



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

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Wednesday, February 27, 2019

1:45 PM

Board Room - 1st Floor

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\*\*\* PLEASE NOTE MEETING DATE AND TIME \*\*\*

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 1:45 p.m. or immediately following the 1:40 p.m. BAIFA meeting.

#### 1. Roll Call / Quorum Call

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

#### 2. Chair's Report (Mackenzie)

- 2a. [19-0051](#) MTC Resolution No. 4359 - Resolution of Appreciation for Steve Heminger Upon his Retirement after 25 years of Service to the Metropolitan Transportation Commission, the Bay Area Toll Authority and the Association of Bay Area Governments.

Action: Commission Approval

- 2b. [19-0153](#) MTC Resolution No. 4368 - Resolution of Appreciation for Commissioner Tom Azumbrado on the Occasion of his departure from MTC

Action: Commission Approval

#### 3. Ad-Hoc Nominating Committee Report (Spering)

- 3a. [19-0085](#) Election of new Chair and Vice Chair

Action: Commission Approval

#### 4. New Chair's Report

- 4a. [19-0086](#) MTC Resolution No. 4365 - Resolution of Appreciation to former Commission Chair Jake Mackenzie

Action: Commission Approval

- 4b. [19-0087](#) Temporary Committee Assignments

Action: Commission Approval

#### 5. Policy Advisory Council Report (Randi Kinman)

## 6. Executive Director's Report (Heminger)

## 7. Commissioner Comments

## 8. Consent Calendar:

- 8a. [19-0088](#) Minutes of the January 23, 2019 and February 13, 2019 meetings

Action: Commission Approval

Attachments: [8a Commission Draft Meeting Minutes 01-23-2019.pdf](#)  
[8a Commission Draft Meeting Minutes 02-13-2019.pdf](#)

### **Administration Committee**

- 8b. [18-1106](#) MTC Resolution No. 4329, Revised - FY 2018-19 Overall Work Program (OWP) Amendment No. 19-02.

Action: Commission Approval

Attachments: [8b Admin-2e Reso-4329 FY19 OWP Amend-19-02.pdf](#)

### **Programming and Allocations Committee**

- 8c. [19-0050](#) MTC Resolution No. 3847, Revised. New Freedom Cycle 1 Programming Revisions for Large Urbanized Areas.

Action: Commission Approval

Attachments: [8c PAC-2b Reso-3847 NewFreedom Cycle1 ProgrammingRevisions.pdf](#)

- 8d. [19-0046](#) MTC Resolution Nos. 3925, Revised and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 2) programs to incorporate roughly \$18.8 million in Highway Infrastructure Program apportionment provided through the Consolidated Appropriations Act, 2018.

Action: Commission Approval

Attachments: [8d PAC-2e Resos 3925-4202 Highway Infrastructure Program Apportionme](#)

- 8e. [19-0057](#) MTC Resolution No. 4364. Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2018-19 and FY2019-20.

Action: Commission Approval

Attachments: [8e PAC-2c Reso-4364 SRTP Funding & Guidelines.pdf](#)

- 8f. [19-0065](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-08.

Action: Commission Approval

Attachments: [8f\\_PAC-2d\\_Reso-4375\\_TIP\\_Amendment\\_2019-08.pdf](#)

## Committee Reports

### 9. Administration Committee (Glover)

- 9a. [18-1107](#) MTC Resolution No. 4330, Revised - FY 2018-19 MTC Agency Budget Amendment.

MTC FY 2018-19 Agency Budget is being amended to include carryover funding of \$2.1 million in unspent federal and Senate Bill 1 planning funds from FY 2017-18 and other changes.

Action: Commission Approval

Attachments: [9a\\_Admin-3a\\_Reso-4330\\_MTC\\_Budget\\_Amend2.pdf](#)

### 10. Joint MTC Legislation Committee and ABAG Legislation Committee

- 10a. [19-0091](#) ACA 1 (Aguiar-Curry): Voter Approval Requirements for Local Tax and Bond Measures - Support

Reduces vote threshold to 55 percent for affordable housing and public infrastructure bonds and local special taxes.

Action: Support / MTC Commission Approval and ABAG Executive Board Approval

Attachments: [10a\\_Legis-7a\\_ACA 1 Support.pdf](#)

- 10b. [19-0092](#) AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans - Support

Makes permanent Caltrans' authority to assume responsibility for National Environmental Protection Act review.

Action: Support / MTC Commission Approval and ABAG Executive Board Approval

Attachments: [10b\\_Legis-7b\\_AB 252 \(Daly\) NEPA Delegation\\_Support.pdf](#)





## 12. Closed Session

- 12a. [19-0169](#) The Commission will meet in Closed Session, pursuant to Government Code §54957, and Government Code §54957.6 with respect to General Counsel's compensation range of non-represented employee, and Employment Agreement.

## 13. Open Session

- 13a. [19-0113](#) Approval of General Counsel's Employment Agreement/approval of salary increase.

Action: Commission Approval

## 14. Public Comment / Other Business

## 15. Adjournment / Next Meetings:

The next meeting of the Commission will be held on March 27, 2019 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](http://mtc.ca.gov)) for public review for at least one year.

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

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

**Acceso y el 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.

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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)

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**File #:** 19-0051      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 1/11/2019      **In control:** Metropolitan Transportation Commission

**On agenda:** 2/27/2019      **Final action:**

**Title:** MTC Resolution No. 4359 - Resolution of Appreciation for Steve Heminger Upon his Retirement after 25 years of Service to the Metropolitan Transportation Commission, the Bay Area Toll Authority and the Association of Bay Area Governments.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4359 - Resolution of Appreciation for Steve Heminger Upon his Retirement after 25 years of Service to the Metropolitan Transportation Commission, the Bay Area Toll Authority and the Association of Bay Area Governments.

### Recommended Action:

Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0153      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 2/7/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 2/27/2019      **Final action:**  
**Title:** MTC Resolution No. 4368 - Resolution of Appreciation for Commissioner Tom Azumbrado on the Occasion of his departure from MTC

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4368 - Resolution of Appreciation for Commissioner Tom Azumbrado on the Occasion of his departure from MTC

### Recommended Action:

Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
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## Legislation Details (With Text)

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**File #:** 19-0085      **Version:** 1      **Name:**  
**Type:** Action Item      **Status:** Commission Approval  
**File created:** 1/25/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 2/27/2019      **Final action:**  
**Title:** Election of new Chair and Vice Chair  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Election of new Chair and Vice Chair

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0086      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 1/25/2019      **In control:** Metropolitan Transportation Commission

**On agenda:** 2/27/2019      **Final action:**

**Title:** MTC Resolution No. 4365 - Resolution of Appreciation to former Commission Chair Jake Mackenzie

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4365 - Resolution of Appreciation to former Commission Chair Jake Mackenzie

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0087      **Version:** 1      **Name:**  
**Type:** Action Item      **Status:** Commission Approval  
**File created:** 1/25/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 2/27/2019      **Final action:**  
**Title:** Temporary Committee Assignments  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Temporary Committee Assignments

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-0088      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Commission Consent  
**File created:** 1/25/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 2/27/2019      **Final action:**  
**Title:** Minutes of the January 23, 2019 and February 13, 2019 meetings  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [8a Commission Draft Meeting Minutes 01-23-2019.pdf](#)  
[8a Commission Draft Meeting Minutes 02-13-2019.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Minutes of the January 23, 2019 and February 13, 2019 meetings

### Recommended Action:

Commission Approval





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

## **Meeting Minutes**

### **Metropolitan Transportation Commission**

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**Wednesday, January 23, 2019**

**9:40 AM**

**Board Room - 1st Floor**

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#### **Call Meeting to Order**

#### **1. Roll Call / Confirm Quorum**

##### **Rollcall**

**Present:** 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Spring, and Commissioner Worth

**Absent:** 2 - Commissioner Dutra-Vernaci, and Commissioner Schaaf

Non-Voting Commissioners Present: Commissioner Giacomini and Commissioner Tavares

Non-Voting Commissioner Absent: Commissioner Azumbrado

#### **2. Information**

**2a. 19-0073** Closed Session: PUBLIC EMPLOYEE APPOINTMENT

Executive Director (California Government Code Section 54957)

Meeting went into Recess

Meeting Reconvened

**2b. 19-0074** Open Session

## 3. Chair's Report (Mackenzie)

- 3a. [19-0042](#) Executive Director Selection Committee Report - Approval of Contract with next Executive Director

**Action:** Commission Approval

Roland Lebrun was called to speak.

