,982	22. TDA Article 4 (Lines 20-21)				8,601,446	
11. Article 4.5 Adjustment (5.0% of Line 10)			11,649							
12. Article 4 Adjustment (Lines 10-11)				221,333						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	277,656	3,990	281,646	(322,338)	0	165,850	4,755	129,912	184,779	314,691
Article 4.5	13,609	998	14,608	(419,941)	0	406,332	11,649	12,648	452,708	465,356
SUBTOTAL	291,265	4,988	296,253	(742,279)	0	572,182	16,404	142,560	637,487	780,047
Article 4/8										
NVTA ³	5,307,497	33,736	5,341,233	(10,064,673)	456,002	7,720,298	221,333	3,674,194	8,601,446	12,275,640
SUBTOTAL	5,307,497	33,736	5,341,233	(10,064,673)	456,002	7,720,298	221,333	3,674,194	8,601,446	12,275,640
GRAND TOTAL	\$5,598,762	\$38,724	\$5,637,487	(\$10,806,952)	\$456,002	\$8,292,480	\$237,737	\$3,816,754	\$9,238,933	\$13,055,687

1. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.
3. NVTA is authorized to claim 100% of the apportionment to Napa County.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY

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FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)	51,303,002			13. County Auditor Estimate		49,067,500	
2. Actual Revenue (Jun, 18)	47,763,925			FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(3,539,077)		14. MTC Administration (0.5% of Line 13)	245,338		
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	245,338		
4. MTC Administration (0.5% of Line 3)	(17,695)			16. MTC Planning (3.0% of Line 13)	1,472,025		
5. County Administration (Up to 0.5% of Line 3) ¹	(17,695)			17. Total Charges (Lines 14+15+16)		1,962,701	
6. MTC Planning (3.0% of Line 3)	(106,172)			18. TDA Generations Less Charges (Lines 13-17)		47,104,799	
7. Total Charges (Lines 4+5+6)		(141,562)		FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(3,397,515)		19. Article 3.0 (2.0% of Line 18)	942,096		
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		46,162,703	
9. Article 3 Adjustment (2.0% of line 8)	(67,950)			21. Article 4.5 (5.0% of Line 20)	2,308,135		
10. Funds Remaining (Lines 8-9)		(3,329,565)		22. TDA Article 4 (Lines 20-21)		43,854,568	
11. Article 4.5 Adjustment (5.0% of Line 10)	(166,478)						
12. Article 4 Adjustment (Lines 10-11)		(3,163,087)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	579,114	17,007	596,121	(1,531,901)	0	985,018	(67,950)	(18,712)	942,096	923,384
Article 4.5	(3,117)	4,500	1,383	0	(2,413,293)	2,413,293	(166,478)	0	2,308,135	2,308,135
SUBTOTAL	575,997	21,507	597,504	(1,531,901)	(2,413,293)	3,398,311	(234,428)	(18,712)	3,250,231	3,231,519
Article 4										
SFMTA	(5,136)	7,297	2,161	(48,265,864)	2,413,293	45,852,571	(3,163,087)	0	43,854,568	43,854,568
SUBTOTAL	(5,136)	7,297	2,161	(48,265,864)	2,413,293	45,852,571	(3,163,087)	0	43,854,568	43,854,568
GRAND TOTAL	\$570,861	\$28,804	\$599,665	(\$49,797,765)	\$0	\$49,250,882	(\$3,397,515)	(\$18,712)	\$47,104,799	\$47,086,087

1. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

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FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)	40,772,410			13. County Auditor Estimate		44,447,807	
2. Actual Revenue (Jun, 18)	41,912,145			FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		1,139,735		14. MTC Administration (0.5% of Line 13)	222,239		
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	222,239		
4. MTC Administration (0.5% of Line 3)	5,699			16. MTC Planning (3.0% of Line 13)	1,333,434		
5. County Administration (Up to 0.5% of Line 3) ¹	5,699			17. Total Charges (Lines 14+15+16)	1,777,912		
6. MTC Planning (3.0% of Line 3)	34,192			18. TDA Generations Less Charges (Lines 13-17)	42,669,895		
7. Total Charges (Lines 4+5+6)		45,590		FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		1,219,145		19. Article 3.0 (2.0% of Line 18)	853,398		
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	41,816,497		
9. Article 3 Adjustment (2.0% of line 8)	24,383			21. Article 4.5 (5.0% of Line 20)	2,090,825		
10. Funds Remaining (Lines 8-9)		1,194,762		22. TDA Article 4 (Lines 20-21)	39,725,672		
11. Article 4.5 Adjustment (5.0% of Line 10)	59,738						
12. Article 4 Adjustment (Lines 10-11)		1,135,024					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	3,052,436	46,459	3,098,895	(3,836,682)	0	782,830	24,383	69,426	853,398	922,824
Article 4.5	292,176	7,570	299,746	(1,917,934)	0	1,917,934	59,738	359,484	2,090,825	2,450,309
SUBTOTAL	3,344,612	54,029	3,398,641	(5,754,616)	0	2,700,764	84,121	428,910	2,944,223	3,373,133
Article 4										
SamTrans	2,907,553	133,531	3,041,084	(36,440,750)	0	36,440,750	1,135,024	4,176,109	39,725,672	43,901,781
SUBTOTAL	2,907,553	133,531	3,041,084	(36,440,750)	0	36,440,750	1,135,024	4,176,109	39,725,672	43,901,781
GRAND TOTAL	\$6,252,165	\$187,560	\$6,439,726	(\$42,195,366)	\$0	\$39,141,514	\$1,219,145	\$4,605,019	\$42,669,895	\$47,274,914

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)	111,543,000			13. County Auditor Estimate	109,927,000		
2. Actual Revenue (Jun, 18)	109,019,213			FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(2,523,787)		14. MTC Administration (0.5% of Line 13)	549,635		
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	549,635		
4. MTC Administration (0.5% of Line 3)	(12,619)			16. MTC Planning (3.0% of Line 13)	3,297,810		
5. County Administration (Up to 0.5% of Line 3) ¹	(12,619)			17. Total Charges (Lines 14+15+16)	4,397,080		
6. MTC Planning (3.0% of Line 3)	(75,714)			18. TDA Generations Less Charges (Lines 13-17)	105,529,920		
7. Total Charges (Lines 4+5+6)		(100,952)		FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(1,925,739)		19. Article 3.0 (2.0% of Line 18)	2,110,598		
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	103,419,322		
9. Article 3 Adjustment (2.0% of line 8)	(38,515)			21. Article 4.5 (5.0% of Line 20)	5,170,966		
10. Funds Remaining (Lines 8-9)		(1,887,224)		22. TDA Article 4 (Lines 20-21)	98,248,356		
11. Article 4.5 Adjustment (5.0% of Line 10)	(94,361)						
12. Article 4 Adjustment (Lines 10-11)		(1,792,863)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	5,703,994	100,550	5,804,545	(5,749,577)		2,141,626	(38,515)	2,158,079	2,110,598	4,268,677
Article 4.5	(1,155)	1,156	0	0	(5,246,983)	5,246,983	(94,361)	0	5,170,966	5,170,966
SUBTOTAL	5,702,839	101,706	5,804,545	(5,749,577)	(5,246,983)	7,388,609	(132,876)	2,158,079	7,281,564	9,439,643
Article 4										
VTA	(21,986)	21,986	0	(104,939,654)	5,246,983	99,692,671	(1,792,863)	0	98,248,356	98,248,356
SUBTOTAL	(21,986)	21,986	0	(104,939,654)	5,246,983	99,692,671	(1,792,863)	0	98,248,356	98,248,356
GRAND TOTAL	\$5,680,853	\$123,692	\$5,804,545	(\$110,689,231)	\$0	\$107,081,280	(\$1,925,739)	\$2,158,079	\$105,529,920	\$107,687,999

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

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FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)	18,508,568			13. County Auditor Estimate	19,722,853		
2. Actual Revenue (Jun, 18)	19,220,338			FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		711,770		14. MTC Administration (0.5% of Line 13)	98,614		
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	98,614		
4. MTC Administration (0.5% of Line 3)	3,559			16. MTC Planning (3.0% of Line 13)	591,686		
5. County Administration (Up to 0.5% of Line 3) ¹	3,559			17. Total Charges (Lines 14+15+16)	788,914		
6. MTC Planning (3.0% of Line 3)	21,353			18. TDA Generations Less Charges (Lines 13-17)	18,933,939		
7. Total Charges (Lines 4+5+6)		28,471		FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		683,299		19. Article 3.0 (2.0% of Line 18)	378,679		
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	18,555,260		
9. Article 3 Adjustment (2.0% of line 8)	13,666			21. Article 4.5 (5.0% of Line 20)	0		
10. Funds Remaining (Lines 8-9)		669,633		22. TDA Article 4 (Lines 20-21)	18,555,260		
11. Article 4.5 Adjustment (5.0% of Line 10)	0						
12. Article 4 Adjustment (Lines 10-11)		669,633					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	503,662	5,328	508,990	(542,106)	0	355,365	13,666	335,916	378,679	714,595
Article 4.5										
SUBTOTAL	503,662	5,328	508,990	(542,106)	0	355,365	13,666	335,916	378,679	714,595
Article 4/8										
Dixon	1,341,916	10,445	1,352,361	(1,241,376)	0	776,613	29,866	917,464	821,240	1,738,704
Fairfield	3,204,944	28,143	3,233,087	(6,067,996)	0	4,535,754	174,428	1,875,272	4,858,030	6,733,302
Rio Vista	418,986	3,739	422,725	(359,182)	0	332,122	12,772	408,438	383,810	792,248
Solano County	1,303,153	11,396	1,314,549	(694,037)	0	784,315	30,162	1,434,989	843,581	2,278,570
Suisun City	35,193	1,598	36,791	(1,206,390)	0	1,171,040	45,034	46,474	1,246,669	1,293,143
Vacaville	8,546,249	68,659	8,614,908	(5,860,319)	0	3,838,959	147,632	6,741,180	4,189,863	10,931,043
Vallejo/Benicia	8,544,472	71,272	8,615,745	(12,174,208)	0	5,974,057	229,740	2,645,333	6,212,067	8,857,400
SUBTOTAL	23,394,913	195,252	23,590,165	(27,603,508)	0	17,412,860	669,633	14,069,150	18,555,260	32,624,410
GRAND TOTAL	\$23,898,576	\$200,580	\$24,099,156	(\$28,145,614)	\$0	\$17,768,225	\$683,299	\$14,405,066	\$18,933,939	\$33,339,005

1. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

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FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	23,700,000		13. County Auditor Estimate		24,900,000
2. Actual Revenue (Jun, 18)	24,167,957		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		467,957	14. MTC Administration (0.5% of Line 13)		124,500
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		124,500
4. MTC Administration (0.5% of Line 3)	2,340		16. MTC Planning (3.0% of Line 13)		747,000
5. County Administration (Up to 0.5% of Line 3) ¹	2,340		17. Total Charges (Lines 14+15+16)		996,000
6. MTC Planning (3.0% of Line 3)	14,039		18. TDA Generations Less Charges (Lines 13-17)		23,904,000
7. Total Charges (Lines 4+5+6)		18,719	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		519,238	19. Article 3.0 (2.0% of Line 18)		478,080
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		23,425,920
9. Article 3 Adjustment (2.0% of line 8)	10,385		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		508,853	22. TDA Article 4 (Lines 20-21)		23,425,920
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		508,853			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	1,398,426	15,714	1,414,140	(1,019,550)	0	455,040	10,385	860,015	478,080	1,338,095
Article 4.5										
SUBTOTAL	1,398,426	15,714	1,414,140	(1,019,550)	0	455,040	10,385	860,015	478,080	1,338,095
Article 4/8										
GGBHTD ⁴	15,329	10,316	25,645	(5,579,955)	0	5,574,240	127,213	147,143	5,856,480	6,003,623
Petaluma	921,225	12,456	933,681	(2,115,336)	0	1,910,014	43,590	771,948	1,752,259	2,524,207
Santa Rosa	2,273,318	31,437	2,304,755	(6,251,598)	0	5,852,331	133,560	2,039,048	6,247,693	8,286,741
Sonoma County	4,156,725	33,926	4,190,652	(10,525,708)	266,474	8,960,375	204,490	3,096,283	9,569,488	12,665,771
SUBTOTAL	7,366,597	88,135	7,454,732	(24,472,598)	266,474	22,296,960	508,853	6,054,422	23,425,920	29,480,342
GRAND TOTAL	\$8,765,024	\$103,849	\$8,868,873	(\$25,492,148)	\$266,474	\$22,752,000	\$519,238	\$6,914,437	\$23,904,000	\$30,818,437

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.
4. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

**FY 2018-19 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2017-18 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Nov, 17)	\$122,016,490		4. Projected Carryover (Aug, 18)		\$18,948,059	
2. Actual Revenue (Aug, 18)	\$130,168,176		5. State Estimate (Aug, 18)		\$179,153,920	
3. Revenue Adjustment (Lines 2-1)	\$8,151,686		6. Total Funds Available (Lines 4+5)		\$198,101,979	
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
ACCMA - Corresponding to ACE	381,070	(5,902)	178,204	553,372	256,540	809,912
Caltrain	33,779	(4,265,650)	5,932,076	1,700,205	7,896,890	9,597,095
CCCTA	26,618	(482,118)	567,667	112,167	728,710	840,877
City of Dixon	12,181	0	4,948	17,129	6,666	23,795
ECCTA	69,815	(291,501)	262,762	41,076	341,120	382,196
City of Fairfield	0	(92,606)	125,174	32,568	221,156	253,724
GGBHTD	26,661	(3,775,956)	2,755,159	(994,136)	7,898,532	6,904,396
LAVTA	175,695	(173,758)	265,051	266,988	322,450	589,438
Marin Transit	950,498	(900,000)	977,087	1,027,585	1,336,691	2,364,276
NVTA	14,010	(62,363)	64,068	15,715	103,605	119,320
City of Petaluma	188	(11,051)	31,235	20,372	39,138	59,510
City of Rio Vista	539	0	1,760	2,299	2,196	4,495
SamTrans	19,117	(4,111,162)	5,840,984	1,748,939	7,748,676	9,497,615
SMART	0	(686,488)	732,217	45,729	1,620,305	1,666,034
City of Santa Rosa	1	(98,298)	137,155	38,858	160,658	199,516
Solano County Transit	0	(217,392)	279,971	62,579	346,911	409,490
Sonoma County Transit	1	(112,792)	161,756	48,965	215,835	264,800
City of Union City	2,496	(35,234)	81,523	48,785	104,345	153,130
Vacaville City Coach	0	0	21,048	21,048	25,160	46,208
VTA	71,271	(19,407,812)	20,627,548	1,291,007	28,253,091	29,544,098
VTA - Corresponding to ACE	0	(261,864)	139,360	(122,504)	198,174	75,670
WCCTA	2,446	(253,323)	340,143	89,266	453,453	542,719
WETA	5,957,198	0	1,320,775	7,277,973	1,903,964	9,181,937
SUBTOTAL	7,743,585	(35,245,269)	40,847,671	13,345,985	60,184,266	73,530,251
AC Transit	0	(14,063,421)	15,003,019	939,598	19,293,289	20,232,887
BART	271,301	(27,513,112)	29,067,539	1,825,728	37,787,095	39,612,823
SFMTA	217,749	(42,630,948)	45,249,947	2,836,748	61,889,270	64,726,018
SUBTOTAL	489,050	(84,207,481)	89,320,505	5,602,074	118,969,654	124,571,728
GRAND TOTAL	\$8,232,635	(\$119,452,750)	\$130,168,176	\$18,948,059	\$179,153,920	\$198,101,979

1. Balance as of 6/30/17 is from the MTC FY2016-17 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 (SCO).

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 9/30/18.

3. Projected carryover as of 6/30/18 does not include interest accrued in FY2017-18.

4. FY2018-19 STA revenue generation is based on August 1, 2018 estimates from the SCO.

**FY 2018-19 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

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FY2017-18 STA Revenue Estimate						
1. State Estimate (Nov, 17)			\$45,757,460			
2. Actual Revenue (Aug, 18)			\$48,806,348			
3. Revenue Adjustment (Lines 2-1)						
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators						
Marin	9,766	(854,104)	1,457,619	613,281	0	613,281
Napa	5,277	(461,569)	787,717	331,425	0	331,425
Solano/Vallejo ⁵	5,645,322	(1,630,332)	2,372,262	6,387,251	0	6,387,251
Sonoma	18,770	(1,633,561)	2,787,848	1,173,057	0	1,173,057
CCCTA	18,512	(1,612,760)	2,763,215	1,168,967	0	1,168,967
ECCTA	102,676	(1,069,516)	1,669,105	702,265	0	702,265
LAVTA	599,319	(592,225)	1,141,906	1,149,000	0	1,149,000
Union City	185,983	(246,495)	399,756	339,244	0	339,244
WCCTA	2,468	(215,714)	368,136	154,890	0	154,890
SUBTOTAL	6,588,093	(8,316,276)	13,747,563	12,019,380	0	12,019,380
Regional Paratransit						
Alameda	10,977	(885,361)	1,509,490	635,105	0	635,105
Contra Costa	2	(724,375)	1,068,541	344,168	0	344,168
Marin	1,382	(120,808)	206,171	86,744	0	86,744
Napa	1,121	(97,973)	167,202	70,350	0	70,350
San Francisco	8,023	(701,777)	1,197,657	503,904	0	503,904
San Mateo	4,086	0	590,503	594,588	0	594,588
Santa Clara	11,330	(991,012)	1,691,266	711,584	0	711,584
Solano	945,349	(428,995)	461,728	978,082	0	978,082
Sonoma	4,433	(375,365)	661,352	290,420	0	290,420
SUBTOTAL	986,703	(4,325,666)	7,553,909	4,214,945	0	4,214,945
Lifeline						
Alameda	2,211,823	(523,333)	1,880,595	3,569,085	0	3,569,085
Contra Costa	1,207,342	(127,836)	1,201,538	2,281,044	0	2,281,044
Marin	193,930	0	216,609	410,540	0	410,540
Napa	152,312	0	170,049	322,361	0	322,361
San Francisco	1,070,330	(92,854)	994,902	1,972,377	0	1,972,377
San Mateo	924,343	202,245	684,369	1,810,956	0	1,810,956
Santa Clara	6,399,024	132,308	1,832,877	8,364,209	0	8,364,209
Solano	606,212	(119,285)	540,600	1,027,528	0	1,027,528
Sonoma	1,175,256	(574,432)	628,746	1,229,570	0	1,229,570
MTC Mean-Based Discount Project	725,583	(50,000)	0	675,583	0	675,583
JARC Funding Restoration ⁶	351,829	48,839	0	400,668	0	400,668
Participatory Budgeting Pilot	0	0	1,000,000	1,000,000	0	1,000,000
Reserve for a Means-Based Transit Fare	0	0	5,002,155	5,002,155	0	5,002,155
SUBTOTAL	15,017,984	(1,104,348)	14,152,440	28,066,076	0	28,066,076
MTC Regional Coordination Program ⁷	10,794,046	(15,947,435)	13,019,104	7,865,715	0	7,865,715
BART to Warm Springs	328,985	(328,985)	0	0	0	0
eBART	78	(78)	0	0	0	0
Transit Emergency Service Contingency Fund ⁸	667,367	(587,560)	333,333	413,140	0	413,140
SamTrans	40,029	0	0	40,029	0	40,029
STA Population-Based SB 1 Reserve	0	0	0	0	0	0
GRAND TOTAL	\$34,423,285	(\$30,610,351)	\$48,806,349	\$52,619,285	\$0	\$52,619,285

1. Balance as of 6/30/17 is from the MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 9/30/18.

3. The projected carryover as of 6/30/2018 does not include interest accrued in FY 2017-18. All apportionment jurisdictions must spend or request to transfer all fund balances by June 20, 2019.

4. FY 2018-19 revenue is distributed through MTC Resolution 4321, adopted in February 2018. See following page for details.

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

6. 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.

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

8. 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 2018-19 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

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				FY2018-19 STA Revenue Estimate		
				4. Projected Carryover (Aug, 18)		\$8,278,855
				5. State Estimate ⁴ (Aug, 18)		\$64,770,585
				6. Total Funds Available (Lines 4+5)		\$73,049,440
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
<i>Column</i>	<i>A</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>	<i>F</i>	<i>G=Sum(E:F)</i>
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
County Block Grant⁵						
Alameda	0	0	0	0	7,973,449	7,973,449
Contra Costa	0	0	0	0	10,005,668	10,005,668
Marin	0	0	0	0	2,573,954	2,573,954
Napa	0	0	0	0	1,574,493	1,574,493
San Francisco	0	0	0	0	3,813,938	3,813,938
San Mateo	0	0	0	0	2,283,503	2,283,503
Santa Clara	0	0	0	0	6,356,355	6,356,355
Solano	0	0	0	0	4,737,026	4,737,026
Sonoma	0	0	0	0	5,787,690	5,787,690
SUBTOTAL	0	0	0	0	45,106,076	45,106,076
Regional Program⁶	10,794,046	(15,947,435)	13,019,104	7,865,715	19,331,176	27,196,891
Transit Emergency Service Contingency Fund⁷	667,367	(587,560)	333,333	413,140	333,333	746,473
GRAND TOTAL	\$11,461,413	(\$16,534,995)	\$13,352,437	\$8,278,855	\$64,770,585	\$73,049,440

1. Balance as of 6/30/17 is from MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 9/30/18.

3. The projected carryover as of 6/30/2018 does not include interest accrued in FY 2017-18.

4. FY2018-19 STA revenue generation based on August 1, 2019 State Controller's Office (SCO) forecast.

5. County Block Grant adopted through MTC Resolution 4321 in February 2018.

6. Regional Program adopted through MTC Resolution 4321 in February 2018. Balance and carryover amounts are from the MTC Regional Coordination Program established through MTC Resolution 3837, Revised. Funds are committed to Clipper® and other MTC Customer Service projects.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2018-19 FUND ESTIMATE
BRIDGE TOLLS¹**

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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>
	6/30/2017	FY2015-18	FY2017-18	6/30/2018	FY2018-19	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	4,707,660	(2,458,828)	1,000,000	3,248,831	1,000,000	4,248,831
Bay Trail	20,201	(470,201)	450,000	0	450,000	450,000
Studies	685,601	(250)	0	685,350	0	685,350
SUBTOTAL	5,413,461	(2,929,279)	1,450,000	3,934,181	1,450,000	5,384,181
5% State General Fund Revenues						
Ferry	10,083,610	(3,383,833)	3,002,010	9,701,786	3,308,186	13,009,972
Bay Trail	0	(273,421)	273,421	0	273,421	273,421
SUBTOTAL	10,083,610	(3,657,254)	3,275,431	9,701,786	3,581,607	13,283,393

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 MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.
2. Balance as of 6/30/17 is from MTC FY2017-18 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 6/30/17, and FY2017-18 allocations as of 1/31/18.
4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2018-19 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2017-18 AB1107 Revenue Estimate					FY2018-19 AB1107 Estimate				
1. Original MTC Estimate (Feb, 17)				\$84,840,000	4. Projected Carryover (Feb, 18)				\$0
2. Actual Revenue (Jun, 18)				\$85,959,941	5. MTC Estimate (Feb, 18)				\$86,536,800
3. Revenue Adjustment (Lines 2-1)				\$1,119,941	6. Total Funds Available (Lines 4+5)				\$86,536,800
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2017	FY2016-18	6/30/2017	FY2016-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
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	(42,979,970)	42,420,000	559,970	0	43,268,400	43,268,400
SFMTA	0	0	0	(42,979,970)	42,420,000	559,970	0	43,268,400	43,268,400
TOTAL	\$0	\$0	\$0	(\$85,959,940)	\$84,840,000	\$1,119,940	\$0	\$86,536,800	\$86,536,800

1. Balance as of 6/30/17 is from MTC FY2016-17 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 6/30/17, and FY2017-18 allocations as of 6/30/18.