Upon the motion by Commissioner Sperling and the second by Commission Vice Chair Haggerty, the Commission approved the appointment of MTC Executive Director to Therese W. McMillan effective March 1, 2019; and authorized an employment agreement with terms including: four years from March 1, 2019 through December 31, 2022; base starting salary of \$385,000 annually; a performance review in November of each year of the agreement year with the possibility of a base salary increase of the Bay Area BLS CPI index as of October each year up to a maximum percentage increase of 2.8%; resignation and severance terms of six-months; starting vacation leave of 120 hours; vacation accrual starting at the maximum level of 200 hours a year; moving expenses per IRS regulation up to a maximum of \$10,000; and all other MTC management employee benefits and programs. 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 Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

**Absent:** 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

- 3b. [19-0055](#) MTC Resolution No. 4361 - Resolution of Appreciation for Commissioner Jane Kim on the Occasion of her departure from MTC

**Action:** Commission Approval

Upon the motion by Commissioner Josefowitz and the second by Commission Vice Chair Haggerty, the Commission unanimously adopted MTC Resolution No. 4361. 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 Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

**Absent:** 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

- 3c. [19-0056](#) MTC Resolution No. 4362 - Resolution of Appreciation for Commissioner Julie Pierce on the Occasion of her departure from MTC

**Action:** Commission Approval

**Upon the motion by Commissioner Worth and the second by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4362. 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 Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

**Absent:** 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

## 4. Policy Advisory Council Report (Randi Kinman)

## 5. Executive Director's Report (Heminger)

## 6. Commissioner Comments

## 7. Consent Calendar:

Approval of the Consent Calendar

**Upon the motion by Commissioner Sperling and the second by Commissioner Worth, 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 Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

**Absent:** 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

- 7a. [19-0002](#) Minutes of the December 19, 2018 meeting

**Action:** Commission Approval

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

- 7b. [18-1116](#) MTC Resolution No. 4335, Revised. Allocation of \$3.2 million in State Transit Assistance Funds to MTC and VTA in support of transit operations.

**Action:** Commission Approval

**Presenter:** Cheryl Chi

- 7c. [18-1117](#) MTC Resolution No. 4346. Allocation of \$39 million of State Transit Assistance-State of Good Repair funds to MTC and operator for projects approved by the State Department of Transportation (Caltrans).

**Action:** Commission Approval

**Presenter:** Cheryl Chi

- 7d. [18-1119](#) MTC Resolution No. 4035, Revised. Transit Performance Initiative - Investment Program Semi-Annual Report, and re-programming of VTA Round 3 award.

Semi-annual report on progress of projects awarded under the Transit Performance Initiative - Investment Program, and re-programming of VTA Santa Clara Pocket Track Light Rail Interlocking project to VTA Light Rail Crossovers and Switches project.

**Action:** Commission Approval

**Presenter:** Craig Bosman

## Committee Reports

### 8. Programming and Allocations Committee (Josefowitz)

Commissioners Cortese and Slocum left after the Consent Calendar was approved.

- 8a. [18-0784](#) MTC Resolution Nos. 3684, Revised, 3833, Revised, and 3914, Revised. E-BART (BART to Antioch) Project: Rescission of \$915,000 in bridge toll funds in project savings, and allocation of \$3.6 million in bridge toll funds to BART for the e-BART Parking Lot Expansion at Antioch Station project.

Rescission of \$915,000 of project savings in RM2 and AB1171 bridge toll funds from Contra Costa Transportation Authority on the e-BART project, and allocation of same amount, plus \$2.7 million in Regional Measure 1 90% Rail Reserves previously programmed to the project, to BART for the e-BART Parking Lot Expansion at Antioch Station project.

**Action:** Commission Approval

**Presenter:** Craig Bosman

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Pedroza, the Commission unanimously adopted MTC Resolution Nos. 3684, Revised, 3833, Revised, and 3914, Revised. The motion carried by the following vote:**

**Aye:** 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Spering and Commissioner Worth

**Absent:** 4 - Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Schaaf and Commissioner Slocum

- 8b.**     [18-0897](#)     MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, Revised, and 4272, Revised. Revisions to the FY2018-19 and FY2018-20 Transit Capital Priorities, AB 664 Net Bridge Toll, and BATA Projects Savings programs.

Proposed Revisions to the FY2018-19 and FY2019-20 Transit Capital Priorities, AB 664 Net Bridge Toll, and BATA Projects Savings programs to provide funding to the San Francisco Municipal Transportation Agency (SFMTA) for the Central Subway and Expansion light rail vehicle (LRV) Procurement projects, in addition to other minor operator-requested changes to their individual programming.

**Action:** Commission Approval

**Presenter:** Rob Jaques

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Halsted, the Commission unanimously adopted MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, Revised, and 4272, Revised. The motion carried by the following vote:**

**Aye:** 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Spering and Commissioner Worth

**Absent:** 4 - Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Schaaf and Commissioner Slocum

- 8c.**     [18-1118](#)     MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendments 2019-05 and 2019-06.

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

**Upon the motion by Commissioner Spering and the second by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4375, Revised. The motion carried by the following vote:**

**Aye:** 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Spering and Commissioner Worth

**Absent:** 4 - Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Schaaf and Commissioner Slocum

## 9. Public Comment / Other Business

### **10. Adjournment / Next Meetings:**

**A Special Commission meeting will be held on February 13, 2019 at 11:30 a.m. or immediately following the Programming and Allocations Committee meeting and the next regularly scheduled meeting of the Commission will be held on February 27, 2019 at 9:45 a.m. in the Board Room at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.**

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**Jake Mackenzie, Chair**



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

## Meeting Minutes

### Metropolitan Transportation Commission

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Wednesday, February 13, 2019

9:30 AM

Board Room - 1st Floor

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\*\*\* SPECIAL COMMISSION MEETING \*\*\*

#### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 13 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Pedroza, Commissioner Papan, Commissioner Rabbitt, Commissioner Slocum, Commissioner Ronen, and Commissioner Worth

**Absent:** 5 - Commissioner Liccardo, Commissioner Connolly, Commissioner Cortese, Commissioner Schaaf, and Commissioner Spering

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioners Absent: Commissioner Azumbrado and Commissioner Tavares

#### 2. Pledge of Allegiance

#### 3. Compensation Announcement (Secretary)

#### 4. Chair's Report (Mackenzie)

- 4a. [19-0129](#) MTC Resolution No. 4367 - Resolution of Appreciation for Commissioner Alicia Aguirre on the Occasion of her departure from MTC

**Action:** Commission Approval

**Upon the motion by Commission Vice Chair Haggerty and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution No. 4367. The motion carried by the following vote:**

**Aye:** 12 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Rabbitt, Commissioner Ronen and Commissioner Worth

**Absent:** 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Liccardo, Commissioner Schaaf, Commissioner Slocum and Commissioner Spering

4b. [19-0068](#) Welcome New Commissioners

**Action:** Information

**Commissioner Slocum arrived during the welcome of new Commissioners.**

4c. [19-0069](#) Committee Assignments for New Commissioners

**Action:** Commission Approval

**Upon the motion by Commission Chair Mackenzie and the second by Commissioner Worth, the Commission unanimously approved the committee assignments for Commissioners Gina Papan, David Rabbitt, and Hillary Ronen. The motion carried by the following vote:**

**Aye:** 13 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Rabbitt, Commissioner Ronen, Commissioner Slocum and Commissioner Worth

**Absent:** 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Liccardo, Commissioner Schaaf and Commissioner Spering

5. [19-0070](#) Appointment of an Ad-hoc Nominating Committee

**Action:** Commission Approval

**Upon the motion by Commission Chair Mackenzie and the second by Commissioner Dutra-Vernaci, the Commission unanimously appointed Commissioner Spering, Commissioner Worth, and Commissioner Cortese to serve on the Ad-hoc Nominating Committee, with Commissioner Spering to serve as Chair. The motion carried by the following vote:**

**Aye:** 13 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Rabbitt, Commissioner Ronen, Commissioner Slocum and Commissioner Worth

**Absent:** 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Liccardo, Commissioner Schaaf and Commissioner Spering

## 6. Closed Session

Meeting went into Recess

Meeting Reconvened

[19-0169](#) The Commission will meet in Closed Session, pursuant to Government Code §54957, and Government Code §54957.6 with respect to General Counsel's compensation range of non-represented employee, and Employment Agreement.



### 7. Open Session

- 7a. [19-0113](#) Approval of General Counsel's Employment Agreement/approval of salary increase.

Action: Commission Approval

The Commission reconvened in open session and announced that there is no reportable action and that the item heard under closed session would be carried over to the next Commission meeting on February 27, 2019.

### 8. Public Comment / Other Business

### 9. Adjournment / Next Meeting:

The next meeting of the Commission will be held on February 27, 2019 at 1:45 p.m. in the Board Room at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 18-1106      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 12/7/2018      **In control:** Administration Committee  
**On agenda:** 2/13/2019      **Final action:**  
**Title:** MTC Resolution No. 4329, Revised - FY 2018-19 Overall Work Program (OWP) Amendment No. 19-02.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8b Admin-2e Reso-4329 FY19 OWP Amend-19-02.pdf](#)  
[2e Reso-4329 FY19 OWP Amend-19-02.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4329, Revised - FY 2018-19 Overall Work Program (OWP) Amendment No. 19-02.

**Presenter:**

Brian Mayhew

**Recommended Action:**

Commission Approval

# COMMISSION AGENDA ITEM - 8b

Agenda Item 2e



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## Memorandum

TO: Administration Committee

DATE: February 6, 2019

FR: Executive Director

RE: MTC Resolution No. 4329, Revised – FY 2018-19 Overall Work Program (OWP) Amendment No. 19-02

Staff requests that the Committee refer Resolution No. 4329, Revised, which amends the OWP in order to include carryover of approximately \$4.1 million in unspent federal and Senate Bill 1 (SB 1) planning funds from FY 2017-18 and an additional \$64,013 of SB1 funds awarded to FY 2018-19, to the Commission for approval.

The breakdown of the \$4.1 million of federal and SB1 planning funds and proposed reallocation to support planning focus areas is as follows:

Planning carryover Funds	Amounts	Proposed Reallocation
<b>FHWA PL Funds</b>	178,491	94,086 Regional on Board Travel Survey
		84,405 Public Information Program
		<b>178,491</b>
<b>FTA 5303 Funds</b>	1,497,160	825,556 Transit Sustainability Planning
		417,055 Regional on Board Travel Survey
		254,549 Transportation Asset Management
		<b>1,497,160</b>
<b>FTA 5304</b>	509,226	509,226 A Resilient Transportation System
		<b>509,226</b>
<b>FHWA SP&amp;R Partnership Planning</b>	220,569	220,569 Regional Goods Movement
		<b>220,569</b>
<b>SB1 Funds</b>	1,671,312	656,798 Connecting Housing & Transportation - CASA
		307,950 Local & Regional Climate Change
		290,038 Regional Transportation Plan
		200,000 Resiliency Study
		200,000 Transportation and Land use Coordination
		16,526 Integrate BAM resilience - Staffing
		<b>1,671,312</b>
<b>Total Planning Carryover Funds</b>	<b>4,076,758</b>	<b>4,076,758</b>

The carryover balances were finalized in the MTC audit and must be amended into the FY 2018-19 OWP in order to incorporate the funds into MTC's budget.

A memorandum and proposed resolution amending these funds into the operating budget can be found under agenda item 3a.

**Recommendation**

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



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Steve Heminger

AF:bm  
Attachments

Date: April 25, 2018  
W.I.: 1152  
Referred by: Administration Committee  
Revised: 09/26/18-C  
02/27/19-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.

Attachment C to the resolution was revised on February 27, 2019 to include \$4,076,758 of unspent carryover federal and state planning funds for FY 2017-18 and \$64,013 of SB1 final allocation.

Further discussion of the OWP is contained in the Executive Director's memoranda dated April 4, 2018, September 5, 2018, and February 6, 2019.

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

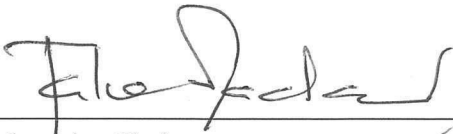
RESOLVED, that the Executive Director or his designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's unified work program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with 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  
02/27/19-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.

OWP Amendment No. 19-02 adds \$4,076,758 of unspent federal and state planning funds from FY 2017-18 and \$64,013 of SB1 final allocation.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0050      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 1/11/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 2/13/2019      **Final action:**  
**Title:** MTC Resolution No. 3847, Revised. New Freedom Cycle 1 Programming Revisions for Large Urbanized Areas.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8c PAC-2b Reso-3847 NewFreedom Cycle1 ProgrammingRevisions.pdf](#)  
[2b Reso-3847 NewFreedom Cycle1 ProgrammingRevisions.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 3847, Revised. New Freedom Cycle 1 Programming Revisions for Large Urbanized Areas.

**Presenter:**

Drennen Shelton

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee****February 13, 2019****Agenda Item 2b****MTC Resolution No. 3847, Revised****Subject:** New Freedom Cycle 1 Programming Revisions for Large Urbanized Areas

**Background:** The Federal Transit Administration's (FTA) New Freedom Program provided grants for capital and operating projects aimed at reducing transportation barriers faced by individuals with disabilities beyond the requirements of the Americans with Disabilities Act of 1990. MTC was the designated recipient of New Freedom funds for the Bay Area's Large Urbanized Areas (UZAs). While MAP-21 eliminated the New Freedom program as a stand-alone program, staff continues to monitor New Freedom projects, and provide required reports on program activities to FTA.

Staff has reviewed the remaining New Freedom grants, and is proposing to reprogram unused funding from closed or completed projects. Funds may only be reprogrammed to project sponsors and projects listed in the original grant, and only within the UZA in which the funds were originally apportioned. This item makes the following modifications to the adopted program of projects:

1. Reprogram \$67,578 in the San Francisco-Oakland UZA to the Peninsula Ride Connection project: cost savings from the completed AC Transit Paratransit Inventory project will be reprogrammed to SamTrans for continued mobility management activities under the Peninsula Ride Connection project.
2. Reprogram \$15,000 in the Concord UZA for a taxi scrip project: unused funds from the discontinued City of Benicia taxi scrip project will be reprogrammed to CCCTA (County Connection) to provide on-demand, accessible transportation in Contra Costa County.

FTA, SamTrans and County Connection have been consulted on the recommended modifications, and concur with them. Following MTC approval, staff will modify the Transportation Improvement Program (TIP), submit changes to the New Freedom grant, and enter into agreements with SamTrans and County Connection.

**Issues:** None.**Recommendation:** Refer Resolution No. 3847, Revised to the Commission for approval.**Attachments:** MTC Resolution No. 3847, Revised

Date: February 27, 2008  
W.I.: 1512  
Referred by: PAC  
Revised: 06/24/09-C 10/28/09-C  
12/16/09-C 05/26/10-C  
02/27/19-C

## ABSTRACT

### Resolution No. 3847, Revised

This resolution adopts the Federal Transit Administration (FTA) New Freedom (Section 5317) Program of Projects for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with resolution:

Attachment A FY 2005-06 New Freedom Program of Projects for  
Large Urbanized Areas

This resolution was revised on June 24, 2009 to amend Attachment A to reduce the local match amount for the San Francisco Municipal Transportation Agency project, and to modify the total project cost and project description accordingly.

This resolution was revised on October 28, 2009 to amend Attachment A to remove the San Francisco Municipal Transportation Agency project, and to increase the amount of New Freedom funding for the SamTrans project by \$200,000.

This resolution was revised on December 16, 2009 to amend Attachment A to make BART the subrecipient of funds for the Ed Roberts Campus project rather than the City of Berkeley.

This resolution was revised on May 26, 2010 to amend Attachment A to reduce the local match amount for the SamTrans project.

This resolution was revised on February 27, 2019 to amend Attachment A to reprogram \$67,578 in cost savings from completed projects to the SamTrans Peninsula Ride Connection project, and reprogram \$15,000 in unused funds to CCCTA (County Connection) for the purposes of accessible taxi scrip in central Contra Costa County.

## ABSTRACT

MTC Resolution No. 3847, Revised

Page 2

Further discussion of this action is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated February 13, 2008, and the Programming and Allocations Committee Summary sheets dated February 13, 2008, June 10, 2009, October 14, 2009, December 9, 2009, May 12, 2010 and February 13, 2019.

Date: February 27, 2008  
W.I.: 1513  
Referred by: PAC

Re: Program of Projects for Federal Transit Administration's New Freedom Program (Section 5317) Funds for Large Urbanized Areas

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3847

WHEREAS, the United States Code Title 49 Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. 5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

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, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. 5307(a)(2), MTC is the designated recipient of New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the San Francisco Bay Area's large urbanized area New Freedom Program apportionment, attached hereto as Attachment A, and incorporated herein as though set forth at lengths; now, therefore, be it




RESOLVED, that MTC will submit to FTA a grant application to secure the New Freedom funding for the subrecipients listed in Attachment A; and be it further

RESOLVED, that MTC will enter into agreements with the subrecipients listed in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

RESOLVED, that Attachment A may be revised from time to time by approval of MTC's Programming and Allocations Committee.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on February 27, 2008.