**FY 2018-19 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda Article 4.5		Contra Costa Article 4.5	
Total Available	\$4,205,379		\$2,117,717	
AC Transit	\$3,842,311		\$639,635	
LAVTA	\$142,896			
Pleasanton	\$78,908			
Union City	\$141,264			
CCCTA				
ECCTA			\$876,650	
WCCTA			\$461,683	
			\$139,748	
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2018-19			
CCCTA	\$826,124			
LAVTA	\$696,105			
ECCTA	\$2,685,749			
WCCTA	\$2,810,736			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$39,612,823	
STA Revenue-Based	BART	AC Transit	(437,582)	BART-AC Transit MOU Set-Aside ²
STA Revenue-Based	BART	CCCTA	(826,124)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(593,690)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,685,749)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,526,931)	BART Feeder Bus
Total Payment			(7,070,076)	
Remaining BART STA Revenue-Based Funds			\$32,542,747	
Total Available BART TDA Article 4 Funds			\$386,221	
TDA Article 4	BART-Alameda	LAVTA	(102,416)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(283,805)	BART Feeder Bus
Total Payment			(386,221)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$7,748,676	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$6,947,652	
Total Available Union City TDA Article 4 Funds			\$8,845,161	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$8,728,462	

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.

**FY 2018-19 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	FY2009-17	MTC Res-3833	MTC Res-3925	FY2018-19
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	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

FY 2018-19 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

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FY2017-18 LCTOP Revenue Estimate¹		FY2018-19 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Feb, 18)	\$101,208,389	5. Estimated Statewide Appropriation (Jan, 17)	\$179,000,000
2. MTC Region Revenue-Based Funding	\$26,000,000	6. Estimated MTC Region Revenue-Based Funding	\$46,584,193
3. MTC Region Population-Based Funding	\$9,000,000	7. Estimated MTC Region Population-Based Funding	\$17,469,560
4. Total MTC Region Funds	\$35,000,000	8. Estimated Total MTC Region Funds	\$64,053,753

1. The FY 2017-18 LCTOP revenue generation is based on FY 2017-18 Cap and Trade auction proceeds. As of February 2018 Caltrans and the State Controller's Office have yet to release detailed FY 2017-18 funding information.

2. The FY 2018-19 LCTOP revenue generation is based on the \$179 million estimated in the FY 2018-19 State Budget.

**FY 2018-19 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

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FY2017-18 SGR Revenue-Based Revenue Estimate			FY2018-19 SGR Revenue-Based Revenue Estimate			
1. State Estimate (Nov, 17)	\$27,325,923		4. Projected Carryover (Jun, 18)		\$0	
2. Actual Revenue (Sep, 18)	\$27,367,136		5. State Estimate (Jan, 18)		\$28,352,052	
3. Revenue Adjustment (Lines 2-1)	\$0		6. Total Funds Available (Lines 4+5)		\$28,352,052	
STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Actual Revenue ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	0	(37,461)	37,461	0	40,599	40,599
Caltrain	0	(1,247,154)	1,247,154	0	1,249,724	1,249,724
CCCTA	0	(119,341)	119,341	0	115,322	115,322
City of Dixon	0	(1,040)	1,040	0	1,055	1,055
ECCTA	0	(55,241)	55,241	0	53,984	53,984
City of Fairfield	0	(26,316)	26,316	0	34,999	34,999
GGBHTD	0	(579,133)	579,133	0	1,249,984	1,249,984
LAVTA	0	(55,724)	55,724	0	51,029	51,029
Marin Transit	0	(205,422)	205,422	0	211,538	211,538
NVTA	0	(13,469)	13,469	0	16,396	16,396
City of Petaluma	0	(6,568)	6,568	0	6,194	6,194
City of Rio Vista	0	(371)	371	0	348	348
SamTrans	0	(1,228,098)	1,228,098	0	1,226,269	1,226,269
SMART	0	(153,973)	153,973	0	256,422	256,422
City of Santa Rosa	0	(28,835)	28,835	0	25,425	25,425
Solano County Transit	0	(58,860)	58,860	0	54,900	54,900
Sonoma County Transit	0	(34,008)	34,008	0	34,157	34,157
City of Union City	0	(17,141)	17,141	0	16,513	16,513
Vacaville City Coach	0	(4,426)	4,426	0	3,982	3,982
VTA	0	(4,337,002)	4,337,002	0	4,471,201	4,471,201
VTA - Corresponding to ACE	0	(29,291)	29,291	0	31,362	31,362
WCCTA	0	(71,511)	71,511	0	71,761	71,761
WETA	0	(277,673)	277,673	0	301,312	301,312
SUBTOTAL	0	(8,588,056)	8,588,056	0	9,524,477	9,524,477
AC Transit	0	(3,154,291)	3,154,291	0	3,053,265	3,053,265
BART	0	(6,111,269)	6,111,269	0	5,980,007	5,980,007
SFMTA	0	(9,513,520)	9,513,520	0	9,794,303	9,794,303
SUBTOTAL	0	(18,779,080)	18,779,080	0	18,827,575	18,827,575
GRAND TOTAL	\$0	(\$27,367,136)	\$27,367,136	\$0	\$28,352,052	\$28,352,052

1. The State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. FY2018-19 State of Good Repair Program revenue generation is based on August 1, 2018 estimates from the State Controller's Office (SCO).

**FY 2018-19 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

Attachment A
Res No. 4322
Page 20 of 20
9/26/2018

FY2017-18 SGR Population-Based Revenue Estimate		FY2018-19 SGR Population-Based Revenue Estimate				
1. State Estimate (Nov, 17)	\$10,247,507	4. Projected Carryover (Jun, 18) \$0				
2. Actual Revenue (Sep, 18)	\$10,296,571	5. State Estimate (Aug, 18) \$10,250,287				
3. Revenue Adjustment (Lines 2-1)	\$10,296,571	6. Total Funds Available (Lines 4+5) \$10,250,287				
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment	Balance (w/interest) ¹	Outstanding Commitments	Actual Revenue ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
BART Railcar Replacement Project ³	0	(10,296,571)	10,296,571	0	0	0
Clipper®/Clipper® 2.0 ⁴	0	0	0	0	10,250,287	10,250,287
GRAND TOTAL	\$0	(\$10,296,571)	\$10,296,571	\$0	\$10,250,287	\$10,250,287

1. The State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. FY2018-19 State of Good Repair Program revenue generation is based on August 1, 2018 estimates from the State Controller's Office (SCO).

3. FY2017-18 State of Good Repair Program funds were programmed to the BART Railcar Replacement Project through MTC Resolution 4313.

4. FY2018-19 State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

COMMISSION AGENDA ITEM 8b

Metropolitan Transportation Commission Programming and Allocations Committee

September 12, 2018

Agenda Item 3a

MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335 Revised, and 4336, Revised

Subject: Revises the FY 2018-19 Fund Estimate to incorporate final FY 2017-18 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues and allocates \$48 million in FY 2018-19 Transportation Development Act (TDA) funds, STA 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) Reconcile Actual FY 2017-18 STA and SGR Program Revenue:** In the Bay Area, final FY 2017-18 STA revenue totaled approximately \$179 million which is about \$11 million higher than estimated in the FY 2018-19 Fund Estimate adopted in February 2018 through MTC Resolution 4322, Revised. SGR Program revenue totaled approximately \$38 million, similar to what was expected in February 2018. However, a total of about \$1.1 million in STA rescissions were necessary for Golden Gate Transit and ACE due to changes in FY 2017-18 revenue forecasts from when these operators originally claimed their funds in calendar year 2017.

Details for STA Population-Based and STA Revenue-Based funding for FY 2017-18 and for FY 2018-19 are shown in Attachment 1. STA/SGR Program claimants should receive their final allocations in early September 2018.

FY 2017-18 was a significant year for the STA program, as starting in November 2017 the diesel sales tax was increased by 4 percentage points because of Senate Bill 1, with 3.5 percentage points dedicated to the STA program. SB 1 brought an additional \$60 million of funding to the STA program in Bay Area in FY 2017-18. In addition, SB 1 established the SGR Program so all of the approximately \$38 million in FY 2017-18 funds that came to the Bay Area represented new funding for transit.

Program	FY 2017-18 Revenue Increase	Estimated FY 2018-19 Revenue Increase
STA	\$11.2 million	\$45.6 million
SGR Program	\$0 million	\$0.09 million

2) Update FY 2018-19 STA and SGR Program Revenue: On August 1, 2018 the State Controller's Office (SCO) issued updated revenue forecasts for FY 2018-19 for the STA and SGR Programs. Because the STA program is funded by the sales tax on diesel fuel and as a result of increased diesel fuel prices, the SCO is forecasting that the Bay Area will receive approximately \$45 million in additional STA funds in FY 2018-19, above what was forecast in February 2018.

3) Allocations: This month's proposed allocations continue the process of approving these funds for FY2018-19 in support of transit operational costs. Entities requesting TDA, STA, and/or RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests, up to \$1 million, are approved separately through the Executive Director's Delegated Authority process and reported quarterly to this Committee. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4322, Revised for TDA and STA) and the RM2 Operating Program (MTC Resolution 4333). Five operators are requesting allocations that exceed \$1 million this month:

Transit Operator/ Claimant	TDA Resolution No. 4334	STA Resolution No. 4335	RM2 Op. Resolution No. 4336	Total
AC Transit		\$ 1,026,000		\$ 1,026,000
GGBHTD	\$ 13,763,678	\$ 4,198,358	\$ 2,473,725	\$20,435,761
NVTA	\$ 7,916,936	\$ 1,313,035		\$ 9,229,971
SolTrans	\$ 4,519,689			\$ 4,519,689
Tri Delta Transit	\$ 7,549,319	\$ 5,198,475		\$12,747,794
Total	\$33,749,622	\$11,735,868	\$2,473,725	\$47,959,215

Attachment 2 contains details on the operating budgets of the transit operators requesting funds this month, except for AC Transit which received most of its allocations in June. AC Transit's request this month is for STA Lifeline funds that were programmed in July.

Increases in operating costs for FY 2018-19 range from 5% - 10% (with the exception of NVTA) while maintaining current service levels. All of the small operators receiving allocations this month are making efforts to revise their service and make it more productive and efficient. Tri Delta Transit recently implemented a major service redesign in conjunction with the opening of the Antioch BART extension. NVTA and Soltrans are both conducting comprehensive operational analyses with the goal of modifying service to make it more productive.

Issues:

(1) Operating costs continue to rise much faster than service levels for all the transit agencies subject to these allocations. Small operators continue to face challenges with the rising costs of contracted operations and fuel which comprise the majority of their budgets. GGBHTD faces challenges with high labor and benefit costs which comprises three-quarters of its transit budget. Pension, Other Post-Employment Benefits (OPEB, namely retiree health care), and current health care costs are particularly challenging to large operators since these costs are rising four to five times faster than inflation. Large operators also have sizeable workforces since operators work directly for the agencies.

(2) MTC staff is working with researchers from UCLA to conduct a study of the forces affecting changes in transit system ridership in the Bay Area. UCLA conducted a similar study of public transit use in the Los Angeles area that can be found at the following link:

https://www.scag.ca.gov/Documents/ITS_SCAG_Transit_Ridership.pdf. We expect the study to be completed in Fall 2019.

Recommendation:

Refer MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335 Revised, and 4336, Revised to the Commission for approval.

Attachments:

Attachment 1 – STA Program Apportionments
Attachment 2 – Transit Operator Budget Summary
MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335 Revised, and 4336, Revised

Attachment 1 - STA Revenue-Based Program Apportionments

Apportionment Jurisdictions	FY2017-18 Apportionments			FY2018-19 Apportionments			FY2018-19 Sep-18 Apportionment Share
	FY2017-18 Nov-17 Estimate	FY2017-18 Sep-18 Actual	FY2017-18 Adjustment, \$	FY2018-19 Feb-18 Estimate	FY2018-19 Sep-18 Estimate	FY2018-19 Adjustment, \$	
ACCMA - Corresponding to ACE	\$166,953	\$178,204	\$11,251	\$197,363	\$256,540	\$59,177	0.1%
Caltrain	\$5,558,219	\$5,932,076	\$373,857	\$6,570,607	\$7,896,890	\$1,326,283	4.4%
CCCTA	\$531,871	\$567,667	\$35,796	\$628,747	\$728,710	\$99,963	0.4%
City of Dixon	\$4,635	\$4,948	\$313	\$5,479	\$6,666	\$1,187	0.0%
ECCTA	\$246,192	\$262,762	\$16,570	\$291,034	\$341,120	\$50,086	0.190%
City of Fairfield	\$117,283	\$125,174	\$7,891	\$138,645	\$221,156	\$82,511	0.1%
GGBHTD	\$2,581,035	\$2,755,159	\$174,124	\$3,051,151	\$7,898,532	\$4,847,381	4.4%
LAVTA	\$248,346	\$265,051	\$16,705	\$293,580	\$322,450	\$28,870	0.2%
Marin Transit	\$914,624	\$977,087	\$62,463	\$1,082,262	\$1,336,691	\$254,429	0.7%
NVTA	\$60,029	\$64,068	\$4,039	\$70,963	\$103,605	\$32,642	0.1%
City of Petaluma	\$29,271	\$31,235	\$1,964	\$34,602	\$39,138	\$4,536	0.0%
City of Rio Vista	\$1,650	\$1,760	\$110	\$1,952	\$2,196	\$244	0.001%
SamTrans	\$5,473,295	\$5,840,984	\$367,689	\$6,470,215	\$7,748,676	\$1,278,461	4.3%
SMART	\$686,214	\$732,217	\$46,003	\$811,203	\$1,620,305	\$809,102	0.9%
City of Santa Rosa	\$128,509	\$137,155	\$8,646	\$151,916	\$160,658	\$8,742	0.1%
Solano County Transit	\$262,321	\$279,971	\$17,650	\$310,101	\$346,911	\$36,810	0.2%
Sonoma County Transit	\$151,562	\$161,756	\$10,194	\$179,168	\$215,835	\$36,667	0.1%
City of Union City	\$76,392	\$81,523	\$5,131	\$90,307	\$104,345	\$14,038	0.1%
Vacaville City Coach	\$19,725	\$21,048	\$1,323	\$23,318	\$25,160	\$1,842	0.0%
VTA	\$19,328,819	\$20,627,548	\$1,298,729	\$22,849,419	\$28,253,091	\$5,403,672	15.8%
VTA - Corresponding to ACE	\$130,543	\$139,360	\$8,817	\$154,320	\$198,174	\$43,854	0.1%
WCCTA	\$318,703	\$340,143	\$21,440	\$376,752	\$453,453	\$76,701	0.3%
WETA	\$1,237,512	\$1,320,775	\$83,263	\$1,462,916	\$1,903,964	\$441,048	1.1%
Subtotal - STA Revenue-Based	\$38,273,703	\$40,847,671	\$2,573,968	\$45,246,020	\$60,184,266	\$14,938,246	33.6%
AC Transit	\$14,057,804	\$15,003,019	\$945,215	\$16,618,328	\$19,293,289	\$2,674,961	10.8%
BART	\$27,236,238	\$29,067,539	\$1,831,301	\$32,197,116	\$37,787,095	\$5,589,979	21.1%
SFMTA	\$42,399,127	\$45,249,947	\$2,850,820	\$50,121,811	\$61,889,270	\$11,767,459	34.5%
Subtotal - STA Revenue-Based	\$83,693,169	\$89,320,505	\$5,627,336	\$98,937,255	\$118,969,654	\$20,032,399	66.4%
Bay Area Revenue-Based Total	\$121,966,872	\$130,168,176	\$8,201,304	\$144,183,275	\$179,153,920	\$34,970,645	100.00%
Statewide Revenue-Base Total	\$234,242,500	\$249,986,422	\$15,743,922	\$277,012,500	\$331,742,500	\$54,730,000	N/A
Bay Area Population-Based Total	\$45,757,459	\$48,806,348	\$3,048,889	\$54,070,238	\$64,770,585	\$10,700,347	N/A
Statewide Population-Based Total	\$234,242,500	\$249,986,422	\$3,048,890	\$277,012,500	\$331,742,500	\$54,730,000	N/A

Attachment 1 - STA Population-Based Program Apportionments

Apportionment Jurisdictions	FY2017-18 Apportionments			FY2018-19 Apportionments		
	FY2017-18 Nov-17 Estimate	FY2017-18 Sep-18 Actual	FY2017-18 Adjustment, \$	FY2018-19 Feb-18 Estimate	FY2018-19 Sep-18 Estimate	FY2018-19 Adjustment, \$
Northern Counties/Small Operators						
Marin	\$850,744	\$1,457,619	\$606,875			
Napa	\$459,753	\$787,717	\$327,963			
Solano	\$1,384,578	\$2,372,262	\$987,683			
Sonoma	\$1,627,136	\$2,787,848	\$1,160,711			
CCCTA	\$1,612,760	\$2,763,215	\$1,150,456			
ECCTA	\$974,179	\$1,669,105	\$694,927			
LAVTA	\$666,477	\$1,141,906	\$475,429			
Union City	\$233,319	\$399,756	\$166,437			
WestCAT	\$214,864	\$368,136	\$153,272			
Subtotal	\$8,023,810	\$13,747,563	\$5,723,753			
Regional Paratransit						
Alameda	\$881,019	\$1,509,490	\$628,471			
Contra Costa	\$623,657	\$1,068,541	\$444,884			
Marin	\$120,332	\$206,171	\$85,839			
Napa	\$97,588	\$167,202	\$69,614			
San Francisco	\$699,017	\$1,197,657	\$498,640			
San Mateo	\$344,649	\$590,503	\$245,854			
Santa Clara	\$987,113	\$1,691,266	\$704,153			
Solano	\$269,489	\$461,728	\$192,239			
Sonoma	\$386,000	\$661,352	\$275,352			
Subtotal	\$4,408,864	\$7,553,909	\$3,145,045			
Lifeline¹						
Alameda		\$1,876,546	\$1,876,546			
Contra Costa		\$1,198,154	\$1,198,154			
Marin		\$215,911	\$215,911			
Napa		\$169,456	\$169,456			
San Francisco		\$997,902	\$997,902			
San Mateo		\$684,642	\$684,642			
Santa Clara		\$1,838,399	\$1,838,399			
Solano		\$538,844	\$538,844			
Sonoma		\$630,432	\$630,432			
MTC Means-Based Discount Project		\$0	\$0			
JARC Funding Restoration		\$0	\$0			
Lifeline Reserve for Cycle 5	\$8,260,121	N/A	-\$8,260,121			
Participatory Budgeting Pilot		\$1,000,000	\$1,000,000			
Reserve for a Means-Based Transit Fare		\$5,002,155	\$5,002,155			
Subtotal	\$8,260,121	\$14,152,440	\$5,892,319			
County Block Grant²						
Alameda				\$6,649,391	\$7,973,449	\$1,324,058
Contra Costa				\$8,344,142	\$10,005,668	\$1,661,525
Marin				\$2,146,528	\$2,573,954	\$427,427
Napa				\$1,313,035	\$1,574,493	\$261,458
San Francisco				\$3,180,601	\$3,813,938	\$633,336
San Mateo				\$1,904,308	\$2,283,503	\$379,195
Santa Clara				\$5,300,829	\$6,356,355	\$1,055,526
Solano				\$3,950,403	\$4,737,026	\$786,623
Sonoma				\$4,826,595	\$5,787,690	\$961,095
Subtotal				\$37,615,833	\$45,106,076	\$7,490,243
Transit Emergency Contingency Fund	\$333,333	\$333,333	\$0	\$333,333	\$333,333	\$0
Regional Program	\$7,598,638	\$13,019,104	\$5,420,466	\$16,121,071	\$19,331,176	\$3,210,105
STA Population-Based SB 1 Reserve³	\$17,132,693	\$0	-\$17,132,693	\$0	\$0	\$0
Bay Area Total	\$45,757,459	\$48,806,349	\$3,048,890	\$54,070,238	\$64,770,585	\$10,700,348
Statewide Total	\$234,242,500	\$249,986,422	\$15,743,922	\$277,012,500	\$331,742,500	\$54,730,000

¹Lifeline Cycle 5 funds were not distributed by county in the FY 2017-18 Fund Estimate; instead all funds were held in reserve until the Commission had adopted Lifeline Cycle 5 guidelines. Cycle 5 county shares were incorporated into the FY 2018-19 Fund Estimate in February 2018.

²County Block Grant adopted through MTC Resolution 4321 in February 2018.

³In November 2017 the Commission adopted a Fund Estimate which held in reserve the additional (above was what estimated in February 2017) anticipated FY 2017-18 STA Population-Based funds that would result from the passage of Senate Bill 1. These funds were held in reserve pending the adoption of a new STA Population-Based funds policy which was adopted as MTC Resolution 4321 in February 2018. In February 2018 the \$17,132,693 in reserve was distributed across the four STA Population-Based sub-programs according to the existing formulas in MTC Resolution 3837, Revised. The redistribution of these reserve funds, combined with the \$3,048,890 in further additional STA Population-Based funds above the level originally anticipated results in an increase of \$20,181,583 in funds available for the four sub-programs in FY 2017-18.