Date: February 27, 2008  
W.I.: 1513  
Referred by: PAC  
Revised: 06/24/09-C 10/28/09-C  
12/16/09-C 05/26/10-C  
02/27/19-C

Attachment A  
Resolution No. 3847, Revised  
Page 1 of 2

**NEW FREEDOM PROGRAM - FY 2005-06 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

No.	Subrecipient	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
1	AC Transit (e)	Paratransit Inventory	Conduct a detailed inventory of all available transit resources, including funding, equipment, and personnel, in Alameda and Western Contra Costa County to determine how best to structure a coordinated system. Also investigate institutional settings and financial implications of establishing a mobility manager.	<del>-\$180,000</del> \$95,527	<del>\$144,000</del> \$76,422
2	Benicia, City of (e)	Taxi Scrip Program Extension	Expand the Benicia Breeze Taxi Scrip Program to destinations in Concord, Martinez, Pleasant Hill, and Walnut Creek to provide access to social service, medical centers, shopping, recreation and other quality of life destinations in Central Contra Costa County for seniors, persons with disabilities, and Medicare card holders.	<del>-\$30,000</del>	<del>\$15,000</del>
3	BART (c)	Ed Roberts Campus/Ashby BART Station Enhancements	Support construction of a universally designed helical ramp, oversized accessible elevators, and an accessible elevator lobby for people who will visit the Ed Roberts Campus.	\$1,106,568	\$669,405
4	Central Contra Costa Transit Authority	Community Connection Program Expansion	Provide a \$5,000 per van annual subsidy for maintenance of up to 25 retired paratransit vans for use by community-based organizations to provide transportation services to seniors and people with disabilities, with at least 50 trips per month to ADA-eligible individuals.	\$125,000	\$62,500
5	Central Contra Costa Transit Authority	Comprehensive Mobility Options Inventory	Conduct a comprehensive inventory of all available mobility options for seniors and persons with disabilities to serve as a building block for later developing a mobility management function for majority of Contra Costa County and the Tri-Valley.	\$43,750	\$35,000
6	Contra Costa County Employment & Human Services Dept	Contra Costa Volunteer Driver Program Expansion	Expand existing volunteer driver programs for disabled, homebound seniors to areas in Contra Costa County that are low-income and/or have high populations of ethnic groups who do not speak English as their primary language.	\$153,114	\$45,000

No.	Subrecipient	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
7	San Mateo County Transit District (a)(d) (e)	Peninsula Ride Connection	Provide mobility management services to seniors and people with disabilities in San Mateo County. Cycle 1 tasks: assess feasibility of countywide phone information and assistance service; coordinate corps of volunteer mobility ambassadors; update the Senior Mobility Guide; coordinate and administer shared van program; promote mobility in city planning processes; and develop business plan. Cycle 3 tasks: continue and expand the Mobility Ambassador Program; implement a Vehicle Sharing Demonstration Program; update, reprint, and distribute the Senior Mobility Guide; assess how to coordinate an information and referral network of call centers; market and promote the development of volunteer ride programs. 2019 Reprogramming: Provide mobility management services (travel training) to seniors and people with Disabilities in San Mateo County.	\$493,939 \$578,412	\$347,200 \$414,778
8	San Francisco Municipal Transportation Agency (b)	NextMuni Audible Arrival Time/Push-to-Talk (PTT)	Evaluate results of the pilot PTT installations, which translate bus arrival information and other messages to speech at bus shelters; and purchase and install PTT at an additional 50 locations.	\$250,000	\$0
9	Santa Clara Valley Transportation Agency	Mobility Options Travel Training Program	Provide travel training and fixed-route transit support information to persons with disabilities and seniors over a three-year period. Includes on-site and mobile presentations; specialized training for individuals with visual, cognitive, and developmental disabilities; group travel instruction; one-on-one travel instruction; and peer mode travel instruction.	\$454,254	\$227,127
10	Central Contra Costa Transit Authority (e)	Taxi Scrip Program	2019 Reprogramming: Provide demand response access to social service, medical centers, shopping, recreation and other quality of life destinations in Contra Costa County for seniors and persons with disabilities.	\$30,000	\$15,000
<b>Total</b>					<b>\$1,545,232</b>

## Notes:

- (a) San Mateo County Transit District's New Freedom share was increased from \$147,200 to \$347,200 and total project cost was increased from \$184,200 to \$501,139 on 10/28/09. See Resolution No. 3930 for additional information.
- (b) San Francisco Municipal Transportation Agency's NextMuni Audible Arrival Time/Push-to-Talk (PTT) New Freedom amount was changed to zero on 10/28/09 at the request of SFMTA. The project was funded with other local funds.
- (c) The subrecipient of funds for the Ed Roberts Campus project was changed from the City of Berkeley to BART on 12/16/09.
- (d) San Mateo County Transit District's total project cost was reduced from \$501,139 to \$493,939 on 5/26/10 to reflect a reduced local match amount for their Cycle 3 project.
- (e) On 2/27/19, cost savings in the amount of \$67,578 from the AC Transit Paratransit Inventory were reprogrammed to SamTrans for the Peninsula Ride Connection project, and \$15,000 from the unimplemented City of Benicia taxi scrip project were reprogrammed to Central Contra Costa Transit Authority for accessible taxi scrip.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0046      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 1/8/2019      **In control:** Programming and Allocations Committee

**On agenda:** 2/13/2019      **Final action:**

**Title:** MTC Resolution Nos. 3925, Revised and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 2) programs to incorporate roughly \$18.8 million in Highway Infrastructure Program apportionment provided through the Consolidated Appropriations Act, 2018.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8d PAC-2e Resos 3925-4202 Highway Infrastructure Program Apportionment.pdf](#)  
[2e Resos 3925-4202 Highway Infrastructure Program Apportionment.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution Nos. 3925, Revised and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 2) programs to incorporate roughly \$18.8 million in Highway Infrastructure Program apportionment provided through the Consolidated Appropriations Act, 2018.

**Presenter:**

Mallory Atkinson

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

February 13, 2019

Agenda Item 2e

### MTC Resolution Nos. 3925, Revised and 4202, Revised

**Subject:** Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 2) programs to incorporate roughly \$18.8 million in Highway Infrastructure Program apportionment provided through the Consolidated Appropriations Act, 2018.

**Background: OBAG 2 CMAQ Shortfall**

As of July 2018, the region reached attainment status for the federal Carbon Monoxide (CO) air quality standard. This laudable improvement in air quality, however, has had a direct, negative impact on our regional share of CMAQ funding, which is distributed throughout the state based on weighting factors that include a region's air quality attainment or maintenance status. As a result of reaching attainment for CO, the region is anticipated to receive \$8 million less per year in CMAQ, or a total of \$32 million less throughout the remaining four years of the OBAG 2 period (FY 2019 through FY 2022). This shortfall needs to be addressed in order to deliver the projects currently committed within the OBAG 2 program.

**The Consolidated Appropriations Act, 2018**

The Consolidated Appropriations Act of 2018 contained a \$1.9 billion infusion of Highway Infrastructure Program funds (referred as the "STP Bump"). These funds were provided in addition to funding federal STP/CMAQ programs at levels authorized by the Fixing America's Surface Transportation (FAST) Act. The Bay Area's share of the additional 2018 STP Bump appropriation is roughly \$19 million. These funds may only be used for the construction of highways, bridges or tunnels.

A second year of STP Bump appropriations is anticipated in FY 2018-19. Recent bills approved separately by each chamber of Congress provide STP Bump apportionments, which for the Bay Area could range from \$23 million to \$26 million (two-year regional totals of \$41 million to \$45 million). It is not known, and not assumed here, whether the increase will continue beyond 2019. See table below.

**Highway Infrastructure Program (STP Bump) Revenue Estimates**

*(\$millions, rounded)*

	Senate	House
FFY 2017-18 Enacted:	\$18.8	\$18.8
FFY 2018-19 Proposed:	\$22.7	\$25.8
<b>2-Year Total:</b>	<b>\$41.5</b>	<b>\$44.6</b>

**FAST Act Rescission**

The FAST Act includes a rescission of unobligated federal funds on September 30, 2019. It is unclear whether unobligated STP Bump funds are subject to the rescission. In order to minimize the risk of the region's funds being rescinded, funds subject to the rescission should be obligated well in advance of September 2019.

**STP Bump Recommendation**

Given the anticipated OBAG 2 CMAQ shortfall, and the potential short deadlines for delivering the STP Bump funds, staff recommends programming the STP-Bump appropriations at this time. Specifically, staff recommends directing up to \$55 million in STP Bump funds to the Golden Gate Bridge (GGB) Suicide Deterrent, and swapping out an equal amount of STP/CMAQ funds currently programmed on the project.

The GGB project currently has \$55 million in unobligated STP/CMAQ funds, and is also an eligible use of STP Bump funding which is limited to only the construction of highways, bridges, and tunnels. Bicycle and pedestrian projects, transit investments, and other activities normally allowed for flexible STP funds are ineligible for the STP Bump funds.

Staff recommends the following actions:

- Redirect the FY18 STP Bump funds, of roughly \$19 million, to the Golden Gate Bridge Suicide Deterrent project, with an equal amount of STP/CMAQ funds returned to the regional balance.
- Redirect any FY19 STP Bump funds, up to roughly \$36.2 million, to the Golden Gate Bridge Suicide Deterrent project, should the FY19 STP bump funds be approved, with an equal amount of STP/CMAQ funds returned to the regional balance.
- Use \$16 million of the STP/CMAQ funds re-directed from the GGB to help address the first two years (FY 2019 – FY 2020) of the OBAG 2 shortfall.
- Return to the Commission at a later date for consideration of use of the approximately \$25-29 million in STP/CMAQ capacity available as a result of the FY 2019 – FY 2020 STP Bump, assuming enactment of the FY 2019 Appropriations Act.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 3925, Revised and 4202, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised, Attachment B  
MTC Resolution No. 4202, Revised, Attachment B-1

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  
02/27/19-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

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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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

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

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3925, Revised

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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.

On February 27, 2019, Attachment B was revised to change the fund source of \$15,000,000 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. The \$15,000,000 was returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status.

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, September 12, 2018, and February 13, 2019.

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**  
**February 27, 2019**

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 02/27/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
<b>Regional Agency Planning Activities</b>				
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
<b>SUBTOTAL</b>		<b>\$4,465,000</b>	<b>\$0</b>	<b>\$4,465,000</b>
<b>County CMA Planning Activities</b>				
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
<b>SUBTOTAL</b>		<b>\$18,232,000</b>	<b>\$0</b>	<b>\$18,232,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>	<b>TOTAL:</b>	<b>\$22,697,000</b>	<b>\$0</b>	<b>\$22,697,000</b>
* 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.				
<b>2. REGIONAL OPERATIONS (RO) PROGRAMS</b>				
<b>Regional Operations</b>				
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
<b>SUBTOTAL</b>		<b>\$65,500,000</b>	<b>\$0</b>	<b>\$65,500,000</b>
FSP/Incident Management	SAFE	\$14,962,000	\$0	\$14,962,000
I-880 Integrated Corridor Management	MTC	\$3,438,000	\$0	\$3,438,000
<b>SUBTOTAL</b>		<b>\$18,400,000</b>	<b>\$0</b>	<b>\$18,400,000</b>
<b>2. REGIONAL OPERATIONS (RO) PROGRAMS</b>	<b>TOTAL:</b>	<b>\$83,900,000</b>	<b>\$0</b>	<b>\$83,900,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
<b>Freeway Performance Initiative</b>				
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
<b>SUBTOTAL</b>		<b>\$8,558,000</b>	<b>\$0</b>	<b>\$8,558,000</b>
<b>Ramp Metering and TOS Elements</b>				
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
<b>SUBTOTAL</b>		<b>\$51,485,000</b>	<b>\$64,957,000</b>	<b>\$116,442,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>	<b>TOTAL:</b>	<b>\$60,043,000</b>	<b>\$64,957,000</b>	<b>\$125,000,000</b>
<b>4. CLIMATE CHANGE INITIATIVES (CCI)</b>				
<b>Eastern Solano CMAQ Program</b>				
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

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

February 27, 2019

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 02/27/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
<b>SUBTOTAL</b>		<b>\$3,000,000</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>Public Education/Outreach</b>				
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
<b>SUBTOTAL</b>		<b>\$11,401,000</b>	<b>\$0</b>	<b>\$11,401,000</b>
<b>Safe Routes To Schools - Regional Competitive</b>				
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
<b>SUBTOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Safe Routes To Schools - County</b>				
<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
<b>SUBTOTAL</b>		<b>\$15,000,000</b>	<b>\$0</b>	<b>\$15,000,000</b>
<b>Innovative Grants</b>				
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

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

February 27, 2019

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 02/27/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
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
<b>SUBTOTAL</b>		<b>\$47,129,734</b>	<b>\$2,226,000</b>	<b>\$49,355,734</b>
<b>Climate Action Program Evaluation</b>				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
<b>SUBTOTAL</b>		<b>\$3,200,000</b>	<b>\$0</b>	<b>\$3,200,000</b>
<b>4. CLIMATE CHANGE INITIATIVES (CCI)</b>	<b>TOTAL:</b>	<b>\$81,730,734</b>	<b>\$2,226,000</b>	<b>\$83,956,734</b>
<b>5. REGIONAL BICYCLE PROGRAM (RBP) *</b>				
<b>Bike/Ped Program</b>				
<i>Specific projects TBD by County CMA</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

Metropolitan Transportation Commission

T4 New Act First Cycle STP/CMAQ Project Selection Criteria and Programming Policy

# 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

February 27, 2019

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C  
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C  
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02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
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
<b>SUBTOTAL</b>		<b>\$19,788,000</b>	<b>\$7,549,000</b>	<b>\$27,337,000</b>
<b>5. REGIONAL BICYCLE PROGRAM (RBP)</b>	<b>TOTAL:</b>	<b>\$19,788,000</b>	<b>\$7,549,000</b>	<b>\$27,337,000</b>

\* 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) \*

<b>TLC / Station Area Planning Implementation</b>				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110
<b>Station Area Plans</b>				
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
<b>Priority Development Area (PDA) Planning</b>				
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
<b>Smart Growth Technical Assistance Program</b>	MTC	\$360,000	\$0	\$360,000
<b>SUBTOTAL</b>		<b>\$9,005,000</b>	<b>\$0</b>	<b>\$9,005,000</b>
<b>Transit Oriented Development (TOD)</b>				
Transit Oriented Affordable Housing (TOAH) (Funding Exchange)	MTC	\$0	\$10,000,000	\$10,000,000
<b>SUBTOTAL</b>		<b>\$0</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>
<b>Regional Transportation for Livable Communities (TLC) Program</b>				
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

# 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**  
**February 27, 2019**

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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 02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
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
<b>SUBTOTAL</b>		<b>\$42,770,710</b>	<b>\$0</b>	<b>\$42,770,710</b>
<b>County Transportation for Livable Communities (TLC) Program</b>				
<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
Santa Rosa - Streetscape Palettes Deleted - Funds moved to Cotati Train Depot	Santa Rosa	\$0	\$0	\$0
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
<b>SUBTOTAL</b>		<b>\$26,256,000</b>	<b>\$0</b>	<b>\$26,256,000</b>
<b>SFPark Parking Pricing (Fund Exchange)</b>	SFMTA	\$22,000,000	\$0	\$22,000,000
<b>SUBTOTAL</b>		<b>\$22,000,000</b>	<b>\$0</b>	<b>\$22,000,000</b>
<b>6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)</b>		<b>TOTAL: \$100,031,710</b>	<b>\$10,000,000</b>	<b>\$110,031,710</b>
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.				
<b>7. LOCAL STREETS AND ROADS (LSR)</b>				
<b>Pavement Technical Advisory Program (PTAP)</b>	MTC	\$4,500,000	\$0	\$4,500,000
<b>Pavement Management Program (PMP)</b>	MTC	\$1,500,000	\$0	\$1,500,000
<b>SUBTOTAL</b>		<b>\$6,000,000</b>	<b>\$0</b>	<b>\$6,000,000</b>



# 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

February 27, 2019

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 02/27/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
<b>Federal Aid Secondary (FAS) Commitment *</b>				
<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
<b>SUBTOTAL</b>		<b>\$15,013,000</b>	<b>\$0</b>	<b>\$15,013,000</b>
<b>Local Streets and Roads (LSR) Rehabilitation **</b>				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Grazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000

Metropolitan Transportation Commission

T4 New Act First Cycle STP/CMAQ Project Selection Criteria and Programming Policy

# 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

February 27, 2019

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C  
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C  
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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 02/27/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
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
<b>SUBTOTAL</b>		<b>\$80,789,000</b>	<b>\$0</b>	<b>\$80,789,000</b>
<b>7. LOCAL STREETS AND ROADS (LSR)</b>		<b>TOTAL: \$101,802,000</b>	<b>\$0</b>	<b>\$101,802,000</b>
* 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.				
<b>8. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>				
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	<b>\$12,000,000</b>	<b>\$15,000,000</b>	\$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
<b>Small/Northbay Operators (Transit Payback Commitment)</b>				
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
<b>SUBTOTAL</b>		<b>\$95,810,389</b>	<b>\$46,000,000</b>	<b>\$141,810,389</b>
<b>8. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>		<b>TOTAL: \$95,810,389</b>	<b>\$46,000,000</b>	<b>\$141,810,389</b>
<b>9. LIFELINE TRANSPORTATION PROGRAM (LIFE)</b>				
<b>Transit Payback Commitment: Lifeline Transportation Program</b>				
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	GGBH&TD	\$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**  
**February 27, 2019**

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  
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 02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
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
<b>9. LIFELINE TRANSPORTATION PROGRAM (LIFE)</b>		<b>TOTAL: \$8,971,587</b>	<b>\$0</b>	<b>\$8,971,587</b>
<b>First Cycle Total</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>

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

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

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

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

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

Date: 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  
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07/25/18-C 09/26/18-C 11/28/18-C  
12/19/18-C 01/23/19-C 02/27/19-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



## ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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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.

## ABSTRACT

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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 un-programmed balance.