Attachment 2 - Transit Operator Budget Summary

Operator	FY2017-18 Operating Budget	FY2018-19 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2018-19 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2018-19 Budgets
ECCTA (Tri Delta Transit)	\$20,527,035	\$21,510,587	4.8%	0%	\$15,750,503	73.2%	<ul style="list-style-type: none"> • Purchased transportation accounts for over half of the agency budget and rising contract rates account for one-third of the budget increase. • ECCTA implemented a major service redesign in conjunction with the opening of the BART extension to Antioch and will be refining the service. • Due to key staff departures, ECCTA has taken the opportunity to analyze work load and succession planning needs and will reorganize its administrative staff to better support its needs with no net changes in positions.
GGBHTD (transit only)	\$114,127,313	\$125,668,033	10.11%	0.3%	\$ 21,128,950	16.8%	<ul style="list-style-type: none"> • Increases in the cost of wages and benefits account for two-thirds of the budget increase. • GGBHTD is preparing to purchase a new ferry vessel and will explore the environmental process to expand service at Larkspur. • Golden Gate bus and ferry fares increased in the second year of a five-year fare program. GGBHTD will consider raising bridge tolls now that a five-year toll program increase has ended.
NVTA (transit only)	\$ 10,631,100	\$ 11,594,400	9.1%	5.1 %	\$ 7,803,438	67.3%	<ul style="list-style-type: none"> • A quarter of the budget increase is due to increased cost for purchased transportation. A contingency accounts for one-third of the budget increase. • NVTA plans to complete its comprehensive operational analysis in the Fall and implement it later in the fiscal year. • An additional \$5.4 million in TDA will go to support NVTA's planning and administration function including design of the maintenance facility and Imola Park and Ride.

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 2 - Transit Operator Budget Summary

Operator	FY2017-18 Operating Budget	FY2018-19 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2018-19 Operating Request ⁴	Allocation Request as a % of Operating Budget	Highlight of FY2018-19 Budgets
SolTrans	\$ 13,903,300	\$ 14,940,440	7.5%	-1.0%	\$ 8,150,716	54.6%	<ul style="list-style-type: none"> SolTrans now operates ten CNG buses and recently opened a CNG fueling facility. Due to opening of a new facility and recent increase in diesel prices, there is a large contingency in the fuel budget which accounts for one-third of the budget increase. The increase in the purchased transportation contract as well as an operations contingency each account for one-fourth of the budget increase. SolTrans has not had a fare increase since 2006 and is considering increasing local fares beginning in FY2019-20. SolTrans will also work with Solano Transportation Authority and FAST to consider increases to Solano Express fares.

⁴ 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 28, 2018
W.I.: 1511
Referred by: PAC
Revised: 07/25/18-C
09/26/18-C

ABSTRACT

MTC Resolution No. 4322, Revised

This resolution approves the FY 2018-19 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

This resolution was revised on July 25, 2018 to reflect actual receipts for TDA and AB 1107 funds in FY 2017-18, the rescission actions that were necessary to match FY 2017-18 allocations to the actual revenue collected, and the allocations of additional revenue for FY 2017-18 per operators' requests.

This resolution was revised on September 26, 2018 to reflect actual receipts of STA and SGR Program funds in FY 2017-18, and the rescission actions that were necessary to match FY 2017-18 allocations to the actual revenue collected. New revenue forecasts for STA and SGR Program funds in FY 2018-19 were also included.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 14, 2018, July 11, 2018 and September 12, 2018.

Date: February 28, 2018
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2018-19

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4322

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 2017-18 and FY 2018-19 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 2018-19 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/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), 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 2018-19 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 2018-19 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



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 February 28, 2018.

MTC Resolution No. 4322, Attachment A has been updated and is attached to the Commission memo in this packet.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC
Revised: 07/25/18-C
09/26/18-C

ABSTRACT

Resolution No. 4334, Revised

This resolution approves the allocation of fiscal year 2018-19 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), AC Transit, and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on July 25, 2018 to allocate funds to the Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, Vacaville, and WestCAT (WCCTA).

This resolution was revised on September 26, 2018 to allocate funds to Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Golden Gate Bridge, Highway, and Transportation District (GGBTD), Napa Valley Transportation Authority (NVTa), and Solano County Transit (SolTrans).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018, July 11, 2018, and September 12, 2018.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4334

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 2018-19 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 2018-19 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 2018-19 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 27, 2018.

Date: June 27, 2018
 Referred by: PAC
 Revised: 07/25/18-C 09/26/18-C

Attachment A
 MTC Resolution No. 4334
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2018-19

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	3,805,829	01	06/27/18	Alameda County	
	Subtotal	3,805,829				
5802 - 99260A Transit - Operations						
VTA	Transit Operations	94,688,913	02	06/27/18	VTA	
VTA	Transit Operations	4,983,627	03	06/27/18	Santa Clara County	1
CCCTA	Transit Operations	17,985,379	04	06/27/18	CCCTA	
AC Transit	Transit Operations	51,143,012	05	06/27/18	AC Transit Alameda D1	
AC Transit	Transit Operations	13,464,678	06	06/27/18	AC Transit Alameda D2	
AC Transit	Transit Operations	6,953,146	07	06/27/18	AC Transit Contra Costa	
LAVTA	Transit Operations	9,107,101	09	07/25/18	LAVTA	
WCCTA	Transit Operations	2,974,384	10	07/25/18	WCCTA	
Sonoma County	Transit Operations	6,514,056	11	07/25/18	Sonoma County	
Sonoma County	Transit Operations	217,974	11	07/25/18	Petaluma	
Vacaville	Transit Operations	1,305,807	12	07/25/18	Vacaville	
SFMTA	Transit Operations	2,308,135	13	07/25/18	San Francisco County	1
SFMTA	Transit Operations	43,854,568	14	07/25/18	SFMTA	
ECCTA	Transit Operations	7,549,319	17	09/26/18	ECCTA	
SolTrans	Transit Operations	4,519,689	18	09/26/18	Vallejo/Benicia	
NVTA	Transit Operations	3,472,705	19	09/26/18	NVTA	
GGBHTD	Transit Operations	7,760,055	20	09/26/18	GGBHTD (Marin)	
GGBHTD	Transit Operations	6,003,623	21	09/26/18	GGBHTD (Sonoma)	
	Subtotal	284,806,171				
5803 - 99260A Transit - Capital						
CCCTA	Transit Capital	2,558,316	08	06/27/18	CCCTA	
Sonoma County	Transit Capital	1,089,888	16	07/25/18	Sonoma County	
	Subtotal	3,648,204				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operating	1,643,653	15	07/25/18	Sonoma County	
Sonoma County	Transit Operating	43,595	15	07/25/18	Petaluma	
	Subtotal	1,687,248				
5812 - 99400D Planning & Admin - Operating						
NVTA	Planning and Administratic	4,444,231	22	09/26/18	NVTA	
	Subtotal	4,444,231				
	TOTAL	298,391,683				

Note:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 27, 2018
Referred by: PAC

Attachment B
Resolution No. 4334
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2018-19
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 27, 2018
W.I.: 1514
Referred by: PAC
Revised: 07/25/18-C
09/26/18-C

ABSTRACT

Resolution No. 4335, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2018-19.

This resolution allocates funds to AC Transit, County Connection (CCCTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on July 25, 2018 to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

This resolution was revised on September 26, 2018 to allocate funds to AC Transit, Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Golden Gate Bridge, Highway, and Transportation District (GGBTD), and Napa Valley Transportation Authority (NVTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018, July 11, 2018, and September 12, 2018.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4335

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 2018-19 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 2018-19 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. 4304 and 4321, 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

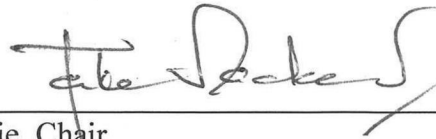
RESOLVED, that MTC approves the allocation of fiscal year 2018-19 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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 27, 2018.

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2018-19

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					
LAVTA	Transit Operations	1,077,176	08	07/25/18	LAVTA
	Subtotal	1,077,176			
5820 - 6730A Operations - Population-based Lifeline					
AC Transit	Cycle 5: Preserve service in CoC	1,026,000	13	09/26/18	Alameda County
	Subtotal	1,026,000			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	22,849,419	01	06/27/18	VTA
AC Transit	Transit Operations	16,618,328	02	06/27/18	AC Transit
WCCTA	Transit Operations	2,526,931	09	07/25/18	BART
SFMTA	Transit Operations	50,121,811	10	07/25/18	SFMTA
ECCTA	Transit Operations	2,685,749	14	09/26/18	BART
GGBHTD	Transit Operations	3,051,151	15	09/26/18	GGBHTD
	Subtotal	97,853,389			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	8,500,000	03	06/27/18	MTC
	Subtotal	8,500,000			
5821 - 6730B Capital Costs - Population-based MTC Coordination					
	Subtotal	0			
5820 - 6730A Operating Costs - County Block Grant					
AC Transit	Transit Operations	4,255,033	04	06/27/18	Alameda County
AC Transit	Transit Operations	1,203,390	05	06/27/18	Contra Costa County
CCCTA	Transit Operations	3,942,065	06	06/27/18	Contra Costa County
LAVTA	Transit Operations	1,433,960	11	07/25/18	Alameda County
Sonoma County	Transit Operations	2,541,674	12	07/25/18	Sonoma County
ECCTA	Transit Operations	2,512,726	16	09/26/18	Contra Costa County
NVTA	Transit Operations	1,313,035	17	09/26/18	Napa County
GGBHTD	Transit Operations	1,147,207	18	09/26/18	Marin County
	Subtotal	18,349,090			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	5,300,829	07	06/27/18	Santa Clara County
	Subtotal	5,300,829			
5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties					
Solano TA	Planning and Admin				Solano County
	Subtotal	0			
		TOTAL	132,106,484		

Date: June 27, 2018
Referred by: PAC

Attachment B
Resolution No. 4335
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2018-19 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: June 27, 2018
W.I.: 1255
Referred by: PAC
Revised: 07/25/18-C
09/26/18-C

ABSTRACT

Resolution No. 4336, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2018-19.

This resolution allocates funds to the AC Transit, MTC, Transbay Joint Powers Authority, Water Emergency Transportation Authority (WETA).

This resolution was revised on July 25, 2018 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA).

This resolution was revised on September 26, 2018 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018, July 11, 2018, and September 12, 2018.

Date: June 27, 2018
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2018-19

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4336

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

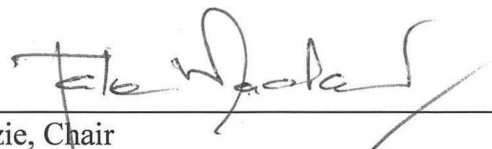
RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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 27, 2018.

Date: June 27, 2018
W.I.: 1255
Referred by: PAC
Revised: 07/25/18-C
09/26/18-C

Attachment A
MTC Resolution No. 4336
Page 1 of 1

**FY 2018-19 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING**

Funding for each route is limited to the amount identified in the FY2018-19 RM2 Operating Program (MTC Resolution 4333). 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 Resolution No. 4228 was adopted on June 22, 2016.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement
WETA	Planning and Administration	3,000,000	01	06/27/18	11	n.a.
WETA	Ferry Operations	16,500,000	02	06/27/18	6	40% Peak service, 30% All Day Service
TJPA	Transbay Transit Center	3,000,000	03	06/27/18	13	n.a.
AC Transit	Express Bus Service	5,427,904	04	06/27/18	4	30% Peak, 20% All Day
AC Transit	Dumbarton Bus	2,816,976	05	06/27/18	5	20% All Day
AC Transit	Owl Bus Service	1,333,623	06	06/27/18	7	10%
AC Transit	Enhanced/Rapid Bus Service	3,000,000	07	06/27/18	9	n.a.
MTC	Clipper	2,000,000	08	06/27/18	12	n.a.
SFMTA	Metro 3rd Street Extension	2,500,000	9	07/25/18	8	n.a.
GGBHTD	Route 40	2,473,725	10	09/26/18	1	20% All Day
Total		42,052,228				



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0681 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/8/2018 **In control:** Programming and Allocations Committee
On agenda: 9/12/2018 **Final action:**
Title: MTC Resolution Nos. 4374 and 4375. Adoption of the 2019 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2019 TIP.

The federally required TIP is a comprehensive listing of all Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant for air quality conformity purposes. MTC is required to make a positive air quality conformity determination for the TIP and Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

Sponsors:

Indexes:

Code sections:

Attachments: [8c PAC 4b ResoNos-4374-4375 Adoption of TIP and Air Quality Conformity.pdf](#)
[4b ResoNos-4374-4375 Adoption of TIP and Air Quality Conformity.pdf](#)

Date	Ver.	Action By	Action	Result
9/12/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4374 and 4375. Adoption of the 2019 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2019 TIP.

The federally required TIP is a comprehensive listing of all Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant for air quality conformity purposes. MTC is required to make a positive air quality conformity determination for the TIP and Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: September 19, 2018

FR: Executive Director

RE: MTC Resolution Nos. 4374 and 4375 – Adoption of the 2019 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2019 TIP

At the Programming and Allocations Committee meeting on September 12, 2018, the Committee considered the proposed adoption of the 2019 TIP and accompanying Transportation Air Quality Conformity Analysis on the Plan and the 2019 TIP.

At the meeting, one member of the public inquired about two Caltrain-related projects. Staff advised that responses to the inquiries would be provided when the item was presented to the Commission for approval. Attachment C and Appendix 1 to Programming and Allocations Committee Item 4b have been updated to include this public comment and the related responses.

Staff recommends approval of MTC Resolution Nos. 4374 and 4375.



Steve Heminger

SH:ac

METROPOLITAN TRANSPORTATION COMMISSION
2019 Transportation Improvement Program (TIP)
Response to Public Comments

The Draft 2019 TIP was released for public review and comment from June 18, 2018 through July 19, 2018 and was presented at a public meeting on July 11, 2018 to receive public comment. The following is a list of the public comments submitted to MTC along with staff's responses to these comments. No comments were made during the public hearing. This list does not include the project listing changes requested by project sponsors. The correspondence are available at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

No.	Name	Agency/Organization	Dated	Response
1	Bill Mayben	Public	Email 6/19/2018	Response #1, #2, and #3
2	Sherman Lewis	Public	Email 6/18/2018	Response #4
3	<i>Roland Lebrun</i>	<i>Public</i>	<i>Email 9/11/2018</i>	<i>Response #5 and #6</i>

Support more funding for public transportation and less for roadway investments:

Comment

One commenter expressed support for funding for public transit projects, but did not support roadway investments.

Response #1

MTC includes local projects in the TIP after the project sponsor demonstrates project funding, scope and schedule consistent with Plan Bay Area. The decision to include a project in the TIP does not represent an allocation or obligation of funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions. The environmental process will include additional opportunities to comment on the scope, design elements and impacts of a project.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-2). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

MTC also works with our partner agencies to develop programs that fund or incentivize specific categories of projects. Information about these programs and their development can be found online at: <http://mtc.ca.gov/our-work/fund-invest>.

Resilience to earthquakes and sea level rise:

Comment

One commenter highlighted the importance of making transportation systems more resilient to disruptions such as earthquakes and sea-level rise.

Response #2

MTC has undertaken a number of efforts to address the resilience of the Bay Area's transportation infrastructure. Resilience was identified as one of the three core issue areas of the *Plan Bay Area 2040* Action Plan (<http://2040.planbayarea.org/action-plan>). Other efforts include partnering with the Bay Conservation and Development Commission (BCDC) through their Adapting to Rising Tides (ART) Program (<https://mtc.ca.gov/our-work/plans-projects/climate-change-clean-vehicles/adapting-rising-tides>) and taking part in the Bay Area: Resilient by Design Challenge (<http://www.resilientbayarea.org/>).

Surface transportation projects identified through these planning efforts are currently or will be included in the TIP if they receive federal funds, require a federal action or are considered regionally significant for air quality conformity purposes.

Spread jobs and housing more evenly throughout the region:

Comment

One commenter advocated for a more even distribution of jobs and housing throughout the region.

Response #3

SB 375 requires MTC to develop a Sustainable Communities Strategy that demonstrates that land-use development patterns and the proposed transportation network can work together to meet greenhouse gas reduction targets. To help achieve these goals, some funding programs, such as the One Bay Area Grant (OBAG) County Discretionary Program, include policies that incentivize cities to build housing. While the TIP includes funding from these programs, the TIP itself is focused on near-term transportation investments and does not include land-use decisions. Local jurisdictions retain the authority to adopt local land-use policies and make specific land-use decisions through their individual processes.

2019 TIP relationship to the STIP and LATIP

Comment

One commenter asked if the 2019 TIP includes projects from the State Transportation Improvement Program (STIP) and Local Assistance Transportation Improvement Program (LATIP).

Response #4

MTC's 2019 TIP does include projects and funding identified in the STIP and LATIP if those projects have federal funding, require a federal action or are regionally significant for air quality conformity purposes.

Project specific comments

Comment

One commenter asked why the 25th Ave. Grade Separation project was not included in the 2019 TIP as a locally sponsored project.

Response #5

The City of San Mateo is the project sponsor for the 25th Avenue Grade Separation Project; Caltrain is the implementing agency. Project sponsors are responsible for submitting projects to be included in the TIP. In this case, the City of San Mateo did not submit the project. In response to this question staff reviewed the project and determined that it did not meet any of the criteria that would require it to be listed in the TIP – having federal funding, requiring a federal action, or being of regional significance for air quality conformity. If there is any change to the project that cause it to meet any of these criteria, it will be amended into the TIP at a future date.

Comment

One commenter requested details on the change of fund source for \$97 million from “Other Local” funds to Federal Transit Administration Section 5307 funds for the Caltrain Electrification project described in Attachment D to this item.

Response #6

The \$97 million in local funds being replaced with FTA Section 5307 funds is a portion of the projected proceeds of MTC’s proposed FTA financing. MTC has proposed to issue bonds to be repaid with future apportionments of FTA formula funds to help pay for the costs of certain transit capital projects. The projects to be financed originally included Caltrain Electrification. MTC staff subsequently revised the proposed financing plan to exclude Caltrain Electrification, which will be funded with 5307 instead in order to keep the funding for Electrification complete.

The \$97 million of 5307 for Electrification comes from several sources, which include previously unprogrammed funds and funds that were previously programmed to other projects. The previously programmed 5307 funds were shifted to Caltrain Electrification and replaced with other sources, so no projects suffered reduced funding due to the reprogramming of 5307 to Electrification. These sources include:

- \$36 million in FY18 FTA apportionments that were not previously programmed because Congress appropriated more for FTA programs in FY18 than we anticipated;
- \$13 million in FTA apportionments to the San Jose Urbanized Area that were not previously programmed because the apportionments exceeded VTA’s high-priority capital needs;
- \$15 million in 5307 that was previously programmed to a Golden Gate Transit ferry project, and replaced with the award of an FTA Ferry Discretionary Grant to the Golden Gate project; and
- \$33 million from a combination of numerous smaller programming changes that involved shifting project costs from 5307 to other funding sources or reducing programming for reasons unrelated to Caltrain Electrification.

Replacing the bond proceeds for Caltrain Electrification with 5307 funds enabled MTC to reduce the total size of the proposed bond issue. As such, the local funds were not reassigned to other projects.

The requested details about the project and funding were provided directly to the commenter.

Programming and Allocations Committee

September 12, 2018

**Item 4b – Adoption of the 2019 TIP and Transportation-Air
Quality Conformity Analysis for the Amended Plan Bay Area
2040 and the 2019 TIP**

Appendix 1 – Comments Received

From: Bill Mayben [REDACTED]
Sent: Tuesday, June 19, 2018 12:21 PM
To: MTC Info <info@bayareametro.gov>
Subject: MTC-TIP, 2019

Dear MTC Staff;

These amount to written comments to your Draft TIP 2019, as portrayed in your recent transmittal to me.

I appreciate the fact that you are allocating more money to public transportation. We cannot get enough of this.

It seems that efforts to “fix the commute”, or “resolve traffic congestion”; are doomed to failure. As you know, increasing roadway improvements to attempt to facilitate personal automobile commuting are self-defeating on several levels. For one, each incremental improvement may result, ultimately, in defeating efforts towards public transportation, air quality, and urban street traffic, urban parking

Issues. If average commute times were to improve; more cars would be joining the commute, setting the entire dynamic back once again. This has been going on since the early 60's. We apparently have not learned, yet.

If more of these vehicles are electric or hybrid, there would be some improvements in air quality, but this will happen anyway.

The money spent is essentially wasted. Improvements in the commute corridor will create problems at the receiving end; urban congestion, urban parking, urban air quality degradation. By virtue of this, it is only by ignoring these effects

that anyone could observe anything construed as “improvement”. Simply maintaining the existing infrastructure alone is not cost effective, all considered. We are, in effect, subsidizing private economic interests at public expense.

I see that the benefits of continuing “down the road” towards maintaining and enhancing automobile commute capabilities, simply accrue to established economic interests who do not care about the fallout. They sell cars, gas, tires, insurance, maintenance; repairs; not to mention the secondary recipients of government and quasi-governmental agencies who receive money through various auto related fees and taxes to perpetuate the illusion that this can work. I believe that these public roadway funds can be better spent in light of our long-range responsibilities. This is a defective economy at this point.

Looking through the lens of resilience; have we addressed the aspects of our transportation infrastructure that are going under water? Wouldn't it be a better long-term investment to incrementally deal with this coming liability, rather than wait until this issue reaches crisis proportions? This issue will be terribly expensive. Have you identified the progressive choke points created by king tides, then progressive sea level rise? What budgetary categories are established ; what allocations are being made under 2019 TIP to account for the preliminary project scoping, engineering, ect.; necessary to position ourselves as a culture for the inevitable?

If there is a major earthquake it is likely that our roadway system will be severely impacted. Remember what happened last time? What provisions are included to deal with the most vulnerable parts and pieces of our roadway structure as it sits today?

Is it true that both Bay Area Regional air terminals will be underwater, for instance? Does this include access? What will this do to our economy? What is your plan? When do you plan to get started? When roadways are inundated; how will you get to work? My instinctual impulse would be to make efforts to get to a ferry terminal or a BART station. Are they hardened? Are they accessible?

Several months ago a sleeping driver took out a Bay Bridge toll booth. Traffic was brought to a halt for over an hour and a half. IT was demonstrative of our vulnerability. Trains and Boats. Trains and boats. Helicopters?

Beyond this; I also believe it is not too soon to examine a decentralized strategy; rather than the model of bedroom communities feeding commercial cores.

I reiterate that your job as a transportation planner is to REMOVE commuters as the bigger picture of transportation planning. This is to improve Greater Bay Area resiliency; create higher air quality; improve community and family life; make the Bay Area more affordable; and create a more sustainable and cost-effective business environment. We are instead trying to put 10 pounds of sugar into a 5 pound bag.

I urge you to step back and examine your suppositions; your model for the future; the projected population you will be dealing with in 2040.

People are making their own decisions now, based on their reality on the ground. The majority of Bay Area residents want to leave, to move away, to stop participating in what has become a no win situation; a compounded, neurotic effort against impossible odds. The fact is that we have only one life to live, and you are losing some of the best and brightest citizens by your adherence to outdated solutions which do not, in fact, improve the lives of the extended community. Depending on their personal resources, they are moving to Oregon, Washington, Idaho, Colorado, and Texas. Unless you can come up with a more compelling vision, and salient solutions, I expect this trend to continue. I guess this is one way to remove cars from the commute!
I mean all of this in a constructive and fun way!

Very Truly Yours,

Bill Mayben

From: Sherman Lewis [REDACTED]
Sent: Monday, June 18, 2018 8:57 PM
To: MTC Info <info@bayareametro.gov>
Subject: TIP

The TIP is presumably the federal TIP, and not the STIP or RTIP. If so, it should include the STIP, which includes the LATIP created by AB1386 and another LATIP under another statutes. Info is attached.

--

Sherman Lewis
[REDACTED]

From: Roland Lebrun [REDACTED]

Sent: Tuesday, September 11, 2018 5:09 AM

To: MTC Info <info@bayareametro.gov>

Cc: Caltrain Board <board@caltrain.com>; CHSRA Board <boardmembers@hsr.ca.gov>

Subject: Programming and Allocations item 4b 2019 TIP

Dear Chair McKenzie and Commissioners,

Pursuant to Government Code §6250 et seq.

1) Please refer to the attached Draft 2019 Caltrain TIP and the new Hillsdale station (AKA "25th Avenue Grade Separation Project") Full Funding Agreement and provide an explanation as to why this project is not included in the TIP (the \$180M funding plan is located on page 29 of the agreement).

2) Please refer to page 14 (page 6 of Attachment D) of resolutions 4374 & 4375 and provide the following information:

- Updated copy of the Caltrain Electrification (SF-010028) funding plan reflecting the latest programming decisions*
- Specific source(s) of the \$97M Local being swapped for 5307*
- Specific source of the 5307*
- Project(s) the \$97M Local is being reassigned to (if any)*

I look forward to your response.

Roland Lebrun

Metropolitan Transportation Commission Programming and Allocations Committee

September 12, 2018

Agenda Item 4b

MTC Resolution Nos. 4374 and 4375

Subject:	Adoption of the 2019 Transportation Improvement Program (TIP) and Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2019 TIP.
Background:	<p>The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every two years. The 2019 TIP contains approximately 500 projects with funding totaling about \$13.6 billion over the four-year period from FY 2018-19 through 2021-22, as well as over 200 projects shown for informational purposes. The 2019 TIP is financially constrained by year, meaning that the amount of dollars committed to the projects (or “programmed”) does not exceed the amount of dollars estimated to be available. The 2019 TIP includes a financial constraint analysis and a financial plan that demonstrates that the programmed projects can be implemented with the funding available. The TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations and includes a description of the anticipated effect of the TIP toward achieving those targets. A summary of the performance report is attached.</p> <p>To further assist the public in assessing the equity implications of the 2019 TIP, staff has conducted an investment analysis with a focus on low income and minority residents. MTC conducts an investment analysis of long-term investments as part of the Equity Analysis for Plan Bay Area 2040 as part of the overall effort to fulfill the region’s Title VI and environmental justice responsibilities. Staff conducts the investment analysis on the TIP to provide further transparency for short-term investments. However, when compared to the Plan, the TIP only reflects about 25% of average annual transportation spending in the Bay Area.</p> <p>The 2019 TIP Investment Analysis concludes that in the aggregate there is a relatively higher proportionate investment in transportation facilities that serve minority and low-income populations than the proportional share of trips taken by minority and low-income populations. However, it also suggests a variance in the share of transit investments by trips for passengers living in low-income households and in the per-rider benefit of investments for minority transit riders. As with the 2017 TIP, staff believes that this variance is due to the programming of funding for a handful of large capital projects within the active years of the TIP. A summary of the Investment Analysis is also attached.</p> <p>Under Federal law and regulation, regional transportation plans (RTPs) and Transportation Improvement Programs (TIPs) must be analyzed to determine if they conform to federal air quality standards and plans (known as the State Implementation Plan or SIP). The new Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the</p>

2019 TIP was prepared in accordance with the U.S. Environmental Protection Agency's (EPA) transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures (MTC Resolution No. 3757). These projects have been modeled in the appropriate analysis year using the latest planning assumptions. MTC staff consulted with the Air Quality Conformity Task Force on the approach to the conformity analysis, draft conformity analysis, response to public comments on the draft conformity analysis, and final conformity analysis. Based on the conformity analysis, a positive conformity determination can be made because the Plan and the TIP conform to the federal air quality standards and plans.

Public Comments and Responses

The 2019 TIP and accompanying Transportation-Air Quality Conformity Analysis were released for public review and comment beginning June 18, 2018. The documents were presented at a public meeting on July 11, 2018, and the review and comment period ended on July 19, 2018. A summary of comments received and staff's responses is included as Attachment C. Comments pertaining to the 2019 TIP and staff's responses have also been incorporated into the TIP as an appendix. No significant comments were received on the Transportation-Air Quality Conformity Analysis.

During the comment period, staff also received updated project information from sponsors. Changes resulting from those updates are listed in Attachment D.

Next Steps

Following Commission consideration later this month, if approved, the 2019 TIP will be forwarded to Caltrans, the Federal Highway Administration and Federal Transit Administration for review. Federal approval would be expected by December.

Issues:	None
Recommendation:	Refer MTC Resolution No. 4374 and MTC Resolution No. 4375 to the Commission for approval.
Attachments:	Attachment A – Performance Report Summary Attachment B – Investment Analysis Summary Attachment C – Responses to public comments Attachment D – List of project changes in response to comments MTC Resolution No. 4374: Adoption of the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and 2019 TIP MTC Resolution No. 4375: Adoption of the 2019 TIP Appendix 1: Comments Received

2019 TIP Federal Performance Summary

The 2019 TIP Federal Performance Report is a performance assessment of TIP investments. The report must show that the program of projects in the TIP makes progress towards achieving adopted targets for federally-mandated performance measures. In addition, it must also include a description of the anticipated effect of the TIP towards achieving the performance targets.

Federal Goal and Performance Measures

There are a total of 29 federal performance measures spanning six general goal areas:

- Safety
- System Reliability
- Congestion Reduction
- Infrastructure Condition
- Freight Movement
- Environmental Sustainability

By the time the 2019 TIP is expected to receive final federal approval (mid-December 2018), only two performance areas will be in effect and required to be incorporated into the TIP – Road Safety and Transit Asset Condition. However, all remaining performance measures are expected to become effective during the 2019 TIP period. To avoid potential future programming delays, all six goal areas and 29 performance measures have been included in the 2019 TIP Federal Performance Report.

Key Results

The report provides summary information on the level of investment and number of projects in the 2019 TIP that are anticipated to provide performance benefits for each goal area and performance measure.

For the two goal areas that will be in effect when the 2019 TIP receives final federal approvals, road safety and transit asset management, the report also includes an overall assessment of the anticipated effect of the 2019 TIP on achieving adopted performance targets, as well as a discussion of ongoing and future efforts related to the goal area.

- **Road Safety**

The significant level of investment and number of projects in the 2019 TIP that are primarily focused on safety improvements or otherwise anticipated to result in a safer road environment for all users, reflects MTC's commitment to an ambitious safety target.

These results are based on sponsor provided information on the anticipated effect of projects on improving road safety. New tools may be needed to better analyze the effects of different project and program types on reducing the incidence and severity of traffic collisions. Staff is continuing efforts to improve the analytical approach to evaluating road safety performance for quantification of benefits and improved consistency across projects.

- **Transit Asset Management**

The program of projects in the 2019 TIP supports continued regional progress towards reaching transit state of good repair targets. The specific impact of these investments on annual performance will be heavily influenced by the rate of replacement of existing transit assets during the TIP period as well as additional investments made by transit operators that are locally-funded and not captured in the 2019 TIP.

Two other goal areas and performance results are also worth highlighting: congestion reduction and emissions reductions.

- **Congestion Reduction**

Congestion reduction includes a delay measure (annual hours of peak-hour excessive delay per capita) and a mode share measure (percent of non-SOV travel) for each urbanized area.

- **Delay:** In the San Francisco-Oakland urbanized area, the investments in the 2019 TIP appear to increase peak-hour excessive delay per capita (40.5 hours/year) as compared to a scenario in

which the 2019 TIP projects are not built (35.2 hours/year). For the San Jose urbanized area, the opposite is true; constructing the 2019 TIP projects slows the increase in delay in the South Bay as compared to baseline conditions. The reasons for these differences between urbanized areas include:

- The impact of the opening of the BART extension to Berryessa on travel throughout the San Jose urbanized area;
 - Investments in highway capacity and operational improvements in the SF-Oakland urbanized area may induce demand and increase delay, even while person throughput improves;
 - Limitations of the travel demand model to forecast delay, as the model is designed to estimate trip making and mode choice decisions; and
 - The limited focus of the model on large, regionally significant projects, which represent only a subset of the investments in the TIP
- **Mode Choice:** Investments in the 2019 TIP appear to have a negligible impact on the non-SOV mode share in the SF-Oakland urbanized area, as compared to scenarios in which the 2019 TIP projects are not built (56.5% versus 56.6%, respectively). For the San Jose urbanized area, investments in the 2019 TIP improve the non-SOV mode share as compared to a no-project scenario (39.1% versus 38.6%, respectively). The reasons for the results for each urbanized area are similar to the delay measure – the contribution of the BART extension to Berryessa and the focus of the model on larger projects, which does not capture the collective impact of all TIP investments.

- **Emissions Reductions**

The emissions reductions goal area focuses on projects funded through the Congestion Mitigation and Air Quality Improvement Program (CMAQ), as required by the federal rules. In some cases it appears that the regional emissions reductions expected to result from CMAQ projects in the 2019 TIP exceed the statewide performance targets. As the emissions reductions are a cumulative measure (total emissions reductions statewide), MTC's regional share of the statewide emissions reductions should be some portion of, but not exceed, statewide targets. Caltrans has identified a calculation error in their methodology for calculating statewide targets, and may consider submitting revised targets to FHWA in the near future.

Limitations

- **Limitations of self-reported data:**

MTC relies on self-reported data from project sponsors to compile program level effects of investments on regional targets. This approach provides a great deal of new project-level data on a range of topics and in a relatively short period of time. However, self-reported data may introduce into the analysis inaccurate data or inconsistent interpretations of the anticipated performance benefits resulting from similar project types. Staff is continuing efforts to improve the analytical approach to evaluating performance for quantification of benefits and improved consistency across projects.

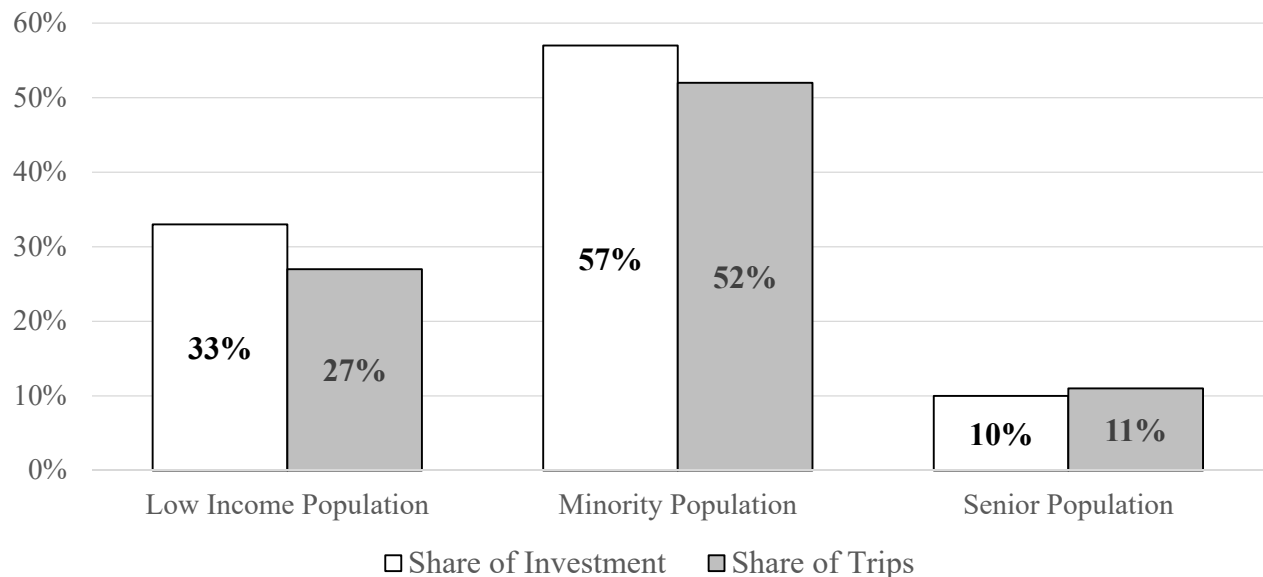
- **Limitations of models:**

Performance in each goal area is influenced by a variety of factors that are not captured in the assessment of the effect of 2019 TIP investments on regional performance. For road safety and traffic congestion, growth or decline in economic activity is directly related to the total number of traffic fatalities and serious injuries as well as levels of congestion. In the case of asset management, ongoing deterioration rates, and unanticipated events (earthquakes, wildfires, or flooding) can also affect the resulting state of good repair for regional assets. Neither of these examples are captured in the analytical tools currently available and used for this assessment. Other limitations are noted in the discussions above.

Investment Analysis Summary

The 2019 TIP Investment Analysis is an assessment of TIP investments through an equity lens, specifically focused on the Bay Area's disadvantaged populations. The purpose of the analysis is to understand if low-income and minority populations, seniors, and persons with disabilities are sharing equitably in the region's near-term transportation investments. The results of the population use-based analysis indicates that overall, the investments in the 2019 TIP direct an equitable proportion of investments to projects that support the transportation of residents of low-income households, racial and ethnic minorities, and seniors.

2019 TIP Investments and Trips by Population



Key Findings

Variable results for transit, due to small number of very large investments

There are a few variances worth noting in the population used-based analysis and disparate impact analysis, specifically related to transit.

- The share of transit investments that support trips made by passengers in low-income households (38%) falls short of these passengers' relative share of the transit trips taken (47%).
- Federal and state transit investments result in a per capita benefit for minorities that slightly exceeds the per capita benefit for non-minorities (101% of non-minority per capita benefit). However, on a per transit rider basis, federal and state transit investments fall short, with a minority per rider benefit of 89% of the non-minority per rider benefit.

The varied results in the 2019 TIP are attributed to a number of large projects, including:

- BART's Railcar Procurement Program;
- BART's Transbay Core Capacity Improvements Program;
- Caltrain Electrification;
- Caltrain's Peninsula Corridor Electrification Expansion; and
- Transbay Joint Power Authority's Caltrain Downtown Extension.

Together, these five projects account for almost 46% of all transit funding in the 2019 TIP. When focusing only on state and federal funds, these projects account for approximately 48% of funding in the TIP period. While BART ridership approximately mirrors the regional ridership share for minority populations, the share of BART riders from low-income households is less than the regional average share. Caltrain is used by a lower proportion of low-income and minority riders than the regional average for transit riders.

The degree of the variances seen in the 2019 TIP disparate impact transit analysis is somewhat improved as compared to the 2017 TIP. While the minority per transit rider investment disbenefit remains at 89% in both the 2017 TIP and the 2019 TIP, the minority per capita transit investment increases from 96% of the non-minority per capita investment (disbenefit) in the 2017 TIP to 101% of the non-minority per capita investment (benefit) in the 2019 TIP.

It is important to re-emphasize, that the TIP does not reflect the full picture of transportation investments in the Bay Area. The TIP only includes four years of near-term fund programming and tends not to include operating and maintenance funds, particularly for transit.

Addition of transportation equity measures provides opportunity for better understanding of potential equity impacts

For the 2019 TIP, additional information is provided on projects that support Plan Bay Area 2040's transportation-focused equity measures: Healthy and Safe Communities, Economic Vitality, Transportation System Effectiveness, and Equitable Access. Although the analysis does not identify direct benefits and burdens resulting from individual investments, it builds upon the population use-based and disparate impact analyses to better understand the nature of the projects included in the 2019 TIP and their anticipated effects on long-term regional goals. Data for the transportation equity measures is self-reported by project sponsors, therefore the resulting information is limited by the quality and consistency of the data provided.

Where possible, projects supporting the transportation-focused equity measures were also mapped to illustrate the location of 2019 investments in relation to adopted COCs as well as census tracts with concentrations of minority populations that are above regional averages. The geographic display of projects allows for examination and identification of any apparent systematic exclusion of communities in the spatial distribution of benefits, or any apparent systematic imbalances between the distribution of projects between communities of concern and the remainder of the region, or between minority and non-minority communities. As noted above, many projects and additional data can be viewed on an interactive webmap available on <https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Attachment C - Response to Public Comments
has been updated and is attached to the Commission memo
in this packet.

**Metropolitan Transportation Commission
2019 Federal Transportation Improvement Program (TIP)**

Attachment D: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Alameda County								
ACE	ALA170048	FG: Capital Access Fees and Track/Signal Maintenance	\$1,381,496	2019	\$1,143,890	2019	Change the source of \$238K in FY19 CON from 5307 to 5337	Update the funding plan to reflect the latest programming decisions
ACE	ALA170048	FG: Capital Access Fees and Track/Signal Maintenance	\$108,504	2019	\$346,110	2019	Change the source of \$238K in FY19 CON from 5307 to 5337	Update the funding plan to reflect the latest programming decisions
ACE	ALA170079	ACE: Railcar Midlife Overhaul	\$104,211	2019	\$104,211	2019	Change the source for \$104K from 5337 to 5307	Update the funding plan to reflect the latest programming decisions
ACE	ALA170079	ACE: Railcar Midlife Overhaul	\$1,409,997	2020	\$1,463,716	2020	Add \$54K in 5307	Update the funding plan to reflect the latest programming decisions
ACE	ALA170079	ACE: Railcar Midlife Overhaul	\$1,665,609	2020	\$1,616,284	2020	Remove \$49K in 5337	Update the funding plan to reflect the latest programming decisions
ACE	ALA170079	ACE: Railcar Midlife Overhaul	\$768,902	2020	\$770,000	2020	Add \$1K in Local	Update the funding plan to reflect the latest programming decisions
ACE	ALA170079	ACE: Railcar Midlife Overhaul	n/a	n/a	\$54,828	2021	Add \$55K in 5307	Update the funding plan to reflect the latest programming decisions
ACE	ALA170079	ACE: Railcar Midlife Overhaul	\$700,000	2021	\$713,707	2021	Add \$14K in Local	Update the funding plan to reflect the latest programming decisions
Alameda CTC	ALA110033	Alameda County Safe Routes to School	\$1,000,000	2021	\$1,000,000	2019	Reprogram \$1M in Local from FY21 to FY19	Update the funding plan to reflect the latest programming decisions
Alameda CTC	ALA170087	Freight Intelligent Transportation System (FITS)	\$2,000,000	2019	\$2,000,000	2019	Change the source for \$2M in FY19 CON from Local to SB1-TCEP	Update the funding plan to reflect the latest programming decisions
Alameda CTC	ALA170087	Freight Intelligent Transportation System (FITS)	\$10,456,000	2023	\$10,456,000	2019	Change the source and program year for \$10.5M from FY23 RTP-LRP to FY19 SB1-TCEP	Update the funding plan to reflect the latest programming decisions
Berkeley	ALA170067	Southside Complete Streets & Transit Improvement	\$228,000	2019	\$228,000	2021	Reprogram \$228K in CMAQ from FY19 PE to FY21 CON	Update the funding plan to reflect the latest programming decisions
Berkeley	ALA170094	Berkeley - Sacramento Street Complete Streets Imps	n/a	n/a	n/a	n/a	Update TIP ID from ALA190002 to ALA170094	Project added to 2017 TIP first

**Metropolitan Transportation Commission
2019 Federal Transportation Improvement Program (TIP)**

Attachment D: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Fremont	ALA170001	State Route 262 (Mission Blvd) Improvements	n/a	n/a	n/a	n/a	Change project sponsor from Alameda CTC to Fremont	Update project to reflect the latest information from Alameda CTC
Hayward	ALA110002	I-880/Industrial Parkway West Interchange	n/a	n/a	n/a	n/a	Change project sponsor from Alameda CTC to Hayward	Update project to reflect the latest information from Alameda CTC
Hayward	ALA170004	I-880/West Winton Avenue Interchange	n/a	n/a	n/a	n/a	Change project sponsor from Alameda CTC to Hayward	Update project to reflect the latest information from Alameda CTC
LAVTA	ALA990077	LAVTA: ADA Paratransit Operating Subsidy	\$157,675	2018	\$158,153	2018	Add \$500 in FY18 CON	Update the funding plan to reflect the latest programming decisions
MTC	ALA130030	Improved Bike/Ped Access to East Span of SFOBB	\$15,000,000	2021	\$15,000,000	2023	Change the source and program year from FY21 ST-STP to FY23 RTP-LRP	Update the funding plan to reflect the latest programming decisions
MTC	ALA130030	Improved Bike/Ped Access to East Span of SFOBB	\$2,000,000	2020	\$2,000,000	2022	Change the program year for \$2M in BT from FY20 to FY22	Update the funding plan to reflect the latest programming decisions
MTC	ALA170012	Bay Bridge Forward-Commuter Parking Access Imps.	\$820,000	2019	\$820,000	2023	Change the fund source and program year for \$820K from FY19 CMAQ to FY22 Other Local	Update the funding plan to reflect the latest programming decisions
Oakland	ALA150042	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	\$1,145,250	2021	\$1,145,250	2020	Reprogram funds from FY21 to FY20	Update the funding plan to reflect planned obligation
Oakland	ALA150042	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	\$127,250	2021	\$127,250	2020	Reprogram funds from FY21 to FY20	Update the funding plan to reflect planned obligation
Oakland	ALA150043	Oakland: Shattuck and Claremont Bike/Ped Imps	\$1,223,190	2022	\$1,223,190	2020	Reprogram funds from FY22 to FY20	Update the funding plan to reflect planned obligation
Oakland	ALA150043	Oakland: Shattuck and Claremont Bike/Ped Imps	\$135,910	2022	\$135,910	2020	Reprogram funds from FY22 to FY20	Update the funding plan to reflect planned obligation