## ABSTRACT

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.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify

## ABSTRACT

MTC Resolution No. 4202, Revised

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the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, 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, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, and February 13, 2019.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

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



## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$485,025,151</b>	<b>\$25,979,849</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>				
Regional Planning	Regionwide	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>				
PDA Planning and Implementation				
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/VTA: 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	
VTAs: 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	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>				
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	
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$24,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>				
Active Operational Management				

## Attachment B-1

MTC Res. No. 4202 Attachment B-1

## MTC Resolution No. 4202

Adopted: 11/18/15-C

## OBAG 2 Regional Programs

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

## FY 2017-18 through FY 2021-22

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

## February 2019

05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$485,025,151</b>	<b>\$25,979,849</b>
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	
Napa Valley Transportation Demand Strategies (Fund Exchange)	Napa	MTC/NVTA		\$1,100,000
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	
Richmond-San Rafael Bridge Forward				
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Contra Costa	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	Contra Costa	MTC		\$1,160,000
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	\$19,240,000	
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	\$10,000,000	
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	
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 (Fund Exchange)	Contra Costa	CCTA		\$619,000
Walnut Creek: Various locations (Fund Exchange)	Contra Costa	Walnut Creek		\$621,000
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 Northern	Alameda	MTC	\$5,200,000	
I-880 ICM Central	Alameda	MTC	\$3,640,000	
Unprogrammed Balance	TBD	TBD	\$380,000	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			<b>TOTAL: \$173,000,000</b>	<b>\$4,000,000</b>

## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

## February 2019

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 11/28/18-C 12/19/18-C 02/27/19-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$485,025,151</b>	<b>\$25,979,849</b>
<b>6. TRANSIT PRIORITIES</b>				
BART Car Replacement/Expansion	Various	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	<b>\$36,220,151</b>	<b>\$3,779,849</b>
Clipper	Regionwide	MTC	\$34,200,000	
Unprogrammed Balance			\$15,283,000	
<b>6. TRANSIT PRIORITIES</b>		<b>TOTAL:</b>	<b>\$185,503,151</b>	<b>\$3,779,849</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>Regional Peninsula, Southern and Eastern Counties PCA Program</b>				
Peninsula, Southern and Eastern Counties PCA (Fund Exchange)	TBD	MTC/CCC		\$8,170,000
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	Regionwide	MTC/GreenInfo Network		\$30,000
<b>Local North Bay PCA Program</b>				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Pai	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 Imps	Solano	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma	Sonoma County	\$770,000	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL:</b>	<b>\$8,200,000</b>	<b>\$8,200,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Housing Incentive Pool	TBD	TBD	\$30,000,000	
<b>8. BAY AREA HOUSING INITIATIVES</b>		<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>9. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>				
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	Contra Costa	CCTA/MTC	\$4,000,000	
State Route 85 Transit Guideway Study (Fund Exchange)	Santa Clara	SCVTA	\$1,200,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	Sonoma	SCTA	\$15,400,000	
Novato: Pavement Rehab (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	
<b>9. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>		<b>TOTAL:</b>	<b>\$25,100,000</b>	
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>TOTAL:</b>	<b>\$485,025,151</b>	<b>\$25,979,849</b>

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0057      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 1/11/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 2/13/2019      **Final action:**  
**Title:** MTC Resolution No. 4364. Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2018-19 and FY2019-20.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8e PAC-2c Reso-4364 SRTP Funding & Guidelines.pdf](#)  
[2c Reso-4364 SRTP Funding & Guidelines.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4364. Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2018-19 and FY2019-20.

**Presenter:**

Christina Hohorst

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

February 13, 2019

Agenda Item 2c

### MTC Resolution No. 4364

**Subject:** Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2018-19 and FY2019-20.

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

In FY2017-18, MTC funded SRTP development for the seven large operators. For FY2018-19, staff recommends SRTP funding for small and medium sized operators. The amounts recommended for each agency are listed in the table below. Solano Transportation Authority is recommended to receive funding to develop a consolidated SRTP for SolTrans, the City of Fairfield, the City of Dixon, and the City of Rio Vista, in coordination with the City of Vacaville.

Proposed FY2018-19 SRTP Funding			
Agency	5303 Funds 88.53%	In Kind/Local Match 11.47%	Total Contract Amount
Altamont Corridor Express	\$ 20,000	2,591	22,591
County Connection	\$ 30,000	3,887	33,887
Tri-Delta Transit	\$ 30,000	3,887	33,887
LAVTA Wheels	\$ 30,000	3,887	33,887
Marin Transit	\$ 30,000	2,591	22,591
Napa Valley Transportation Authority	\$ 30,000	3,887	33,887
Petaluma Transit	\$ 20,000	2,591	22,591
Santa Rosa CityBus	\$ 30,000	3,887	33,887
Sonoma County Transit	\$ 30,000	3,887	33,887
Union City Transit	\$ 30,000	3,887	33,887
Vacaville City Coach	\$ 20,000	2,591	22,591
Water Emergency Transportation Authority	\$ 30,000	3,887	33,887
WestCat	\$ 30,000	3,887	33,887
Sonoma-Marin Area Rail Transit	\$ 30,000	3,887	33,887
Solano Transportation Authority	\$ 110,000	15,547	158,138
Sonoma County Transportation Authority	\$ 30,000	3,887	33,887
<b>Total Funding Provided by MTC:</b>	<b>\$ 530,000</b>		

These funds are included in the MTC budget for FY2018-19. Additionally, MTC Resolution No. 4364 provides the guidelines for FY2018-19 and FY2019-20 SRTPs. Recommendation for FY 2019-20 funding will be presented later in the year.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4364 to the Commission for approval and authorize staff to enter into funding agreements with operators based on funding levels listed above.

Date: February 27, 2019  
W.I.: 1517  
Referred by: PAC

ABSTRACT

MTC Resolution No. 4364

This resolution adopts the Short Range Transit Plan Guidelines for FY 2018-19 and FY2019-20.

Further discussion of these actions is contained in the Programming and Allocations Committee summary sheet dated February 13, 2019.

Date: February 27, 2019  
W.I.: 1517  
Referred by: PAC

RE: Short Range Transit Plan Guidelines

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4364

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

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

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

WHEREAS, MTC has developed, in cooperation with the State, and with public transit operators in the region, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area is annually prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Chair

The above resolution was adopted by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California on February 27, 2019



Date: February 27, 2019  
W.I.: 1517  
Referred by: PAC

Attachment A  
Resolution No. 4364  
Page 1 of 15

## **METROPOLITAN TRANSPORTATION COMMISSION SHORT RANGE TRANSIT PLAN GUIDELINES**

### **BASIS OF THE SRTP REQUIREMENT**

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

Transit operators are required by MTC to prepare an SRTP every four years in order to remain eligible to receive federal funding. MTC requires that operators prepare an SRTP on a two year cycle, alternating years between large operators and small-to-medium sized operators. These guidelines are focused on small and medium-sized transit operators in the region that will develop SRTPs in FY 2018-19, and the seven largest transit operators that are due to develop SRTPs in FY 2019-20.

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

### **SRTP PURPOSE**

- A. To serve as a management and policy document for the transit operator, as well as a means of providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.
- B. To clearly and concisely describe and provide the basis for the transit operator's capital and operating budgets.
- C. To submit requests for federal, state, and regional funds for capital and operating purposes through MTC's Transit Capital Priorities, and in the MTC TIP.
- D. To assess an operator's financial capacity to carry out proposed levels of operations and the associated capital improvement plan.
- E. To regularly provide MTC with information on projects and programs of regional significance, which include: funding and scheduling of expansion projects included in MTC Resolution No. 3434 or in the Regional Transportation Plan, provision of paratransit service to persons with disabilities, older adults and others; compliance with federal Title VI reporting requirements;

environmental justice outreach and public participation, and related service planning; results of the most recent FTA Triennial Review and related corrective actions.

- F. To assess an operator's progress implementing recommendations provided through the Transit Sustainability Project, MTC Resolution 4060.

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

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

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

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

### **PLANNING HORIZON**

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

### **FREQUENCY OF UPDATES**

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

### **REFERENCES TO MTC RESOLUTIONS**

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

- MTC Resolution No. 3176: "Procedures for Evaluating Transit Efficiency Improvements."
- MTC Resolution No. 3434, Revised: "Regional Transit Expansion Policy."
- MTC Resolution No. 3866, Revised: "MTC Transit Connectivity Plan."
- MTC Resolution No. 4060, Revised: "MTC Transit Sustainability Project."
- MTC Resolution No. 4272, Revised: Transit Capital Priorities Process and Criteria for FY 2016-17 through FY 2019-20.

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

## **ONBOARD SURVEY**

In 2010, MTC began a regional transit passenger survey by collecting data from transit operators on a rolling basis, surveying a few operators every year, with the goal of completing all operators within five to seven years. The first data collection survey cycle was completed in 2017, and a new cycle was initiated in 2018. You can find a chronology of completed and planned surveys here, by year and season:

<http://bayareametro.github.io/onboard-surveys/schedule/>

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

## **SCOPE OF THE SRTP**

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

### **1. Title Page**

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

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

## **2. Overview of Transit System**

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

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

### **3. Goals, Objectives and Standards**

- A. Describe the process for establishing, reviewing, and updating goals, objectives, and standards. Goals and objectives should be comprehensive and address all major areas of operator activities, including principles and guidelines under which new service would be implemented. Performance standards should address both the efficiency and effectiveness of the services provided by the operator.
- B. Portray and discuss new or revised goals and related objectives and standards; and identify changes from prior SRTP.
- C. For SRTPs composed during FY2018-19, portray and discuss plans to implement service, meet the performance measure requirements of MTC Resolution 4321, Revised, paratransit or

institutional recommendations, or any similar coordination efforts (as discussed in the Transit Sustainability Project MTC Resolution 4060, Revised) and discuss the monitoring process established to assess the performance of these programs.

- D. For SRTPs composed during FY2019-20, portray and discuss the Transit Sustainability Project performance measures, targets, and the monitoring process established in MTC Resolution 4060. Building on the TSP Strategic Plan revisions, discuss strategies to achieve TSP targets.