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Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Contra Costa County								
CCCTA	CC-170051	CCCTA Replace 42 Ford Cutaways - 22"	\$2,681,525	2018	\$2,426,455	2018	Add \$255K in 5307 funds to FY18 CON	Update the funding plan to reflect the latest programming decisions
CCCTA	CC-170051	CCCTA Replace 42 Ford Cutaways - 22"	\$1,623,475	2018	\$1,878,545	2018	Remove \$255K in 5339 funds to FY18 CON	Update the funding plan to reflect the latest programming decisions
CCTA	CC-130046	I-680 / SR 4 Interchange Reconstruction - Phase 3	\$20,500,000	2019	\$21,596,000	2019	Add \$1.1M in FY19 SHOPP funds	Update the funding plan to reflect the latest programming decisions
CCTA	CC-150009	CCTA - Carshare 4 All	\$560,173	2018	\$573,453	2018	Add \$13,280 in FY18 CMAQ	Update the funding plan to reflect the latest programming decisions
ECCTA	CC-170052	TriDelta Clipper 2 Digital Communication Equipment	\$142,748	2018	\$0	2018	Remove \$143K in FY18 5307 funds	Update the funding plan to reflect the latest programming decisions
ECCTA	CC-170052	TriDelta Clipper 2 Digital Communication Equipment	\$851,494	2018	\$989,240	2018	Add \$138K in FY18 5339 funds	Update the funding plan to reflect the latest programming decisions
ECCTA	CC-170052	TriDelta Clipper 2 Digital Communication Equipment	\$248,561	2018	\$247,310	2018	Remove \$1K in FY18 Local funds	Update the funding plan to reflect the latest programming decisions
Moraga	CC-170046	Moraga Way and Canyon/Camino Pablo Improvements	\$2,375,000	2020	\$2,375,000	2019	Reprogram funds from FY20 to FY19	Update the funding plan to reflect planned obligation
Richmond	CC-150016	The Yellow Brick Road in Richmond's Iron Triangle	\$5,277,000	2019	\$5,277,000	2020	Reprogram funds from FY19 to FY20	Update the funding plan to reflect the latest programming decisions
San Pablo	CC-150017	Rumrill Blvd Complete Streets Improvements	\$1,000,000	2018	\$1,000,000	2019	Reprogram funds from FY18 to FY19	Update the funding plan to reflect planned obligation

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Marin County								
GGBHTD	MRN170008	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	\$979,092	2019	\$3,352,303	2018	Change the source for \$2.4M in 5307 funds to 5339 funds and reprogram from FY19 to FY18 CON	Update the funding plan to reflect the latest programming decisions
GGBHTD	MRN170008	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	\$47,477,988	2019	\$45,104,777	2018	Change the source for \$2.4M in 5307 funds to 5339 funds and reprogram from FY19 to FY18 CON	Update the funding plan to reflect the latest programming decisions
GGBHTD	MRN170009	GGBHTD: Replace Paratransit Vehicles	\$584,474	2019	\$557,202	2018	Remove \$27K in 5339 funds and reprogram those funds to FY18	Update the funding plan to reflect the latest programming decisions
Novato	MRN150016	Vineyard Road Improvements	\$750,000	2019	\$750,000	2019	Reprogram \$750K in STP from FY19 to FY18	Update the funding plan to reflect obligation
Novato	MRN150016	Vineyard Road Improvements	\$171,782	2019	\$171,782	2019	Reprogram \$137K in Local from FY19 to FY18	Update the funding plan to reflect obligation

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Napa County								
Napa	NAP110028	California Boulevard Roundabouts	\$280,000	2019	\$280,000	2019	Change the source for \$280K from SHOPP to Local	Update the funding plan to reflect the latest programming decisions
NVTA	NAP090008	NVTA Equipment Replacement and Upgrades	\$16,307	2018	\$0	2018	Remove \$16,307 in 5307 funds	Update the funding plan to reflect the latest programming decisions
NVTA	NAP090008	NVTA Equipment Replacement and Upgrades	\$168,207	2018	\$224,681	2018	Add \$56K in FY18 5339	Update the funding plan to reflect the latest programming decisions
NVTA	NAP970010	Napa Vine Operating Assistance	\$1,539,260	2018	\$2,164,144	2018	Add \$625K to FY18 CON	Update the funding plan to reflect the latest programming decisions

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San Francisco City/County								
Caltrain	SF-010028	Caltrain Electrification	\$1,980,253,416	n/a	\$1,980,253,416	n/a	Change the source for \$100M from Small Starts, \$22.6M in Local and \$451.5M in RTP-LRP to New Starts and for \$97M from Local to 5307 and reprogram funds between years	Update the funding plan to reflect the latest programming decisions
GGBHTD	SF-170022	GGBHTD: Replace 2 Paratransit Vehicles	\$135,000	2020	\$135,000	2020	Change the source for \$135K from Local to 5307	Update the funding plan to reflect the latest programming decisions
SFMTA	SF-150005	Replacement of 40' Motor Coaches	\$21,085,890	2018	\$5,013,526	2018	Remove \$16M in FY18 5307 funds	Update the funding plan to reflect the latest programming decisions
SFMTA	SF-150005	Replacement of 40' Motor Coaches	\$0	2018	\$15,236,643	2018	Add \$15M in FY18 BATA Project Savings	Update the funding plan to reflect the latest programming decisions
SFMTA	SF-150006	Replacement of 60' Motor Coaches	\$62,804,000	2018	\$60,407,000	2018	Remove \$30M in 5307 funds and add \$27M in Bridge Toll funds to CON FY18	Update the funding plan to reflect the latest programming decisions
SFMTA	SF-170004	SFMTA: Replacement of 40' Trolley Coaches	\$203,687,000	2018	\$196,983,000	2018	Remove \$41.9M in Bridge Toll funds and add \$35.2M in 53347 funds to CON FY18	Update the funding plan to reflect the latest programming decisions
SFMTA	SF-170008	SFMTA: Replace 35 Paratransit Cutaway Vans	\$1,492,285	2019	\$1,258,188	2019	Remove \$234,097 in BATA Project Savings	Update the funding plan to reflect the latest programming decisions
SFMTA	SF-170019	SFMTA: 40' Motor Coach Mid-Life Overhaul	\$234,000	2018	\$234,000	2018	Reprogram \$234K from 5307 to Bridge toll funds for CON FY18	Update the funding plan to reflect the latest programming decisions
SFMTA	SF-170020	SFMTA: Replacement of 30' Motor Coaches	\$19,449,990	2018	\$18,455,850	2018	Remove \$994K in Bridge toll funds from CON FY18	Update the funding plan to reflect the latest programming decisions

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San Mateo County								
Caltrain	SM-170010	Caltrain TVM Rehab and Clipper Functionality	n/a	n/a	\$178,996	2018	Add \$179K in 5337 funds to CON FY18	Update the funding plan to reflect the latest programming decisions
CCAG	SM-150017	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	\$550,000	2018	\$550,000	2020	Reprogram \$550K in Sales Tax from FY18 PSE to FY20 CON	Update the funding plan to reflect the latest programming decisions
CCAG	SM-150017	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	\$1,000,000	2019	\$1,000,000	2020	Reprogram \$1M in Sales Tax from FY19 ROW to FY20 CON	Update the funding plan to reflect the latest programming decisions
CCAG	SM-150017	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	\$250,000	2020	\$270,000	2019	Add \$20K in SB1-LPP funds and reprogram \$270K in SB1-LPP funds from FY20 CON to FY19 PSE	Update the funding plan to reflect the latest programming decisions
Pacifica	SM-170030	Pacifica Citywide Curb Ramps	\$452,000	2020	\$452,000	2019	Reprogram CON from FY20 to FY19	Update the funding plan to reflect planned obligations
Pacifica	SM-170031	Pacifica Pavement Rehabilitation	\$671,000	2020	\$671,000	2020	Reprogram CON from FY20 to FY19	Update the funding plan to reflect planned obligations

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Santa Clara County								
MTC	SCL170001	Regional Planning Activities and PPM - Santa Clara	n/a	n/a	\$1,200,000	2019	Add \$1.2M in FY19 STP	Update the funding plan to reflect the latest programming decisions
San Jose	SCL170060	DTSJ Mobility Streetscape and Public Life Plan	\$813,000	2019	\$813,000	2018	Reprogram funds from FY19 to FY18	Update the funding plan to reflect obligation
San Jose	SCL170060	DTSJ Mobility Streetscape and Public Life Plan	\$144,000	2019	\$144,000	2018	Reprogram funds from FY19 to FY18	Update the funding plan to reflect obligation
San Jose	SCL050083	Coyote Creek Trail (Hwy 237-Story Rd)	\$2,002,950	2017	\$2,002,950	2018	Reprogram funds from FY17 to FY18	Update the funding plan to reflect planned and actual obligations
San Jose	SCL050083	Coyote Creek Trail (Hwy 237-Story Rd)	\$88,263	2014	\$88,263	2018	Reprogram funds from FY14 to FY18	Update the funding plan to reflect planned and actual obligations
San Jose	SCL050083	Coyote Creek Trail (Hwy 237-Story Rd)	\$30,000,000	2023	\$20,900,000	2023	Change source and program year for \$9.1M from FY2023 RTP-LRP to FY20 Local	Update the funding plan to reflect planned and actual obligations
San Jose	SCL050083	Coyote Creek Trail (Hwy 237-Story Rd)	n/a	n/a	\$9,100,000	2020	Change source and program year for \$9.1M from FY2023 RTP-LRP to FY20 Local	Update the funding plan to reflect planned and actual obligations
Saratoga	SCL130026	Prospect Rd Complete Streets	\$1,070,000	2020	\$1,075,000	2020	Add \$5K in F20 STP	Update the funding plan to reflect the latest programming decisions
Saratoga	SCL130026	Prospect Rd Complete Streets	\$138,630	2020	\$139,300	2020	Add \$670 in FY20 Local	Update the funding plan to reflect the latest programming decisions
VTA	SCL090016	SR 152 New Alignment	\$25,000,000	2019	\$25,000,000	2023	Change the source for \$25M from Sales Tax to RTP-LRP and reprogram from FY19 to FY23	Update the funding plan reflect the commitment status of funds
VTA	SCL150001	I-680 Soundwalls - Capitol Expwy to Mueller Ave	\$355,000	2019	\$355,000	2020	Reprogrm funds from FY19 to FY20	Update the funding plan to reflect planned obligations
VTA	SCL150001	I-680 Soundwalls - Capitol Expwy to Mueller Ave	\$275,000	2018	\$275,000	2020	Reprogrm funds from FY18 to FY20	Update the funding plan to reflect planned obligations
VTA	SCL170065	IDEA Cat 2: VTA Microtransit Feeder Pilot Project	n/a	n/a	\$100,000	2018	Add \$100K in FY18 PE and update title	Update the funding plan to reflect the latest programming decisions
VTA	SCL170065	IDEA Cat 2: VTA Microtransit Feeder Pilot Project	\$830,000	2019	\$830,000	2019	Change fund source for \$830K from Other Local to STP	Update the funding plan to reflect the latest programming decisions

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Solano County								
Fairfield	SOL010006	City of Fairfield Operating Assistance	\$2,540,565	2018	\$2,554,835	2018	Add \$14K in 5307 funds to CON FY18	Update the funding plan to reflect the latest programming decisions
Fairfield	SOL110041	Fairfield-Suisun Intercity/Local Bus Replacement	\$333,719	2019	\$333,719	2018	Reprogram funds from FY19 to FY18	Update the funding plan to reflect obligation
Fairfield	SOL110041	Fairfield-Suisun Intercity/Local Bus Replacement	\$1,000,000	2019	\$1,000,000	2018	Reprogram funds from FY19 to FY18	Update the funding plan to reflect obligation
Solano County	SOL090015	Redwood-Fairgrounds Dr Interchange Imps	\$106,179	2020	\$106,179	2019	Reprogram funds from FY20 to FY19	Update the funding plan to reflect planned obligation
SolTrans	SOL090034	SolTrans: Bus Replacement (Alternative Fuel)	\$374,530	2018	\$499,530	2018	Add \$125K in 5339 funds to CON FY18	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL110025	SolTrans: ADA Paratransit Operating Subsidy	\$295,598	2018	\$296,111	2018	Add \$513 in 5307 funds to CON FY18	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL110040	SolTrans: Operating Assistance	\$0	n/a	\$560,000	2017	Add \$560K in 5307 funds to CON FY 17	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL110040	SolTrans: Operating Assistance	\$0	n/a	\$560,000	2017	Add \$560K in other local funds to CON FY 17	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL110040	SolTrans: Operating Assistance	\$288,841	2018	\$510,695	2018	Add \$222K in 5307 funds to CON FY 18	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL110040	SolTrans: Operating Assistance	\$288,841	2018	\$510,695	2018	Add \$222K in other local funds to CON FY 18	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL110041	Fairfield-Suisun Intercity/Local Bus Replacement	\$275,044	2018	\$367,380	2018	Add \$93K in 5337 funds to CON FY 18	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL170002	SolTrans: Data Management Technology Enhancements	\$320,000	2017	\$320,000	2023	Change the fund source and program year for \$320K from FY17 5307 to FY23 RTP-LRP	Update the funding plan to reflect the latest programming decisions
SolTrans	SOL170003	Soltrans: Facilities and Amenities Improvements	\$240,000	2017	\$240,000	2023	Change the fund source and program year for \$240K from FY17 5307 to FY23 RTP-LRP	Update the funding plan to reflect the latest programming decisions
STA	SOL170009	Solano Mobility Call Center	\$1,237,000	2019	\$1,237,000	2018	Reprogram funds from FY19 to FY18	Update the funding plan to reflect obligation
STA	SOL170009	Solano Mobility Call Center	\$160,000	2019	\$160,000	2018	Reprogram funds from FY19 to FY18	Update the funding plan to reflect obligation

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Sonoma County								
Petaluma	SON150007	Petaluma Transit: ADA Set-Aside	\$92,025	2018	\$92,187	2018	Add \$162 in FY18 CON	Update the funding plan to reflect the latest programming decisions
Petaluma	SON150007	Petaluma Transit: ADA Set-Aside	\$23,006	2018	\$23,047	2018	Add \$41 in FY18 CON	Update the funding plan to reflect the latest programming decisions
Santa Rosa	SON170012	Highway 101 Bicycle and Pedestrian Bridge	\$2,013,000	2020	\$2,013,000	2019	Reprogram PE form FY20 to FY19	Update the funding plan to reflect planned obligation
SantaRosa Bus	SON090024	Santa Rosa CityBus: Preventative Maintenance	\$532,965	2018	\$563,010	2018	Add \$30K in 5307 funds to CON FY18	Update the funding plan to reflect the latest programming decisions
SantaRosa Bus	SON090024	Santa Rosa CityBus: Preventative Maintenance	\$460,616	2019	\$511,864	2019	Add \$51K in 5307 funds to CON FY19	Update the funding plan to reflect the latest programming decisions
SantaRosa Bus	SON150008	SantaRosa Bus: Bus Replacement Purchase	n/a	2019	n/a	2019	Reprogram funds from 5307 to 5339	Update the funding plan to reflect the latest programming decisions
Son Co Transit	SON150013	Sonoma County Transit: Replace 2006 CNG Buses	\$2,646,148	2018	\$2,729,857	2018	Add \$84K in FY18 CON	Update the funding plan to reflect the latest programming decisions

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Regional/Multiple County								
BAAQMD	REG170019	Spare the Air	\$5,000,000	2020	\$5,000,000	2019	Reprogram funds from FY20 to FY19	Update the funding plan to reflect planned obligations
BAAQMD	REG170020	Electric Vehicle Programs and Outreach	\$5,000,000	2020	\$5,000,000	2019	Reprogram funds from FY20 to FY19	Update the funding plan to reflect planned obligations
BART	REG090037	BART: Railcar Procurement Program	\$158,986,931	various	\$113,281,508	various	Change the source for \$46M from 5307 to Local	Update the funding plan to reflect the latest programming decisions
BART	REG090037	BART: Railcar Procurement Program	\$78,183,489	various	\$77,482,599	various	Change the source for \$701K from 5337 to Local	Update the funding plan to reflect the latest programming decisions
BART	REG090037	BART: Railcar Procurement Program	\$1,183,299,664	various	\$1,518,792,141	various	Change the source for \$46M in 5307, \$701K in 5337 and \$289M in RTP-LRP to Local	Update the funding plan to reflect the latest programming decisions
BART	REG090037	BART: Railcar Procurement Program	\$1,123,897,125	various	\$834,810,961	various	Change the source for \$289M from RTP-LRP to Local	Update the funding plan to reflect the latest programming decisions
Caltrans	VAR170002	GL: Highway Safety Improvement Program	\$10,068,005	2019	\$10,108,265	2019	Add \$40K in FY19 HSIP	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170002	GL: Highway Safety Improvement Program	\$860,295	2019	\$864,827	2019	Add \$5K in FY19 Local funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170005	GL: Safety Improvements - SHOPP Mobility Program	\$56,921,000	2018	\$73,613,000	2018	Add \$16.7M in FY18 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170005	GL: Safety Improvements - SHOPP Mobility Program	\$10,757,000	2019	\$10,277,000	2019	Remove \$480,000 in FY19 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170005	GL: Safety Improvements - SHOPP Mobility Program	\$59,155,000	2020	\$52,267,000	2020	Remove \$6.9M in FY20 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170005	GL: Safety Improvements - SHOPP Mobility Program	n/a	n/a	\$2,591,000	2021	Add \$2.6M in FY21 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans

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Caltrans	VAR170005	GL: Safety Improvements - SHOPP Mobility Program	\$98,040,000	2022	\$86,125,000	2022	Remove \$11.9M in FY22 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170006	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	\$93,508,000	2018	\$154,498,000	2018	Add \$61M in FY18 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170006	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	\$162,271,000	2019	\$174,891,000	2019	Add \$12.6M in FY19 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170006	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	\$151,742,000	2020	\$152,196,000	2020	Add \$454,000 in FY20 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170006	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	\$275,232,000	2021	\$36,040,000	2021	Remove \$239M in FY21 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170006	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	\$428,680,000	2022	\$340,208,000	2022	Remove \$88.5M in FY22 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170006	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	n/a	n/a	\$253,600,000	2023	Add \$253.6M in FY23 RTP-LRP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170007	GL: Safety Imprv. - SHOPP Collision Reduction	\$120,930,000	2018	\$178,608,000	2018	Add \$57.7M in FY18 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170007	GL: Safety Imprv. - SHOPP Collision Reduction	\$98,710,000	2019	\$107,054,000	2019	Add \$8.3M in FY19 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170007	GL: Safety Imprv. - SHOPP Collision Reduction	\$217,304,000	2020	\$190,897,000	2020	Remove \$26.4M in FY20 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans

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Caltrans	VAR170007	GL: Safety Imprv. - SHOPP Collision Reduction	\$29,182,000	2021	\$33,264,000	2021	Add \$4M in FY21 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170007	GL: Safety Imprv. - SHOPP Collision Reduction	\$199,792,000	2022	\$156,095,000	2022	Remove \$43.7M in FY22 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170008	GL: Emergency Repair - SHOPP Emergency Response	\$136,530,000	2018	\$139,000,000	2018	Add \$2.5M in FY18 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170008	GL: Emergency Repair - SHOPP Emergency Response	\$4,447,000	2019	\$13,008,000	2019	Add \$8.5M in FY19 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170008	GL: Emergency Repair - SHOPP Emergency Response	\$9,023,000	2020	\$6,324,000	2020	Remove \$2.7M in FY20 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170008	GL: Emergency Repair - SHOPP Emergency Response	\$28,439,000	2021	\$20,877,000	2021	Remove \$7.6M in FY21 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170008	GL: Emergency Repair - SHOPP Emergency Response	\$2,262,000	2022	\$1,492,000	2022	Remove \$770,000 in FY22 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170009	GL: Safety Improvements - SHOPP Mandates	\$8,015,000	2018	\$22,238,000	2018	Add \$14.2M in FY18 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170009	GL: Safety Improvements - SHOPP Mandates	\$21,026,000	2019	\$22,753,000	2019	Add \$1.7M in FY19 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170009	GL: Safety Improvements - SHOPP Mandates	\$23,468,000	2020	\$20,655,000	2020	Remove \$2.8M in FY20 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans

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Caltrans	VAR170009	GL: Safety Improvements - SHOPP Mandates	\$8,712,000	2021	\$9,901,000	2021	Add \$1.2M in FY21 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170009	GL: Safety Improvements - SHOPP Mandates	\$48,665,000	2022	\$34,339,000	2022	Remove \$14.3M in FY22 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170010	GL: Bridge Rehab and Reconstruction - SHOPP	\$103,145,000	2018	\$198,654,000	2018	Add \$95.5M in FY18 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170010	GL: Bridge Rehab and Reconstruction - SHOPP	\$142,615,000	2019	\$158,822,000	2019	Add \$16.2M in FY19 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170010	GL: Bridge Rehab and Reconstruction - SHOPP	\$203,661,000	2020	\$136,076,000	2020	Remove \$67.6M in FY20 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170010	GL: Bridge Rehab and Reconstruction - SHOPP	\$38,187,000	2021	\$45,284,000	2021	Add \$7.1M in FY21 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170010	GL: Bridge Rehab and Reconstruction - SHOPP	\$198,625,000	2022	\$147,397,000	2022	Remove \$51.2M in FY22 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170011	GL: Shoulder Imprv - SHOPP Roadside Preservation	n/a	n/a	\$975,000	2019	Add \$975,000 in FY19 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170011	GL: Shoulder Imprv - SHOPP Roadside Preservation	\$7,702,000	2020	\$1,033,000	2020	Remove \$6.7M in FY20 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans
Caltrans	VAR170011	GL: Shoulder Imprv - SHOPP Roadside Preservation	n/a	n/a	\$5,694,000	2021	Add \$5.7M in FY21 SHOPP funds	Update the funding plan to reflect the latest programming information from Caltrans

**Metropolitan Transportation Commission
2019 Federal Transportation Improvement Program (TIP)
Attachment D: Comments/Requested Changes to Draft Project Listings**

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
MTC	REG170016	Regional Planning - PDA Implementation	\$9,950,000	2020	\$10,100,000	2020	Add \$150K in STP funds	Update the funding plan to reflect the latest programming decisions
MTC	REG170016	Regional Planning - PDA Implementation	\$1,300,000	2020	\$1,309,000	2020	Add \$9K in Local funds	Update the funding plan to reflect the latest programming decisions
MTC	REG170022	Clipper® 2.0 Fare Payment System	\$14,764,642	2020	\$14,127,879	2020	Remove \$637K in 5307 funds from FY20 CON	Update the funding plan to reflect the latest programming decisions
MTC	REG170022	Clipper® 2.0 Fare Payment System	\$636,763	2021	\$636,763	2019	Reprogram \$637K in STP from FY21 to FY19	Update the funding plan to reflect planned obligations
MTC	REG170028	Regional Car Sharing	\$1,170,000	2019	\$1,200,411	2019	Add \$30K in CMAQ	Update the funding plan to reflect the latest programming decisions
WETA	REG090057	WETA: Ferry Major Component Rehab/Replacement	\$5,000,000	2018	\$5,000,000	2018	Change the source for \$5M in FY18 funds from 5337 to PFGP funds	Update the funding plan to reflect the latest programming decisions
Total			\$8,078,531,495		\$8,072,244,986			

Date: September 26, 2018
W.I.: 1412
Referred by: PAC

ABSTRACT

Resolution No. 4374

This resolution adopts the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheet dated September 12, 2018.

Date: September 26, 2018
W.I.: 1412
Referred by: PAC

RE: Approval of the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4374

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

WHEREAS, the current Regional Transportation Plan (RTP) is Plan Bay Area 2040, adopted by the Commission on July 26, 2017 (MTC Resolution No. 4300) and amended by the Commission on March 28, 2018 (MTC Resolution No. 4327); and

WHEREAS, MTC has prepared the 2019 Transportation Improvement Program (TIP) (MTC Resolution 4375), to be approved the same day as this Resolution; and

WHEREAS, the RTP and the TIP must conform to the State Implementation Plan (SIP), the federal air quality plan for the Bay Area; and

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

WHEREAS, MTC has conducted a transportation air quality conformity analysis for the 2019 TIP and RTP in accordance with U.S. EPA conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program updates the Transportation Air Quality Conformity Analysis of the Amendment to Plan Bay Area 2040 and the 2017 Transportation Improvement Program to reflect updated project delivery information for those projects whose completion years have shifted since the original adoption of Plan Bay Area 2040 and the 2017 TIP; and

WHEREAS, said conformity redetermination analysis is referenced in Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for the required 30-day public comment review period per MTC Resolution No. 4174, Revised; now, therefore be it

RESOLVED, that MTC makes the following conformity findings for the Amended Plan Bay Area 2040 and 2019 Transportation Improvement Program:

- (A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the State Implementation Plan approved for the national 8-hour ozone standard and carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard; and
- (B) Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable State Implementation Plan;

RESOLVED, that MTC adopts the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program, as set forth in Attachment A; and be it further

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the 2019 Transportation Improvement Program and to such other agencies as 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 September 26, 2018.

Date: September 26, 2018
W.I.: 1412
Referred by: PAC

Attachment A
Resolution No. 4374
Page 1 of 1

Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2019 Transportation Improvement Program (TIP)

A copy of the Conformity Redetermination is on file at the MTC-ABAG Library located in the Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, California 94105.

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4375

This resolution adopts the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheet dated September 12, 2018.

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2019 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year; 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 §450.326(k)) 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 §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; 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 §450.332(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 450.332(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. 4374 that the 2019 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 2019 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 2019 TIP in cooperation with the Bay Area County Transportation 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 2019 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2019 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 2019 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2019 TIP makes progress toward achieving the performance targets established under §450.306(d); 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 450.332(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 participation process conducted for the 2019 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 2019 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 to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4374); and, be it further

RESOLVED, that the projects and programs included in the 2019 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 2019 TIP are consistent with the Amended Plan Bay Area 2040 (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 2019 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. 4375, 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

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 September 26, 2018.

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

The 2019 Transportation Improvement Program for the San Francisco Bay Area, adopted September 26, 2018, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2019 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2019 TIP Performance Report

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4375, Revised
Page 1 of 1

Revisions to the 2019 TIP

Revisions to the 2019 Transportation Improvement Program (TIP) will be included as they are approved.

Appendix 1 – Comments Received
has been updated and is attached to the Commission memo
in this packet.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0672 **Version:** 1 **Name:**
Type: Contract **Status:** Commission Approval
File created: 8/7/2018 **In control:** Operations Committee
On agenda: 9/14/2018 **Final action:**
Title: Contract: Next Generation Clipper® (C2) Regional Fare Payment System Integrator: Cubic Transportation Systems, Inc. (\$461,000,000)

Approval of a contract with Cubic Transportation Systems, Inc. to design, develop, install, test, integrate, operate, maintain, and refresh the Clipper® System.

Sponsors:

Indexes:

Code sections:

Attachments: [9a OPS 3a Next Gen Clipper \(C2\) System Integrator Contract .pdf](#)
[3a Next Gen Clipper \(C2\) System Integrator Contract REV.pdf](#)
[3a Handout PPT C2 award Ops v10.pdf](#)
[3a Handout-Next Gen Clipper.pdf](#)

Date	Ver.	Action By	Action	Result
9/14/2018	1	Operations Committee		

Subject:

Contract: Next Generation Clipper® (C2) Regional Fare Payment System Integrator: Cubic Transportation Systems, Inc. (\$461,000,000)

Approval of a contract with Cubic Transportation Systems, Inc. to design, develop, install, test, integrate, operate, maintain, and refresh the Clipper® System.

Presenter:

Carol Kuester

Recommended Action:

Commission Approval

Attachments:

COMMISSION AGENDA ITEM 9a



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Operations Committee

DATE: September 7, 2018

FR: Executive Director

RE: Contract: Next Generation Clipper® (C2) Regional Fare Payment System Integrator: Cubic Transportation Systems, Inc. (\$461,000,000)

Staff recommends referral to the full Commission for approval a contract with Cubic Transportation Systems, Inc. (Cubic) to act as System Integrator (C2 SI) for the Next Generation Clipper (C2) regional fare payment system (the Contract). The Contract includes the design, development and testing, installation and transition, and operations and maintenance (O&M) of the C2 system. The maximum payment under the Contract is \$165,000,000 for capital and \$222,000,000 for the ten-year O&M term, for a total of \$387,000,000. A 15% contingency and estimated sales tax are also requested, for a total requested authorization of \$461,000,000. The Request for Proposal (RFP) also provides for two 5-year options to extend O&M and an Open Payment Deployment Option, evaluated but not included in the total contract price. The Clipper Executive Board is scheduled to take action on this item at its September 10, 2018 meeting.

Background

The original 1999 Clipper contract (C1) was assigned to Cubic in 2009, when Cubic purchased the Clipper-related assets of ERG, Ltd. The C1 system successfully processes over 825,000 transactions daily and is available to all transit customers in the Bay Area. However, the 20-year old C1 system has reached the end of its serviceable life and is not able to easily accommodate advances in technology that would significantly enhance the user experience for customers and Clipper agencies. With the expiration of the C1 contract approaching in 2019, MTC and the Clipper agencies began working in 2015 to develop a next generation electronic fare collection system concept and procurement. As Clipper contracting agency pursuant to the Clipper Memorandum of Understanding (MOU) entered into in February 2016, MTC assembled a C2 SI procurement team, including MTC staff, legal counsel, and management, staff from Clipper agencies, outside legal counsel (Thompson Coburn LLP), and technical and financial advisors (IBI Group, KPMG, and Invoke Technologies). The Clipper Executive Board directed MTC staff to move as quickly as possible, while making every effort to promote full and open competition.

Description of Project

The C2 system will be based on a proven, high-volume, multi-operator fare collection system. It will support all existing fare policies; will accommodate innovative pricing strategies; and will provide an accurate, reliable, consistent and fast customer experience when purchasing fare products, paying fares, managing accounts, and receiving customer service. In addition to replacing obsolescent systems and equipment, C2 will introduce new features to the Clipper Program that address the most common customer and user issues with C1, such as:

- A Clipper mobile app to be implemented on an accelerated schedule that will allow customers to use smart phones to reload their account and function as a Clipper card;
- An account-based system that will allow customers to reload their Clipper accounts online, at vending machines, at retailers, and through mobile devices and use the value immediately, eliminating the current 1-2 day delay and the primary source of current customer frustration;
- A customer transition approach that is designed to ensure customer convenience and minimize disruption;

- The ability to integrate with other transportation providers such as bike share and paratransit providers, addressing Bay Area needs for better mobility solutions;
- Improved tools and systems to manage employer and other institutional programs and offer new types of promotions; and
- Better flexibility for the region's Clipper agencies to implement and adopt fare policies to meet the changing needs of transit riders.

The C2 SI contract represents the largest and most significant investment in the overall C2 program. However, staffing costs as well as other smaller contracts providing customer service, a payment gateway, and fare media are also necessary to fully deliver C2 for transit riders in the Bay Area. Staff will return to the Operations Committee for approval of the project budgets for these expenditures, as needed.

Request for Expressions of Interest, Industry Review Draft RFP and Final RFP

The recommendation before this Committee is the result of more than two years of outreach and interaction with the smart card industry. On April 4, 2016, MTC released a Request for Expressions of Interest (RFEI) for the C2 SI procurement to solicit feedback on the technical, commercial, and financial aspects of C2 and notify vendors of the coming procurement. Attachment A provides details on the RFEI. An industry review draft C2 SI RFP was issued on January 27, 2017 for industry and public comment. Attachment B provides detailed information on the industry review draft C2 SI RFP. After a thorough review of the feedback, the procurement team developed and released the final C2 SI RFP on September 13, 2017. The procurement team made every effort in preparing the final RFP to address the most common customer concerns and to expand competition in response to the industry feedback.

In response to the RFP, MTC received one proposal from Cubic by the proposal due date of March 5, 2018. A detailed description of the evaluation process is included in Attachment C. Following receipt of a Best and Final Offer (BAFO) on August 6, 2018, the evaluation panel determined that a second BAFO would provide important clarifications to the vendor response, and issued a Second Request for BAFO on August 24, 2018. On August 29, 2018, the evaluation panel assigned final scores to the second BAFO, as detailed in Attachment C. Based on its evaluation, the panel recommended Cubic as C2 SI based on the evaluation criteria stated in the RFP.

Cubic has proven experience with electronic fare collection and accounting and account management systems, here and in Chicago, London, Sydney, and Vancouver. Cubic offers a strong technical proposal, a capable and experienced project management team, and a price proposal found by the evaluators to be fair and reasonable. New development work being performed by Cubic for New York and Boston will directly benefit C2.

Prior to receiving proposals, the C2 system integrator technical advisor, IBI Group, prepared an independent engineer's estimate for both capital and operating costs. The methodology for the engineer's estimate included researching price data from recent similarly scoped system integrator procurements, analyzing information from IBI Group's cost library, and utilizing their professional judgement. IBI Group's engineer's estimate for capital costs was \$193,000,000, which is 17% higher than Cubic's price of \$165,000,000. The engineer's estimate for annual operating costs was \$20,300,000 compared to Cubic's average annual operating price of \$22,000,000 (9% higher than IBI Group's engineer's estimate). Furthermore, the base capital price from Cubic plus the estimated capital cost for other C2 procurements is approximately \$168,000,000 which compares favorably with the total cost of C1 capital investments to date of approximately \$180,000,000.

Cubic is neither a small business nor a disadvantaged business enterprise. Attachment D includes a summary of Cubic's small business and disadvantaged business enterprise participation. This project qualifies as a Categorical Exclusion under CEQA and a Categorical Exclusion under NEPA, with no foreseeable potential to cause either a direct or indirect physical change in the environment. A "single proposer" justification, as required by the Federal Transit Administration, documenting efforts to promote fair and open competition and a fair and reasonable price has been prepared and reviewed for sufficiency by outside legal counsel (see Attachment E).

Contract Funding

The estimated funding needed to award the C2 SI contract is \$194,000,000 for capital expenses, including \$165,000,000 in the contract, approximately \$5,500,000 for estimated sales tax and a 15% contingency of approximately \$23,500,000. The summary table below outlines the funding sources committed or projected to be available for the \$194,000,000 capital cost of the C2 SI contract. (Operating costs are subject to annual appropriations, and are not included in this funding plan.)

C2 Funding (\$millions)

Contract Value	194	
Committed Funds	Amount	Notes
Prior Year Funds	25	Various sources awarded/allocated prior to FY18 budget year
OBAG2	34	STP/CMAQ, Resolution No. 4202, Revised
FTA Funds	20	TCP Programming, Resolution Nos. 4212, Revised (FY16) and 4272, Revised (FY20)
RM2	13	Resolution No. 3801, Revised; Project 18
Toll Funds	10	SB1-Local Partnership Program Exchange - MTC approval expected in Fall 2018
Prop 1B/LCTOP	4	State Funds, Resolution Nos. 3880 and 4130
OBAG1	1	STP/CMAQ, Resolution No. 4035, Revised
<i>Subtotal</i>	<i>106</i>	

Projected Funds	Amount	Notes
FTA/FHWA	88	Projected TCP Programming for Clipper included in LONP request to FTA; available in annual \$15.4M installments FY21-FY26

Grand Total	194
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In summary, \$106,000,000 is available from sources already programmed to the project. An additional \$88,000,000 can be available from future FTA/FHWA funds through 2026, subject to federal appropriation and future Commission action. In proposing to award the contract this month, staff also will request that the Commission commit these future federal funds to the C2 SI contract, in advance of developing the Transit Capital Priorities program for the years after 2020. Regional Measure 3 (RM3) or SB1 funds will be used if available for the C2 SI contract, but are not presently included among the funds being proposed to certify the contract. RM3 includes a specific commitment for \$50 million in capital funds for C2. Additional details about these funding sources appear in Attachment 1 to the Request for Committee Approval.

The contract budget is currently funded through both existing and expected fund sources, but due to the size of the contract, MTC may require a financing plan to address cash flow challenges in the future. Staff would return to the Commission if this is necessary.

Recommendation

Staff recommends that the Operations Committee refer to the Commission for approval of award of a Contract to Cubic Transportation Systems, Inc. (Cubic) to act as System Integrator (C2 SI) for the Next Generation Clipper (C2) regional fare payment system, with maximum capital and operating budgets of \$165,000,000 and \$222,000,000, respectively, plus a 15% contingency and estimated sales tax, for a total authorization of \$461,000,000, subject to Commission approval of the funding plan for the capital portion of the Contract, as described above and in Attachment 1 to the Request for Committee Approval.


 Steve Heminger

SH:ck

Attachment A Request for Expressions of Interest

On April 4, 2016, MTC released a Request for Expression of Interest (RFEI) for the Next Generation Clipper® (C2) Regional Transit Fare Payment System Integrator (SI), Customer Service Center, and other potential program areas. The RFEI was intended to solicit feedback from the industry on the technical, commercial, financial, and procurement aspects of C2 and to notify vendors of the coming procurement. The purpose of the RFEI was to identify firms interested in participating in a future C2 procurement, to refine MTC's delivery strategy through consultation with the industry, and to discover ways to maximize competition among prospective system integrator vendors. Participating in the RFEI was not required for participation in any future procurements.

MTC received Expressions of Interest from 18 firms. Nine firms indicated interest as a C2 System Integrator, two firms indicated interest as a C2 Customer Service Center provider, and the remaining firms offered key professional services within the transit fare payment industry. MTC, technical advisors, and transit agency staff met with all eighteen firms to gather additional feedback and comment to help inform the procurement process. Key themes identified through the RFEI process relating to the C2 SI RFP included:

- **C1 Operations and C2 Transition:** The current Clipper® contract includes provisions to hand the C1 system over to a new contractor at the end of the C1 contract. Prospective SI proposers expressed concern over this approach (technical and competitive), and were in agreement about the difficulty for any vendor other than the current C1 contractor to maintain the C1 system, software, operations and maintenance during the transition. In response, MTC began negotiations with the C1 contractor to continue C1 operations beyond the termination of the current contract that would address this concern.
- **C2 Implementation Schedule:** The RFEI noted that the current C1 contract would terminate in November, 2019 and sought to have C2 operational by then. Based on industry comment that, based on their understanding of the project and experience elsewhere, this period was too short, the C2 implementation schedule was extended in the final RFP. Additionally, an anticipated Request for Qualifications step that would have pre-qualified vendors, which several vendors pointed out might inadvertently restrict competition, was eliminated from the procurement process.
- **Device Selection:** The RFEI initially proposed that the region would establish a pool of third party validator devices from multiple vendors that the C2 SI would have to work with. Industry responses expressed concern over technical risk associated with the approach and potential additional costs that would be incurred to integrate those devices. Multiple responses proposed as an alternative that the C2 SI maintain responsibility for providing all devices, but be required to be able to source components from multiple suppliers. The RFP requirements were subsequently developed to reflect this approach.
- **Account Based Communication:** The RFEI requested industry responses in potential telecommunications upgrades that could enhance or improve current system operations. Industry response indicated that an upgrade to an account-based system would have near-real-time communications, which was subsequently included in RFP requirements.
- **Fare Policy and Business Rules:** The desirability of simplifying fare policies and Business Rules was stressed by non-incumbent vendors. No specific changes were made in response to these comments as establishment of regional fare policy is beyond the scope of this procurement, but from a competitive perspective the current C1 system is

not capable of processing account-based transactions, so the current C1 contractor would likely have to code all business rules like any other vendor to work with the new account-based system or capabilities proposed.

Table 1: C2 RFEI Respondents and Areas of Interest

Firm	System Integrator	Customer Service Center	Other
Accenture	X		
Cardtek	X	X	
Cubic Transportation Systems	X	X	
FAMOCO			X
Faneuil		X	
FEIG Electronics			X
First Data Government Solutions			X
Genfare			X
Infineon Technologies			X
INIT Innovations in Transportation	X		
Moovel			X
NEC Corporation	X	X	
Scheidt & Bachmann	X	X	
Thales Transport and Security	X		
Vertiba			X
Vix Technology	X	X	
WSP Parsons Brinckerhoff		X	
Xerox Transportation Solutions	X	X	

Attachment B

Industry Review Draft

After careful consideration of the RFEI feedback, the procurement team determined that the process that would most support development of a request for proposal (RFP) that multiple vendors could respond to was to prepare and issue a draft version of the C2 SI RFP for industry review and comment, followed by a formal RFP, rather than a two-step RFQ/RFP process. MTC released a draft Next Generation Clipper (C2) System Integrator (SI) RFP for Industry Review on January 27, 2017. MTC also invited members of the public to comment, from February 27 to April 3, 2017. MTC prepared a summary of main characteristics of the draft RFP for Industry Review in English, Spanish, Chinese and Vietnamese and conducted an online survey to provide input on the draft RFP. MTC and Clipper agency staff created a website for interested vendors and other parties to provide feedback on the components of the draft RFP for Industry Review. While interested parties were asked to provide feedback on all areas of the draft RFP for Industry Review, vendors were asked to focus on the following, in particular:

- Changes that MTC might consider to reduce project cost, time, or risk while still providing a highly functional, best-in-class system that meets or exceeds the program goals described in the document;
- The proposed design process, which would involve MTC and the transit agencies finalizing the system design collaboratively with the C2 SI; and
- The draft requirement that the C2 SI assume the operations and maintenance (O&M) of the current Clipper (C1) system.

MTC staff also sought guidance from the Clipper Executive Board in the following areas:

- Minimum Qualifications and Evaluation Criteria (Board instruction was to make the MQs as open as possible, to generate the maximum feasible competition and to scrutinize evaluation criteria for bias towards the incumbent);
- Pricing Structures (a proposed firm fixed incentive price structure intended to share risk with the vendor in work components with multiple variables);
- Hardware Purchase, Ownership, and Maintenance (Clipper agencies wished to be able to purchase C2 equipment directly from the selected vendor); and
- O&M Payment Incentives and Disincentives (service level agreements resulting in payment adjustments).

Interest in the Industry Review Draft RFP Information Webinar, held on March 1, 2017, was high, with 53 individuals representing 24 firms registering for the webinar. Registered firms included traditional system integrators, technology companies, payment industry firms, web and mobile application developers, fare collection equipment and card manufacturers, technology and management consulting firms, and information security firms. Attendance at the webinar also included staff from MTC, San Francisco Municipal Transportation Agency, and Golden Gate Transit, as well as various consultants.

The following 18 firms submitted responses to the Industry Review Draft RFP:

1. Accenture;
2. Acumen Building Enterprise, Inc.;
3. Conduent Transport Solutions, Inc.;
4. Cubic Transportation Systems, Inc.;

5. Faneuil, Inc.;
6. Genfare, a division of SPX Corporation;
7. Google;
8. InComm;
9. Infineon Technologies;
10. Informatix, Inc.;
11. INIT Innovations in Transportation, Inc.;
12. Mastercard;
13. NEC Corporation;
14. NTT Data;
15. Passport Parking, Inc.;
16. Scheidt & Bachmann;
17. Thales; and
18. TransSight, LLC.

The amount of information received from industry was extensive and ranged from extremely comprehensive feedback to focused areas of concentration, and general questions or concerns on the draft RFP, Scope of Work, and Contract. Overall, industry feedback focused on the following key themes:

- Inclusion of the required assumption of C1 O&M by the C2 SI may limit proposals;
- Allocation of risk in the financial and performance security requirements in the RFP was imbalanced in favor of MTC, which could drive up price;
- Further clarification of the proposed variable pricing strategy, payment provisions, and price adjustments for attainment or nonattainment of service level agreements was requested; and
- Extension of the proposed project schedule was recommended to allow for refinement of design, implementation, installation, and transition of the C2 system.

Other industry feedback focused on the scope of work and its relationship to pricing, the evaluation process, intellectual property rights, timing of open payment acceptance, equipment purchase, ownership, and maintenance, and retail options.

Based on the feedback, MTC and Clipper agency staff updated plans for multiple aspects of the C2 SI RFP in the final RFP, including:

- Removing the requirement for the C2 SI to assume C1 O&M;
- Limiting vendors' risks by modification of risk of loss provisions and financial guaranties;
- Clarifying the overall RFP pricing and payment approach; and
- Extending the proposed C2 SI procurement schedule.

In addition to industry feedback, more than 100 members of the public submitted comments. The most commented-on topics addressed fare policy or program features such as real-time add-value transactions, integration with other programs (such as tolls or bike share), and other fare payment options (like using mobile phones). Many comments were already reflected in new program features in the draft RFP for Industry Review either through specific requirements or requirements for flexible development to accommodate changing needs.

Attachment C

C2 System Integration RFP and Procurement

The final C2 SI RFP was posted on the [MTC website](#) on September 13, 2017, and notifications of issuance were sent to vendors in the MTC contractor database. The final RFP made key changes to the industry review draft in order to expand potential competition. The draft requirement that the C2 SI take over C1 operations after contract award was abandoned, SLAs were refined or eliminated, and contract terms were clarified or revised.

To assist potential proposers with understanding the current Clipper® system, site visits took place at selected operator sites throughout the region on October 18, 19 and 20, 2017, including BART's Test Lab, Caltrain San Francisco Station, VTA Mountain View light rail station, BART/Muni Embarcadero Station, the San Francisco Ferry Building, and bus yards at SFMTA, AC Transit, and VTA. A proposers' conference was held at the Bay Area Metro Center on October 20, 2017. The proposers' conference was attended by approximately 23 vendors, as well as the members of the procurement team. Attendees were provided time to network at the conclusion of the proposers' conference.

Approximately 200 requests for clarification or modification of RFP provisions were received from vendors. In order for the procurement team to respond thoughtfully to the requests, the due date for proposals was extended to March 5, 2018, and the RFP was revised by five addenda prior to proposal submission, clarifying RFP provisions, revising system requirements and performance metrics to address concerns raised by vendors, and modifying the risk allocation and financial guaranty provisions in a manner intended to reduce vendor risk that would have been passed along in the price proposals.

One proposal from the Cubic Transportation Systems, Inc. (Cubic) was received by the March 5 deadline.