#### **4. Service and System Evaluation**

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

- H. Provide the date of the agency's most recent FTA Triennial Review, and describe related remedial actions undertaken or currently underway in response to the review.

## **5. Operations Plan and Budget**

### **A. Operations Plan**

The operations plan sets forth the intentions to provide fixed route and paratransit services over the SRTP period. Document the ongoing evaluation of services and systems with respect to adopted goals, objectives and standards, and legal and regulatory requirements, subject to financial constraints.

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

The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction). There shall be a rational relationship between the information portrayed and the "Service and System Evaluation" section of the SRTP.

6. Describe and discuss planned (not yet implemented or underway) service changes in response to the most recent federal Title VI report and/or FTA Triennial Review.

### **B. Operations Budget**

Demonstrate that planned level of transit service over the planning period, including rehabilitation and replacement of capital assets, is sustainable. Take into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service

agreements, competitive demands on funding, regional priorities and policies. The budget should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of publication of the SRTP.

Committed service changes must also be defined, with their expenses and revenue separately identified in the operating and capital financial plan tables. Provide sufficient detail to allow a reviewer of the SRTP to evaluate costs of implementing the operating and capital plans, and compare the total with anticipated revenues available during the study period.

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

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

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

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

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe and discuss the steps and timelines needed to achieve the revenue increases, and the contingent policies and actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Describe planned fare increases and/or decreases, and/or changes in fare policies, including the year(s) these changes are planned to take effect. Describe planned changes in interoperator transfer arrangements and/or fares (this pertains to interoperator fares themselves, not to the means of fare collection; i.e., Clipper<sup>SM</sup>) Note: as set forth in MTC Resolution No. 3176, fare and local discretionary revenue contributions are expected to keep pace with inflation, and fare structure shall comply with regional policy on fare coordination (Resolution No. 3866, Revised).



5. Separately identify funding sources and amounts to support operating budgets for ADA service, and any other paratransit or demand responsive services available to older adults and/or persons with disabilities.
6. Separately identify and describe funding contributions (expended or received) for services provided in partnership with others.
7. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond their expiration dates, unless specific renewals have been approved. In order to portray the operating budget:
  - a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service;
  - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours);
  - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed;
  - d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including anticipated unallocated TDA reserves;
  - e. Budget levels must correlate with the changes in service identified in the “Operations Plan.” The operations budget should not show a deficit.
  - f. Identify sources of operating revenue:
    - i. Fares;
    - ii. Property taxes (directly levied, levied by others);
    - iii. Bridge tolls (directly levied (e.g., GGT), MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2, MTC Regional Measure 3);
    - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
    - v. Contributions from JPA partner funding agencies;
    - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, other);
    - vii. Regional (MTC Lifeline, Air District);
    - viii. Advertising;
    - ix. Earned interest;
    - x. BART coordination funds (TDA, STA, BART district funds);
    - xi. TDA (directly apportioned, contributed by others);
    - xii. State Transit Assistance [(directly apportioned, contributed by others) – Revenue-Based, Population-Based (county block grants)].
    - xiii. Senate Bill 1 Transit State of Good Repair funds if used for operations;
    - xiv. California Cap and Trade Program
- C. In addition to future year forecasts, the SRTP should include a three-year retrospective of audited (if available) operating expenses and revenue.

## **6. Capital Improvement Program**

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

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

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

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

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

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

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

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

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

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

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

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

## **7. Other Requirements**

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

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

#### **SCHEDULE AND TRANSMITTAL**

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

#### **Deliverable**

FY2018-19:

Draft FY2020-29 SRTP

Final FY2020-29 SRTP

FY2019-20:

Draft FY2021-30 SRTP

Final FY2021-30 SRTP

#### **Delivery Dates**

July 1, 2019

October 1, 2019

July 1, 2020

October 1, 2020

#### **REQUIRED APPROVALS**

The operator's governing body must adopt the SRTP.

#### **MINOR REVISIONS TO THESE GUIDELINES**

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0065      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 1/16/2019      **In control:** Programming and Allocations Committee

**On agenda:** 2/13/2019      **Final action:**

**Title:** MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-08.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8f PAC-2d Reso-4375 TIP Amendment 2019-08.pdf](#)  
[2d Reso-4375 TIP Amendment 2019-08.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-08.

**Presenter:**

Adam Crenshaw

**Recommended Action:**

Commission Approval



## Metropolitan Transportation Commission Programming and Allocations Committee

February 13, 2019

Agenda Item 2d

### MTC Resolution Nos. 4375, Revised

**Subject:** 2019 Transportation Improvement Program (TIP) Amendment 2019-08.

**Background:** The federally required 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, covering the four-year period from FY 2018-19 through 2021-22, was adopted by the Commission on September 26, 2018, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 17, 2018. The 2019 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2019-08 makes revisions to 12 projects with a net funding decrease of approximately \$25.5 million. Among other changes, this revision:

- Adds one new exempt project and updates the funding plan of one other project to reflect the awards of Federal Transit Administration (FTA) Bus and Bus Facilities Infrastructure Investment Program discretionary grants;
- Updates the funding plan of the Solano Transportation Authority's I-80/I-680/SR-12 Interchange Improvements project to reflect the award of Trade Corridor Enhancement Program funds;
- Updates the funding plans of two Altamont Commuter Express projects to reflect the award of Transit and Intercity Rail Capital Program funds;
- Archives three implemented projects; and
- Deletes three projects that will not move forward as federal projects.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2019 TIP remains financially constrained with this amendment.

The 2019 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP Revision Summary for this amendment is attached (Attachments 1) and is also available in the MTC offices at 375 Beale Street, San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

**Issues:** This amendment contains projects and funding that is subject to FTA approval. Therefore, final federal approval of this amendment is reliant on FTA staff not being on furlough.

**Recommendation:** Refer MTC Resolution No. 4375, Revised to the Commission for approval.

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-08  
MTC Resolution No. 4375, Revised

## TIP Revision Summary 2019-08

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA010003	Alameda County	Crow Canyon Safety Improvements	Archive this project as it has been completed	\$0	0.0%
ALA010052	Newark	Central Avenue Railroad Overpass at UPRR	Delete this project from the TIP as it will be locally implemented	-\$13,213,000	-69.2%
ALA070039	Oakland	Oakland Waterfront Bay Trail	Update the funding plan to remove FY19 and future funding and archive project from the TIP. Individual segments will be added to the TIP as funding is identified.	-\$30,200,000	-78.2%
MRN070019	Marin County	Marin Parklands Visitor Access, Phase 2	Update the funding plan to remove \$3.4M in FY17 CON Local and delete this project as it will not move forward at this time	-\$3,410,000	-76.7%
<b>System: Public Lands/Trails</b>					
CC-070033	East Bay Regional Park District (EBRPD)	Conta Costa Parks Bike/Ped Trail Improvements	Update the funding plan to remove FY19 funds and archive this project. Future segments will be added as individual projects when funding is identified.	-\$151,831	-16.0%
<b>System: State Highway</b>					
SOL070020	Solano Transportation Authority (STA)	I-80/I-680/SR 12 Interchange Improvements	Update the funding plan to change the source, phase and program year for \$2M from FY23 CON RTP-LRP to FY19 ROW Local and change the program year and fund source for \$53.2M from FY23 RTP-LRP to FY20 SB1-TCEP	\$0	0.0%
<b>System: Transit</b>					
ALA170042	Altamont Commuter Express (ACE)	ACE Platform Extensions	Update the project scope to include Fremont Station platform extension and update the funding plan to change the source for \$8M from CARB to TIRCP funds and add \$3.4M in SB1-SRA funds	\$3,400,000	42.5%
ALA170056	Altamont Commuter Express (ACE)	ACE - Locomotive Procurement	Update the project description to add two locomotives and update the funding plan to change the source for \$1.4M in CARB funds and \$5.5M in RTP-LRP funds to TIRCP, add \$15.3M in TIRCP funds and reprogram all funds to FY20	\$15,344,084	102.3%
ALA190005	Livermore Amador Valley Transit (LAVTA)	Hybrid Bus Battery Pack Replacement	Amend a new exempt project into the TIP with \$245K in 5307, \$385K in 5339 and \$158K in Local funds	\$787,713	~%
SF-070009	Port of San Francisco	Embarcadero Corridor Transportation Improvements	Delete this project from the TIP as it will be locally implemented. Individual segments will be amended into the TIP if future federal funding is identified.	-\$5,350,000	-100.0%
SF-190001	San Francisco Municipal Transport Agency (SFMTA)	Woods Bus Facility Modernization	Amend a new exempt project into the TIP with \$3.6M in FTA Bus and Bus Facilities funds, \$1.4M in SB1-SGR funds and \$500K in Local funds	\$5,500,000	~%
SON170026	Santa Rosa City Bus	Santa Rosa CityBus: Electric Bus Replacement	Update the funding plan to add \$1.78M in 5339 Bus and Bus Facilities grant funds, reprogram \$314K in Local funds from FY19 to FY20 and remove \$425 in local funds and update project description to add 2 buses	\$1,779,708	102.6%
<b>Total Funding Change:</b>				<b>-\$25,513,326</b>	

## TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$14,504,439	\$140,493,000	\$29,262,992	\$572,917,490	\$757,177,921	\$30,085,831
Proposed:	\$20,411,326	\$219,319,669	\$29,262,992	\$462,670,608	\$731,664,595	\$115,245,505
Delta:	\$5,906,887	\$78,826,669	\$0	-\$110,246,882	-\$25,513,326	\$85,159,674

Date: September 26, 2018  
W.I.: 1512  
Referred by: PAC  
Revised: 12/19/18-C 01/23/19-C  
02/27/19-C

ABSTRACT

Resolution No. 4375, Revised

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 sheets dated September 12, 2018, December 12, 2018, January 9, 2019, and February 13, 2019. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2019 TIP'.