The proposal was evaluated by a panel of seven members made up of staff from AC Transit, BART, MTC, SFMTA, and VTA, supported by technical, financial and legal advisors consisting of Clipper agency staff and outside consultants and the Thompson Coburn law firm.

The proposal was evaluated according to the following detailed criteria:

Proposer Qualifications and Experience– Part 1 of the Proposal (20%)

- i. Depth and relevance of experience of Proposer and Key Personnel;
- ii. Demonstrated capability of proposed team/firm;
- iii. Past performance of team/firm based on references;
- iv. Proposed team structure and allocation of personnel resources, based on Project organization and staffing plan, specifically for Key Personnel;
- v. Thoroughness and adequacy of mitigation plan for potential conflicts of interest, if applicable; and
- vi. Site visits.

Technical Proposal – Part 2 of the Proposal (50%)

- i. Summary of Proposal submitted per Section VII, 2.1, Form of Proposal, Technical Proposal of the RFP
 - a) Proposer's overall understanding of the requirements for C2;
 - b) Relevance of the proposed technical solution to the needs of the San Francisco Bay Area; and
 - c) Description of how Proposer's existing solution will be adapted to meet the requirements of the C2 System.
- ii. Technical Solution submitted per Section VII 2.2, Form of Proposal, Technical Proposal of the RFP
 - a) Clarity, logic, and appropriateness of the Proposer's technical solution and approach;
 - b) Level of modifications required to proposers current system to provide C2 functionality.
 - c) Features, capabilities and flexibility to accommodate existing fare policies and future changes per Section 2.2(2);
 - d) Features, functions, design and suitability of Equipment for use in a transit environment per Section 2.2(3);
 - e) Features, functions, capabilities, architecture, design and suitability of the C2 Back Office per Section 2.2(4);
 - f) System Interfaces, adoption of Application Programming Interfaces, and website development approach per Section 2.2(5);
 - g) Approach and capabilities to support Special Programs per Section 2.2(6);
 - h) Approach to managing fare media and coordinating with fare media supplier per Section 2.2(7);
 - i) Features, functions, quality and suitability of customer service systems per Section 2.2(8);
 - j) Approach to providing a comprehensive retail network per Section 2.2(9);
 - k) Understanding, quality and suitability of proposed communications networks per Section 2.2(10);
 - l) Approach to providing Transit Operator integration per Section 2.2(11); and
 - m) Approach to providing Third Party System integration per Section 2.2(12);
- iii. Proposed Approach to the *Appendix A, Scope of Work*
 - a) Clarity, logic, and appropriateness of the Proposer's approach to carry out the tasks described in *Appendix A, Scope of Work*, including all work components (*Appendix A-2 through A-6*);
 - b) Approach to coordinating with the C1 Contractor;
 - c) Effectiveness of proposed Program Management per Section 2.2(13) and Section 2.3.a;
 - d) Approach to coordinating with the C1 Contractor per Section 2.3.b;
 - e) Approach to C2 System Design per Section 2.3.c including approach to working interactively with MTC and the Transit Operators;

- g) Approach to C2 System Development and Testing per Section 2.3.d including approach to working interactively with MTC and the Transit Operators, developing customer-facing applications, and conducting logical and thorough testing;
 - h) Approach to C2 System Installation and Transition including clarity, suitability and logic of proposed installation and transition activities and sequences per Section 2.3.e;
 - i) Approach to the Operations and Maintenance of C2 per Section 2.3.f;
 - j) Services and support to be provided for End of Term Transition per Section 2.3.g; and
 - k) Approach to meeting and reporting on service levels per Section 2.3h.
- iv. Project Schedule
- a) Logic, risk and appropriateness of proposed schedule; and
 - b) Thoroughness and reasonableness of defined activities, events, and durations;
- v. Cost realism and cost effectiveness of proposed approach to carrying out the tasks in Appendix A, Scope of Work.
- a) Realism of proposed prices relative to the C2 System Scope of Work and proposed solutions; and
 - b) Ability to deliver C2 System Scope of Work and proposed solutions relative to proposed price.

Reference checks were used to supplement Proposers' written proposals in the evaluation of the factors listed above.

Cost/Price Proposal – Part 4 of the Proposal (30%)

The RFP called for Cost/Price Proposals to be assigned points based on the relative difference between the lowest overall price and each other Cost/Price Proposal, with the lowest total Proposal price receiving 100% of the available points, or 30 points. Since there was only one Proposal, the Cubic Cost/Price Proposal received 30 points.

Initial Evaluation

The panel members preliminarily scored the proposal individually and then met as a panel to discuss the proposal and receive input from the technical and financial advisors. Following the panel's discussion, members revised their scores as they deemed appropriate. The initial evaluation score is noted in Table 1 below.

Table 1: C2 SI RFP Initial Scores

Proposer	Proposer Qualifications and Experience	Technical Proposal	Cost/Price	Total Score (100 possible)
Cubic Transportation Systems, Inc.	15	39	30	84

After the initial evaluation, discussions were conducted by participants from Golden Gate Bridge, Highway and Transportation District, Clipper staff, MTC's Contract Administration staff and Office of General Counsel, as well as outside legal counsel and technical advisors. The

purpose of discussions with the proposer was to identify to that proposer specific deficiencies and weaknesses in its proposal, address costs and risk factors, technical approaches to implementation and operation, and contractual terms and conditions. Specialists in evaluating cost proposals were included in the cost/price discussions. The discussions generated a shared understanding on the parts of the proposer, MTC and the transit agencies of the final contract terms to be included in the Request for Best and Final Offer (BAFO). During this same time period, references were checked, and changes to RFP technical requirements and scope of work to be included in the BAFO to obtain the most favorable and acceptable terms for the C2 SI contract were determined. Discussions took place through face-to-face meetings in May and June 2018 and through follow-up written correspondence.

Request for BAFO and Contract Finalization

Following discussions, MTC issued a Request for Best and Final Offer (Addendum #6, revised by Addendum #7) to the proposer. The Request for BAFO included all changes to the RFP and contract that MTC and Clipper agency staff deemed acceptable or beneficial during the discussions, as well as a requirement that the proposer return a signed contract indicating acceptance of the final contractual terms and conditions with its BAFO. The BAFO also gave the proposer the opportunity to revise its technical proposal to address the weaknesses or deficiencies identified during discussions or to make other changes.

The Request for BAFO also made several substantive changes to the system requirements and contract in order to increase functionality, bring forward desirable customer-facing features earlier, reduce contractor uncertainty, and bring costs down:

- Offered the opportunity to the proposer to propose accelerating the deployment of the C2 system to bring earlier benefits to Clipper customers and transit operators and reduce transition risk;
- Invited the proposer to identify potential C2 features that could be implemented early, providing benefits to customers and transit operators, and reducing transition risk;
- Made the activation of an open payment capability (the ability to accept contactless credit/debit cards for fare payment) a contract option to be exercised after the C2 system was complete;
- Removed the requirement that fare gates and bus validators display remaining account balances, which the Proposer conveyed would be expensive to achieve and inaccurate in real-time in an account-based system; and
- Reduced the number of critical milestones with liquidated damages for late completion from seven to two.

Following receipt of a BAFO on August 6, 2018, the evaluation panel assigned scores to the BAFO:

Table 2: C2 SI Scores after First BAFO

Proposer	Proposer Qualifications and Experience	Technical Proposal	Cost/Price	Total Score (100 possible)
Cubic Transportation Systems, Inc.	16	42	30	88

Following the BAFO response evaluation, the procurement team determined that the final contract would benefit from obtaining clarifications and corrections in the technical and cost/price proposals.

Also, having received a proposal for accelerated C2 system deployment, the technical advisers recommended applying a scaling factor to the O&M payments as implementation ramps up, so the Contract was revised to provide for partial O&M payments following the pilot tests and before full deployment. A Request for Second BAFO was issued on August 24, 2018.

Following receipt of a Second BAFO on August 28, 2018, the evaluation panel assigned final scores to the Second BAFO:

Table 3: C2 SI Scores after Second BAFO

Proposer	Proposer Qualifications and Experience	Technical Proposal	Cost/Price	Total Score (100 possible)
Cubic Transportation Systems, Inc.	16	43	30	89

Based on the final scores, the panel unanimously recommended award to Cubic, and the discussion participants met with the proposer to negotiate the maximum ceiling price for the development and testing and installation and transition work components and the accelerated C2 deployment deliverables, as provided by the Request for Second BAFO. The negotiation did not change the proposed ceiling prices for Development and Testing and Installation and Transition, which the evaluators and discussion participants believed to be a conservative proposal. The total amount of all payments for accelerated C2 deployment deliverables did not change, although costs were reallocated among work activities.

The final recommended maximum contract price was \$387,000,000, including \$165,000,000 for capital (design, development and testing, installation and transition and end of term transition), including the negotiated ceiling prices for development and testing and installation and transition, and \$222,000,000 for ten years of O/M.

The total requested authorization is \$461,000,000, including a 15% contingency in the amount of \$61,000,000 and estimated sales tax in the amount of \$13,000,000. The Request for Proposal (RFP) and Contract also provide for two five (5)-year options to extend O&M and an Open Payment Deployment Option, for which prices were received and evaluated, but which are not included in the contract price at this time.

Attachment D

DBE Small Business

		DBE* Firm			SBE** Firm		
Firm Name	Role on Project	Yes	DBE #	No	Yes	SBE #	No
Prime Contractor							
Cubic Transportation Systems, Inc.				X			X
Subcontractors							
Reflexions Data, LLC	Website development and user experience.			X			X
DBA Name: ESP Services Firm Name: ESP Enterprises, Inc.	Installation of equipment.	X	34472				X
DBA Name: Lumenor Consulting Group Firm Name: FIVE23 Group, Inc.	Assistance with project management (coordination with operators); and gap analysis.	X	40309				X
TransSight, LLC	Liaison with operators regarding the reporting and business information tool; and assist with designing the operator launch support and operator training.	X	42484				X
Parkeon, Inc.	Supply and support of bus driver consoles.			X			X

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.



METROPOLITAN
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 COMMISSION

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 San Francisco, CA 94105
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Attachment E
 Agenda Item 3a

Memorandum

TO: Steve Heminger, Executive Director

DATE: September 10, 2018

FR: Denise Rodrigues, Contracts Administrator

RE: Justification for Other Than Full and Open Competition: Single Proposal Award of Contract to Cubic Transportation Systems, Inc., for Next-Generation Clipper® (C2) System Integrator (SI) Regional Fare Payment System Project

The Metropolitan Transportation Commission (MTC) is the contracting agency for the Clipper regional fare payment system (FPS) for the San Francisco Bay Area, pursuant to a memorandum of understanding (MOU) dated February 19, 2016 among MTC and 22 San Francisco Bay Area transit operators (Clipper agencies). In September 2017, MTC issued a Request for Proposal (RFP) for a System Integrator (SI) for the Next Generation Clipper (C2) FPS. In response, MTC received a single proposal from Cubic Transportation Systems, Inc. (Cubic). This memorandum documents MTC's efforts to ensure full and open competition, and describes the basis for MTC's finding that the contract price is fair and reasonable.

Description of Contract Action: The contract includes the design, development and testing, installation and transition of the C2 system, a ten year operations and maintenance (O&M) period, and options for an orderly transition at the end of the contract. The capital portion of the contract is \$165,000,000; the ten-year operating period cost is \$222,000,000 for a total maximum payment under the Contract of \$387,000,000, not including sales tax and contingency. The RFP also provided two five (5) year options to extend O&M and an Open Payment Deployment Option, priced and evaluated, but not included in the total contract price.

The C2 system will be based on a proven, high-volume, multi-operator fare collection system. It will support all existing fare policies; will accommodate innovative pricing strategies; and will provide an accurate, reliable, consistent and fast customer experience when purchasing fare products, paying fares, managing accounts, and receiving customer service. In addition to replacing obsolescent systems and equipment, C2 will introduce new features to the Clipper Program that address the most common customer and user issues with C1, such as:

- A Clipper mobile app to be implemented on an accelerated schedule that will allow customers to use smart phones to reload their account and function as a Clipper card;
- An account-based system that will allow customers to reload their Clipper accounts online, at vending machines, at retailers, and through mobile devices and use the value immediately, eliminating the current 1-2 day delay and the primary source of current customer frustration;

- A customer transition approach that is designed to ensure customer convenience and minimize disruption;
- The ability to integrate with other transportation providers such as bikeshare and paratransit providers, addressing Bay Area needs for better mobility solutions;
- Improved tools and systems to manage employer and other institutional programs and offer new types of promotions; and
- Better flexibility for the region's Clipper agencies to implement and adopt fare policies to meet the changing needs of transit riders.

Background

The original Clipper contract (C1), entered into in 1999, was assigned by the original contractor (Motorola) to Cubic in 2009, when Cubic purchased the Clipper-related assets of ERG, Ltd., the subcontractor that designed and began implementation of the C1 system. The C1 system successfully processes over 825,000 transactions daily and is available to all transit customers in the Bay Area. However, the 20-year old C1 system has reached the end of its serviceable life and is not able to easily and cost efficiently accommodate advances in technology that would significantly enhance the user experience for both the transit customer and the agencies managing the system. With the expiration of the C1 contract approaching in 2019, MTC and the Clipper agencies began working in 2015 to develop an electronic fare collection system procurement that would bring Clipper into the next generation.

As the Clipper contracting agency pursuant to the Clipper Memorandum of Understanding (MOU) entered into in February 2016, MTC assembled a C2 SI procurement team, including MTC staff, legal counsel, and management, staff from Clipper agencies, outside legal counsel (Thompson Coburn LLP), and technical and financial advisors (IBI Group, KPMG, and Invoke Technologies). The Clipper governing board directed the C2 procurement team to make every effort to promote open competition and "level the playing field" with respect to the incumbent C1 contractor (Cubic) and other potential C2 SI vendors.

Authority for Single Proposal Awards:

The Office of Management and Budget (OMB) regulation, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards", 2 CFR Part 200 (Super Circular)) is applicable to the proposed contract as a result of federal funding from the Federal Transit Administration and Federal Highway Administration. The Super Circular permits award of contract in single proposal situations if the recipient determines from an examination of solicitation, the competition was adequate (2 CFR 200.319(f)(4)). This memorandum documents the efforts on the part of MTC to foster full and open competition in the development of its C2 SI RFP.

Efforts to Obtain Competition:

On April 4, 2016, MTC released a Request for Expressions of Interest (RFEI) for Next Generation Clipper (C2) Regional Transit Fare Payment System Integrator and Customer Service Center. The purpose of the RFEI was to identify firms interested in participating in a future C2 procurement, to refine MTC's procurement and delivery strategies through consultation with the industry, and to discover ways to maximize competition among prospective system integrator vendors. MTC received Expressions of Interest and comments from 18 firms. MTC, technical advisors, and transit agency representatives subsequently met with all 18 firms to gather additional feedback to help inform the procurement process.

Key themes identified through the RFEI process relating to the System Integrator RFP included:

- **C1 Operations and C2 Transition:** The current Clipper contract includes provisions to hand the C1 system over to a new contractor at the end of the C1 contract. Prospective SI proposers expressed concern over this approach (technical and competitive), and were in agreement about the difficulty for any vendor other than the current C1 contractor to maintain the C1 system, software, operations and maintenance during the transition. In response, MTC began negotiations with the C1 contractor to continue C1 operations beyond the termination of the current contract that would address this concern.
- **C2 Implementation Schedule:** The RFEI noted that the current C1 contract would terminate in November 2019 and sought to have C2 operational by then. Based on industry comment that, based on their understanding of the project and experience elsewhere, this period was too short, the C2 implementation schedule was extended in the final RFP. Additionally, an anticipated Request for Qualifications step that would have pre-qualified vendors, which several vendors pointed out might inadvertently restrict competition, was eliminated from the procurement process.
- **Device Selection:** The RFEI initially proposed that the region would establish a pool of third party validator devices from multiple vendors that the C2 SI would have to work with. Industry responses expressed concern over technical risk associated with the approach and potential additional costs that would be incurred to integrate those devices. Multiple responses proposed as an alternative that the C2 SI maintain responsibility for providing all devices, but be required to be able to source components from multiple suppliers. The RFP requirements were subsequently developed to reflect this approach.
- **Account Based Communication:** The RFEI requested industry responses in potential telecommunications upgrades that could enhance or improve current system operations. Industry response indicated that an upgrade to an account-based system would have near-real-time communications, which was subsequently included in RFP requirements.
- **Fare Policy and Business Rules:** The desirability of simplifying fare policies and Business Rules was stressed by non-incumbent vendors. No specific changes were made in response to these comments as establishment of regional fare policy is beyond the scope of this procurement, but from a competitive perspective, the current C1 system is not capable of processing account-based transactions, so the current C1 contractor would likely have to code all business rules like any other vendor to work with the new account-based system or capabilities proposed.

After careful consideration of the RFEI feedback, the procurement team also determined that the process that would most support development of a request for proposal that multiple vendors could respond to was to prepare and issue a draft version of the SI RFP (Industry Review Draft) for further comment, followed by a formal RFP, rather than a two-step RFQ/RFP process.

MTC released a draft Next Generation Clipper (C2) System Integrator (SI) RFP for Industry Review on January 27, 2017. The industry review draft included design specifications, a statement of work, a draft contract, cost sheets, evaluation criteria, and service level

agreements (SLAs) linked to variable payments. While interested parties were asked to provide feedback on all areas of the draft RFP for Industry Review, vendors were asked to focus on the following, in particular:

- Changes that MTC might consider to reduce project cost, time, or risk while still providing a highly functional, best-in-class system that meets or exceeds the program goals described in the document;
- The proposed design process, which would involve MTC and the transit agencies finalizing the system design collaboratively with the C2 SI; and
- The draft requirement that the C2 SI assume the operations and maintenance of the C1 system.

MTC also conducted an Industry Review Draft RFP Information Webinar. Interest in the webinar was high, with 53 individuals representing 24 firms registering for the webinar. Registered firms included traditional system integrators, technology companies, payment industry firms, web and mobile application developers, fare collection equipment and card manufacturers, technology and management consulting firms, and information security firms. The following 18 firms submitted responses to the Industry Review Draft RFP:

1. Accenture;
2. Acumen Building Enterprise, Inc.;
3. Conduent Transport Solutions, Inc.;
4. Cubic Transportation Systems, Inc.;
5. Faneuil, Inc.;
6. Genfare, a division of SPX Corporation;
7. Google;
8. InComm;
9. Infineon Technologies;
10. Informatix, Inc.;
11. INIT Innovations in Transportation, Inc.;
12. Mastercard;
13. NEC Corporation;
14. NTT Data;
15. Passport Parking, Inc.;
16. Scheidt & Bachmann;
17. Thales; and
18. TransSight, LLC.

The amount of information received by the procurement team was extensive and ranged from extremely comprehensive feedback to focused areas of concentration, and general questions or concerns on the draft RFP, Scope of Work, and Contract. Overall, industry feedback focused on the following key themes:

- Inclusion of the required assumption of C1 O&M by the C2 SI may limit proposals;
- Allocation of risk in the financial and performance security requirements in the RFP was imbalanced in favor of MTC, which could drive up price;
- Further clarification of the proposed variable pricing strategy, payment provisions, and price adjustments for attainment or nonattainment of service level agreements was requested; and

- Extension of the proposed project schedule was recommended to allow for refinement of design, implementation, installation, and transition of the C2 system.

After a thorough review of the feedback, the procurement team developed and released the final C2 SI RFP on September 13, 2017. The final RFP made key changes to the industry review draft in order to expand potential competition. Based on the feedback, MTC and Clipper agency staff updated plans for multiple aspects of the C2 SI RFP in the final RFP, including:

- Removing the requirement for the C2 SI to assume C1 O&M (while negotiating an extension of the C1 contract through the transition to C2);
- Limiting vendors' risks by modification of risk of loss provisions and financial guaranties;
- Clarifying the overall RFP pricing and payment approach; and
- Extending the proposed C2 SI procurement schedule.

The only major concern raised by a number of vendors that was not addressed was the complexity of the fare policies and Clipper business rules. This is an ongoing challenge for the Bay Area; MTC and the Clipper agencies will continue to look at ways to simplify fares among the 22 Bay Area operators.

In addition to the response to industry feedback, the minimum qualification (MQ) requirements were changed, at the direction of the Clipper Executive Board, to one MQ that multiple vendors could meet: the proposer must have reached revenue service and substantial completion on at least one project that involved system design, implementation, operation and maintenance of a multi-agency or multi-issuer and acquirer electronic fare payment system. The requirement that a proposer have a U.S. project was deleted in order to further competition.

The final C2 SI RFP was posted on the MTC website, and notifications of issuance were sent to vendors in the MTC contractor database, including all firms that participated in the webinar and/or submitted responses to the Industry Review Draft RFP. To assist potential proposers with understanding the current Clipper system, MTC arranged for site visits to take place at selected operator sites throughout the region on October 18, 19 and 20, 2017, including BART's Test Lab, Caltrain San Francisco Station, VTA Mountain View light rail station, BART/Muni Embarcadero Station, the San Francisco Ferry Building, and bus yards at SFMTA, AC Transit, and VTA. A proposers' conference was held at the Bay Area Metro Center on October 20, 2017. The proposers' conference was attended by roughly 40 individuals as well as the members of the procurement team. Attendees were provided time to network at the conclusion of the proposers' conference.

The RFP was revised by five addenda, which for the most part clarified RFP provisions unclear to prospective proposers. As a result of approximately 200 questions received from vendors, one of the addenda extended the original proposal due date to March 5, 2018, to allow the procurement team time to respond thoughtfully to the questions and make changes in the RFP.

By the proposal due date of March 5, 2018, MTC received one proposal from Cubic Transportation Systems, Inc., the incumbent. One other firm submitted a response on the due date declining to submit a proposal. Another vendor notified MTC informally several weeks

prior to the due date that it did not believe it could submit a competitive proposal, based on the complexity of the fare policies in the San Francisco Bay Area. Following an initial evaluation, proposal discussions, and evaluation of a best and final offer, the evaluators recommended award of the C2 SI contract to the single proposer, Cubic Transportation Systems, Inc.

Fair and Reasonable Price:

Overall price: MTC's technical advisor for the C2 procurement, IBI Group, prepared an engineering estimate prior to the proposal due date, which estimated the capital cost of the C2 SI project at \$196,440,656 and the annual operations and maintenance cost of the C2 SI project at \$20,841,530 in 2018 dollars. That estimate was not specific to any particular vendor (it was intended to support evaluation of multiple vendors), and was based on general assumptions by the consultant of what costs would be incurred during the system design, development and testing, implementation and transition, and operations and maintenance stages of the project, as well as an estimate on equipment costs. Actual prices and allocations were expected to vary by vendor based on their existing systems and solutions. Cubic's initial capital cost-price proposal was approximately \$185,000,000 and \$235,000,000 for ten years of operations and maintenance.

MTC's financial advisor, KPMG, prepared a summarized total of IBI's independent engineering estimate and determined that Cubic's initial price proposal was within 4% of the independent engineer's estimate. KPMG identified several areas in which the submitted costs and prices warranted additional discussion, and questions and clarifications were submitted to the proposer. The First Request for BAFO made several substantive changes to the system requirements and contract in order to increase functionality, bring forward desirable customer-facing features earlier, reduce contractor uncertainty, and bring costs down. It:

- Offered the opportunity to the proposer to propose accelerating the deployment of the C2 system to bring earlier benefits to Clipper customers and transit operators and reduce transition risk;
- Invited the proposer to identify potential C2 features that could be implemented early, providing benefits to customers and transit operators, and reducing transition risk;
- Made the activation of an open payment capability (the ability to accept contactless credit/debit cards for fare payment) a contract option to be exercised after the C2 system was complete;
- Removed the requirement that fare gates and bus validators display remaining account balances, which the Proposer conveyed would be expensive to achieve and inaccurate in real-time in an account-based system; and
- Reduced the number of critical milestones with liquidated damages for late completion from seven to two.

IBI revised its engineering estimate based on the updated RFP and contract, which lowered IBI's estimated capital cost of the C2 SI project to \$192,795,656 and the annual operations and maintenance cost of the C2 SI project to \$20,272,320 in 2018 dollars. KPMG again prepared a summarized total of the IBI estimate. Cubic's First BAFO prices were approximately \$165,000,000 for capital and \$222,000,000 for ten years of O&M, bringing Cubic's overall price to within 1% of KPMG's summarized total independent engineers' estimate.

Cost Realism and Cost Effectiveness: KPMG also advised the evaluators on the cost realism and effectiveness of the proposal price. The primary purpose of this analysis was to provide

insight as to whether the work proposed could reasonably be completed for the prices identified. Taking into consideration KPMG's analysis, the evaluators submitted an overall score in which Cost Realism and Effectiveness were included as part of the technical proposal (50 points out of 100). The Evaluation Committee scored the initial proposal, inclusive of price, at 84 out of a possible 100 points. Following the receipt of the First BAFO, and with guidance from KPMG's revised cost realism and effectiveness analysis, the evaluators scored the BAFO at 88 out of a possible 100 points, which, in any scenario, would likely have put this vendor well within the competitive range.

Due to a lack of clarity on several scope and price points in the First BAFO, MTC requested a Second BAFO, which did not change the scope of work. The price of the Second BAFO remained essentially the same; however, the added clarity in Cubic's proposal raised the technical score by one point to 43 out of 50, for a total of 89 out of a possible 100 points.

Other procurements: Other recent procurements, while not exactly comparable, indicate that the proposed C2 SI contract price is fair and reasonable. The approximate costs for The Massachusetts Bay Transportation Authority (MBTA) and New York Metropolitan Transportation Authority (NYMTA) are as follows: MBTA's AFC 2.0 project was awarded to the Cubic / John Laing consortium for \$723 million with a capital cost of \$357 million and a 10-year O&M cost of \$366 million. The NYMTA awarded the New Fare Payment System contract to Cubic for \$572 million with a capital cost of \$480 million and \$92 million for base O&M over seven years. NYMTA will largely be conducting the operations and maintenance of the New Fare Payment System in-house which is why their O&M costs appear relatively low.

Considering all of these factors, MTC believes the price provided by Cubic to be fair and reasonable.

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Denise Rodrigues
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Denise Rodrigues

Concur: DocuSigned by:
Carol Kuester
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Carol Kuester, Clipper Executive Director

Concur: DocuSigned by:
Andrew B. Fremier
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Andrew B. Fremier, Deputy Executive Director, Operations

Approved: DocuSigned by:
Steve Heminger
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Steve Heminger, Executive Director

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Contractor:	Cubic Transportation Systems, Inc. San Diego, CA
Project Title:	Next Generation Clipper® (C2) Regional Fare Payment System Integrator (SI) Contract
Purpose of Contract:	Provide an accurate, reliable, consistent and fast customer experience through implementation of a proven, high-volume regional fare payment system
Brief Scope of Work:	Design, development and testing, installation and transition, and operations and maintenance of the C2 system
Project Cost Not to Exceed:	Capital, not including sales tax: \$165,000,000 O&M (10 years) not including sales tax: \$222,000,000 Total contract amount: \$387,000,000 Estimated Sales Tax: \$13M (\$5.5M- capital; \$7.5M O&M) 15% contingency: \$61M (\$23.5M – capital; \$37.5M O&M) Total requested authorization \$461,000,000
Funding Source:	TCP (FTA/FHWA), STP/CMAQ (OBAG1 and OBAG2), STA, Regional Measure 2 Capital, STA, Regional Measure 2 Operating, Regional Measure 2 Marketing, Prop. 1B/LCTOP, Toll Funds, Inactive Card Funds, Transit Agencies
Fiscal Impact:	Funds are included in the FY 2018-19 Clipper budget for FY 2018- 19 expenditures; future capital funding dependent on approval of annual Clipper capital budget, as described in Attachment 1 to this Request for Committee Approval and annual Clipper operating budgets.
Motion by Committee:	That the Next Generation Clipper (C2) System Integrator Contract with Cubic Transportation Systems, Inc., for the purposes and in the amounts described herein and in the Executive Director's September 7, 2018 memorandum, is recommended for approval by the Commission, subject to the Commission's approval of the funding plan for capital expenditures attached to this Request for Committee Approval as Attachment 1.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: September 14, 2018

Attachment 1 to Request for Committee Approval

Funding Plan for C2 SI Capital expenditures

The estimated amount needed to award the C2 SI contract is \$194,000,000 for capital expenses, including \$165,000,000 in the contract, and \$29,000,000 for sales tax and a 15% contingency. (Operating costs are subject to annual appropriations, and are not included in this funding plan). The summary table below outlines the funding sources committed or projected to be available for the \$194,000,000 capital cost of the C2 SI contract.

Clipper® 2 Funding

(\$millions)

Contract Value	194
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Committed Funds	Amount	Notes
Prior Year Funds	25	Various sources awarded/allocated prior to FY18 budget year
OBAG2	34	STP/CMAQ, Resolution No. 4202, Revised
FTA Funds	20	TCP Programming, Resolution Nos. 4212, Revised (FY16) and 4272, Revised (FY20)
RM2	13	Resolution No. 3801, Revised; Project 18
Toll Funds	10	SB1-Local Partnership Program Exchange - MTC approval expected in Fall 2018
Prop 1B/LCTOP	4	State Funds, Resolution Nos. 3880 and 4130
OBAG1	1	STP/CMAQ, Resolution No. 4035, Revised
<i>Subtotal</i>	<i>106</i>	

Projected Funds	Amount	Notes
FTA/FHWA	88	Projected TCP Programming for Clipper® included in LONP request to FTA; available in annual \$15.4M installments FY21-FY26

Grand Total	194
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Additional details about the above funding sources follows:

- **Federal Funds:** Through the Transit Capital Priorities program (including OBAG), MTC has approved approximately \$67 million for the deployment of C2. These funds are in a program already approved by the Commission and within the federal FAST Act authorization period. For the period from FY2020-21 through FY2034-35, MTC staff projects an additional \$15 million annually for the deployment of C2. This projection, subject to future federal authorization and appropriations and MTC programming approval, was developed in coordination with transit operators in the region and was submitted to the Federal Transit Administration (FTA) as part of a Letter of No Prejudice request related to future FTA formula funding for other (non-Clipper) projects.
- **Bridge Tolls:** The Commission previously approved \$13 million of Regional Measure 2 funds for the Clipper project. Additionally, \$10 million of BATA Rehab funds can be provided to the project as part of an exchange for state Local Partnership Program (LPP) funds; \$10 million in LPP funds are being requested for BATA bridge painting projects, thereby freeing up the BATA funds for Clipper.
- **Prop 1B/LCTOP:** These state funds were previously assigned to C2.

Other potential sources: Regional Measure 3 (RM3) includes \$50 million for C2. Additionally, in February 2018, the Commission committed to providing SB1 Transit State of Good Repair (SGR) population-based funds to the Clipper program, expected to be about \$10 million per year (MTC Resolution No. 4321). Either or both of these sources could replace the future federal funds if available in the right time frame. Note that the SGR funds were intended to be used on C2 if RM3 was not approved by the voters; otherwise the SGR funds could be used to supplement funding for zero emission transit bus procurements in the region. However, it is possible that both the RM3 and SGR funds could be used for the C2 SI contract if available and needed.

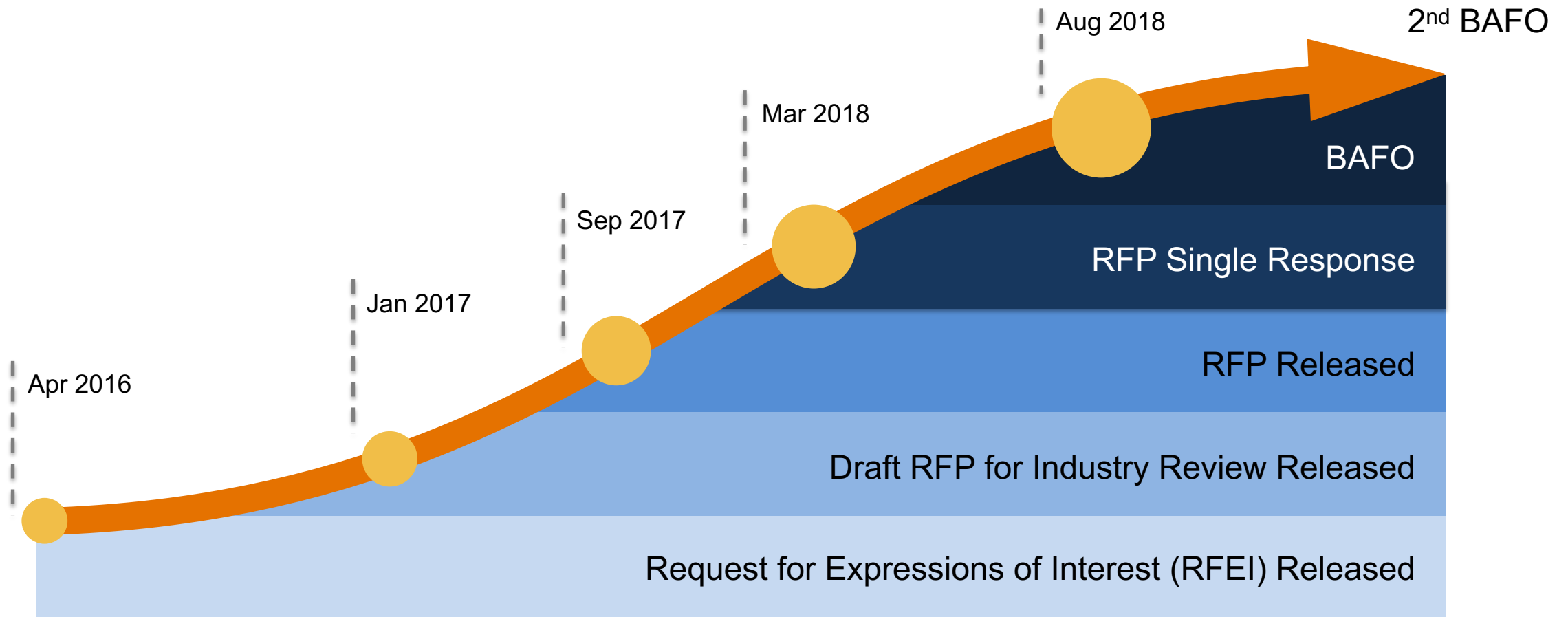
In summary, \$106 million is available from sources already programmed to the project. An additional \$88 million can be available from future FTA/FHWA funds through 2026, subject to federal appropriation and future Commission action. In proposing to award the contract this month, staff also will request that the Commission commit these future federal funds to the Clipper 2 contract, in advance of developing the Transit Capital Priorities program for the years after 2020. RM3 or SB1 funds will be used if available for the C2 SI contract, but are not presently included among the funds being proposed to certify the contract.



Next-Generation Clipper (C2) Regional Fare Payment System Integrator Recommendation for Award

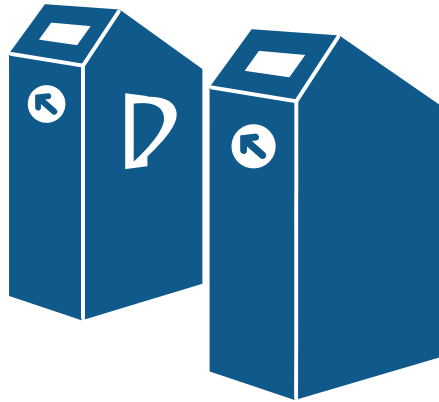
September 26, 2018

C2 Procurement Process



Accelerated Deployment under C2

2019



Speedy Delivery Rail & Ferry

Add value on the go and
use within an hour at rail
stations and ferry
terminals

2020



Mobile App

Virtual Clipper card with
ability to add value

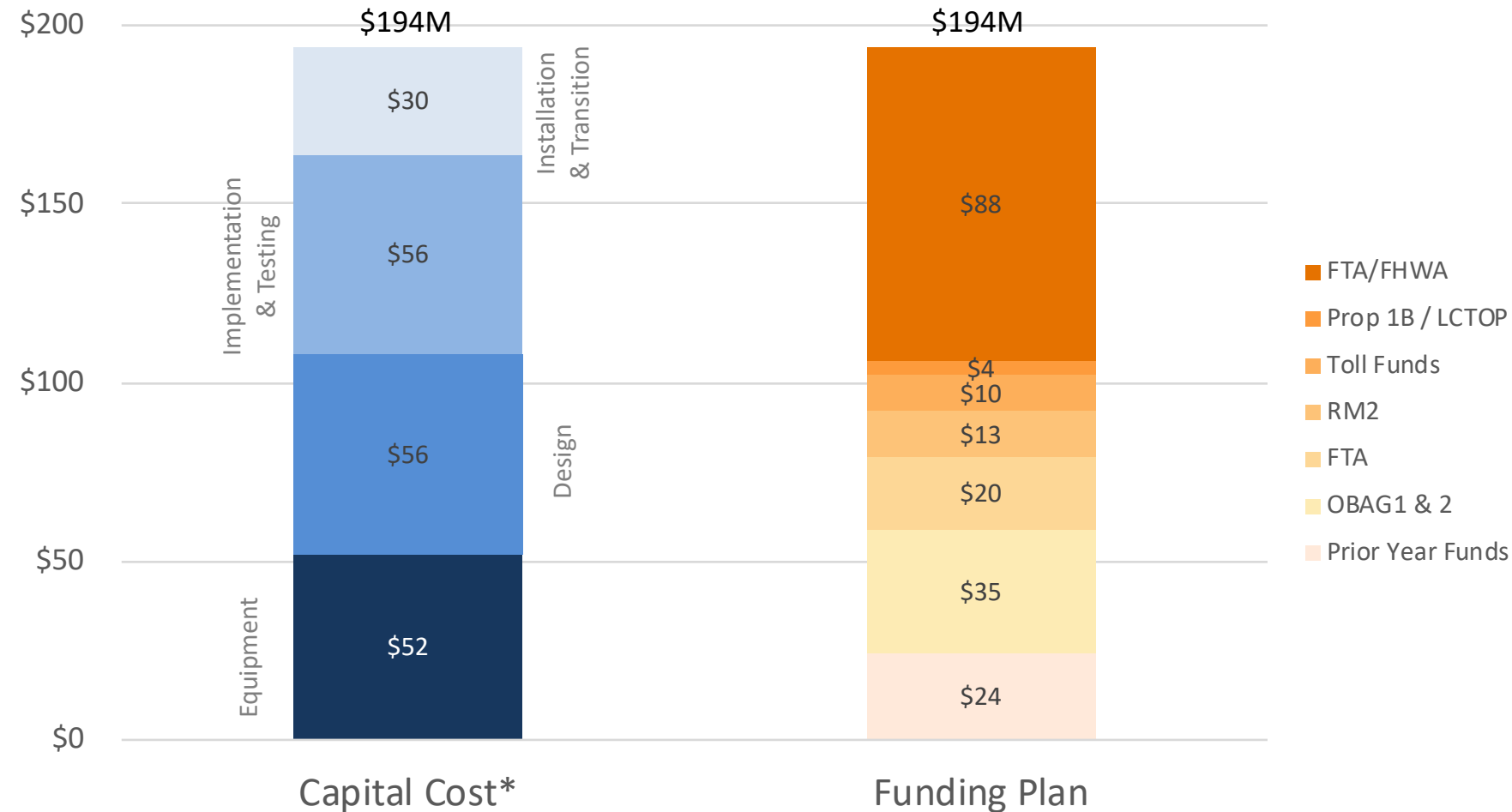
2021



Speedy Delivery Everywhere

Add value on the go and
use within an hour
everywhere

C2 System Integrator Capital Costs and Funding Plan



* Includes estimated tax + contingency

Efforts to Ensure Full and Open Competition

January 2017

January 2017 - March 2018

March 2018

Draft RFP for Industry Review Released

18 firms submitted comments

Accenture	Informatix
Acumen	INIT
Conduent	Mastercard
Cubic	NEC
Faneuil	NTT
Genfare	Passport
Google	S&B
InComm	Thales
Infineon	TransSight

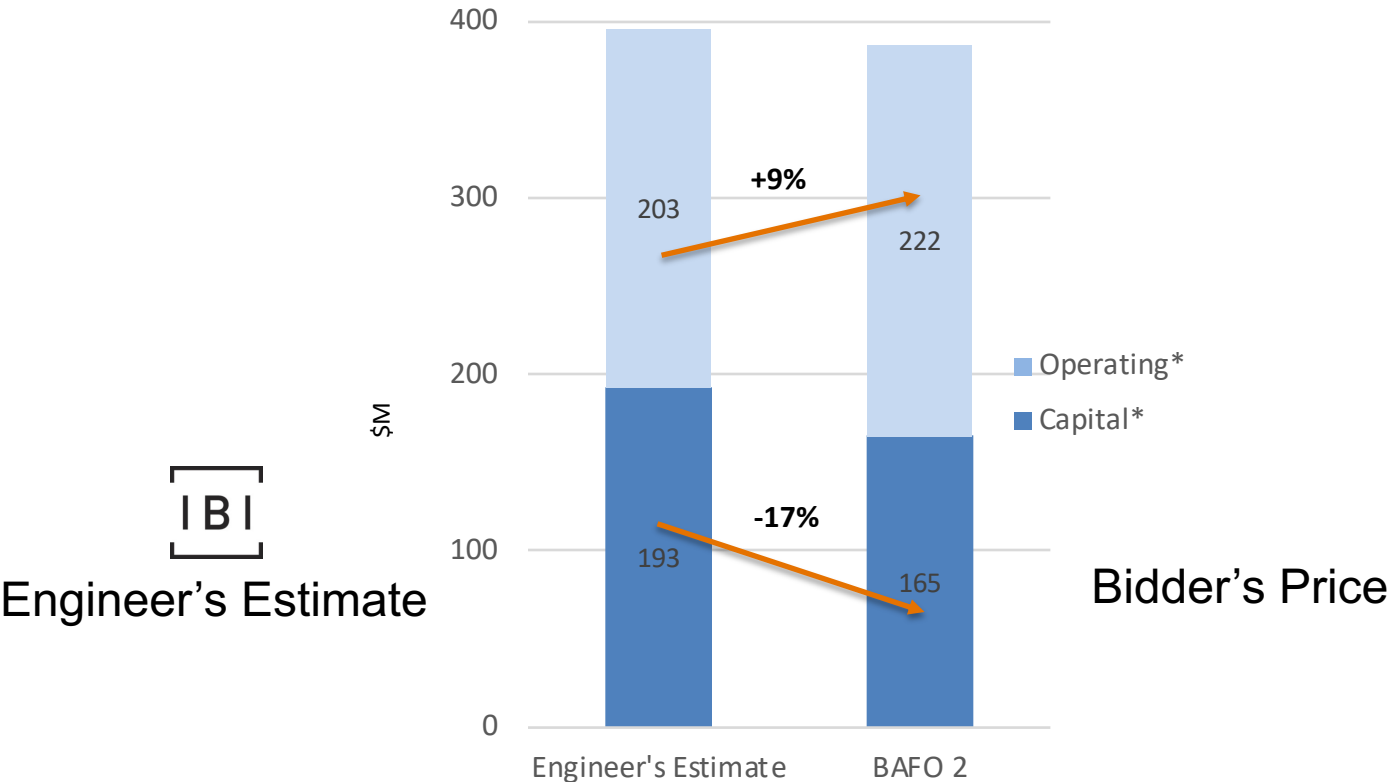
Level the Playing Field

RFP release – 200+ submitted comments or clarifications
Webinar – 24 firms
Site Visits & Pre-Proposers' Conference – 40 attendees

- Deleted a minimum qualification requirement
- Removed C1 O&M from scope of work
- Reduced vendor financial risks and guaranties
- Simplified pricing and payment
- Extended proposal due date

One Proposal Received

Cost is Fair and Reasonable



- Excludes estimated tax + contingency
- IBI Group was awarded the C2 Technical Advisor contract in March 2015

Action

- Request Commission Approval of contract award





Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

September 9, 2018

By E-Mail

Steve Heminger
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Award of Next Gen Clipper Contract

Dear Mr. Heminger:

The Transportation Solutions Defense and Education Fund, TRANSDEF, objects to the sole-source contract proposed with Cubic. Having noted the exceptional cost and mediocre usability of the Clipper 1.0 system, it is disturbing that MTC would contemplate a new contract with the same firm.

After review of the packet for the 9/10 Clipper Executive Board, especially attachments A and E, we are dubious of the assertion that a fair competition took place. Rumors of collusion and fraud between MTC and Cubic have circulated for years.

I am leaving shortly for Berlin to attend Innotrans 2018, the largest rail exposition in the world. The international fare collection industry will all be there. I will be talking to the firms that considered bidding, to get the inside story on the process. I will be looking for any indication that specific contract specifications were tailored to restrain the competition. My findings will be communicated to the federal agencies.

It is clear that at least part of the problem was MTC's refusal to implement regional fares, as mandated in the RM2 legislation: "Another vendor notified MTC informally several weeks prior to the due date that it did not believe it could submit a competitive proposal, based on the complexity of the fare policies in the San Francisco Bay Area."

This echoes a statement I made years ago--with which you publicly agreed--that the Clipper system (then called Translink) was an extremely expensive technical solution to a political problem: the creation of a regional fare program. It seems clear that had MTC exercised leadership two decades ago on fares, vast amounts of money that went into the fare collection system could have been used to add much more transit service.

TRANSDEF continues to believe that firms other than Cubic would be likely to deliver better fare systems at a substantially lower cost.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn, President

CC: D. Mulligan, J. Mackenzie,