2019 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-01	Admin. Mod.	52	\$36,741,847	12/19/2018	12/19/2018
2019-02	Admin. Mod.	Pending	Pending	Pending	Pending
2019-03	Amendment	40	\$155,338,096	12/19/2018	Pending
2019-04	Admin. Mod.	Pending	Pending	Pending	Pending
2019-05	Amendment	3	\$22,503,964	1/23/2019	Pending
2019-06	Amendment	2	\$15,814,128	1/23/2019	Pending
2019-07	Admin. Mod.	Pending	Pending	Pending	Pending
2019-08	Amendment	12	-\$25,513,326	2/27/2019	Pending
Net Funding Change		57	\$168,142,862		
Absolute Funding Change			\$219,169,514		

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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 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



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Jake Mackenzie, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held in  
San Francisco, California, on 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  
Revised: 12/19/18-C 01/23/19-C  
02/27/19-C

Attachment B  
Resolution No. 4375, Revised  
Page 1 of 3

## **Revisions to the 2019 TIP**

Revisions to the 2019 Transportation Improvement Program (TIP) will be included as they are approved.

**Revision 2019-01** is an administrative modification that revises 52 projects with a net funding increase of approximately \$36.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 19, 2019. Among other changes, this revision:

- Updates the funding plans of 36 Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect obligations and programming decisions;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's US-101 Express Lanes in Santa Clara County project to reflect the programming of \$3.3 million in repurposed earmark funds;
- Updates the funding plan and back-up listing of the Caltrans-managed local Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually listed HBP-funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.3 million in repurposed earmark funds, \$17.4 million in HBP funds and \$5.3 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2019-02** is a pending administrative modification.

**Revision 2019-03** is an amendment that revises 40 projects with a net funding increase of approximately \$155 million. The revision was referred by the Programming and Allocations Committee on December 12, 2018, and approved by the MTC Commission on December 19, 2018. Caltrans approval was received on January 15, 2019, and final federal approval is expected in mid-February 2019. Among other changes, this revision:

- Updates the funding plans of six Highway Bridge Program funded projects to reflect the latest programming information from Caltrans;
- Adds two new exempt projects and one new non-exempt not regionally significant project, deletes an existing exempt project and updates the funding plans of 14 additional projects to reflect Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions and obligations;
- Adds one new grouped listing and updates the funding plans and back up listings of three existing grouped listings to reflect the latest information from Caltrans;
- Adds three additional new exempt projects to the TIP; and
- Carries forward two exempt projects and two grouped listings from the 2017 TIP.

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

**Revision 2019-04** is a pending administrative modification.

**Revision 2019-05** is an amendment that revises three projects with a net funding increase of approximately \$22.5 million. The revision was referred by the Programming and Allocations Committee on January 9, 2019, and approved by the MTC Commission on January 23, 2019. Caltrans approval is expected in late February 2019, and final federal approval is expected in mid-March 2019. Among other changes, this revision updates the funding plan and back-up listing of the Caltrans managed Highway Safety Improvement Program grouped listing. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 2019-06** is an amendment that revises two projects with a net funding increase of approximately \$15.8 million. The revision was proposed subsequent to the Programming and Allocations Committee review of Revision 2019-05 on January 9, 2019 and was approved by the MTC Commission on January 23, 2019. Caltrans approval is expected in late February 2019, and final federal approval is expected in mid-March 2019. Among other changes, this revision:

- Adds one Federal Transit Administration Bus and Bus Facilities Program and Low or No Emission Vehicle Program funded Fairfield and Suisun Transit project to the TIP; and
- Adds the San Joaquin Regional Rail Commission's Oakley Station Platform project to reflect the award of Transit and Intercity Rail Capital Program funds.

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

**Revision 2019-07** is a pending administrative modification.

**Revision 2019-08** is an amendment that revises 12 projects with a net funding decrease of approximately \$25.5 million. The revision was referred by the Programming and Allocations Committee on February 13, 2019, and approved by the MTC Commission on February 27, 2019. Caltrans approval is expected in late March 2019, and final federal approval is expected in mid-April 2019. Among other changes, this revision:

- Adds one new exempt project and updates the funding plan of one other project to reflect the award of Federal Transit Administration Bus and Bus Facilities Infrastructure Investment Program discretionary grants;
- Updates the funding plan of the Solano Transportation Authority's I-80/I-680/SR-12 Interchange Improvements project to reflect the award of Trade Corridor Enhancement Program funds;
- Updates the funding plans of two Altamont Corridor Express projects to reflect the award of Transit and Intercity Rail Capital Program funds;
- Archives three implemented projects; and
- Deletes three projects that will not move forward as federal projects.

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-1107      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 12/7/2018      **In control:** Administration Committee  
**On agenda:** 2/13/2019      **Final action:** 2/13/2019  
**Title:** MTC Resolution No. 4330, Revised - FY 2018-19 MTC Agency Budget Amendment.

MTC FY 2018-19 Agency Budget is being amended to include carryover funding of \$2.1 million in unspent federal and Senate Bill 1 planning funds from FY 2017-18 and other changes.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9a\\_Admin-3a\\_Reso-4330\\_MTC\\_Budget\\_Amend2.pdf](#)  
[3a\\_Reso-4330\\_MTC\\_Budget\\_Amend2.pdf](#)

Date	Ver.	Action By	Action	Result
2/13/2019	1	Administration Committee		

**Subject:**

MTC Resolution No. 4330, Revised - FY 2018-19 MTC Agency Budget Amendment.

*MTC FY 2018-19 Agency Budget is being amended to include carryover funding of \$2.1 million in unspent federal and Senate Bill 1 planning funds from FY 2017-18 and other changes.*

**Presenter:**

Brian Mayhew

**Recommended Action:**

Commission Approval



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Administration Committee

DATE: February 6, 2019

FR: Executive Director

W. I. 1152

RE: MTC Resolution No. 4330, Revised - FY 2018-19 MTC Agency Budget Amendment # 2

Attached for your review and referral to the Commission for approval is Resolution No. 4330, Revised, amendment # 2 to the MTC budget for FY 2018-19. The budget changes for amendment # 2 are shown below.

The first amendment was in October 2018, which added \$7.5 million to the operating budget. Because the additional revenue and expense was in balance, there was no net change in the projected ending balance. In the second amendment the total recommended adjustment to the FY 2018-19 budget is approximately \$9.8 million. The recommended change includes \$2.1 million in federal planning carryover funds, \$4.0 million in STA funds allocated for the Means Based Fare Project and \$2.6 million in RM2 funds to be utilized for technology enhancement to fare mobility and fare integration.

In addition to the major programs listed in the table on the following page there are two personnel actions being requested. First, a new paralegal position is requested by the Office of General Counsel to meet additional workload. The second recommended action is to cover temporary positions for the second half of FY 2018-19. The work is related to the MTC and ABAG staff consolidation and was expected to be concluded in the first half of the FY 2018-19. Because this work is still continuing we are requesting an increase of \$200,000 salary costs for those temporary positions for the balance of this year.

The FY 2018-19 budget remains balanced with a small transfer from reserve of \$19,000.



<b>Operating Surplus per Amendment # 1</b>	<b>C/O Funds</b>	<b>New</b>	<b>Total</b>	<b>48,668</b>
Operating Revenue Revisions				
General Planning Revisions (FHWA,FTA,SB1)	\$ 2,134,207		\$ 2,134,207	
SB1 Final allocation revised		64,013	64,013	
PMP Sales		300,000	300,000	
TFCA		50,858	50,858	
	2,134,207	414,871	2,549,078	
<b>Transfers</b>				
STA Funds		4,000,000	4,000,000	
RM2		2,600,000	2,600,000	
BATA		12,324	12,324	
Overhead transfer in increase		57,770	57,770	
Transfer in from reserve		19,000	19,000	
SAFE Funds		550,000	550,000	
	-	7,239,094	7,239,094	
<b>Total Operating Revenue Revisions</b>	<b>\$ 2,134,207</b>	<b>\$ 7,653,965</b>	<b>\$ 9,788,172</b>	<b>\$ 9,788,172</b>
<b>Operating Expense Revisions</b>				
Means Based Fare Project		\$ 4,000,000	\$ 4,000,000	
Technology-based Operations & Mobility		2,000,000	2,000,000	
Transit Sustainability Planning	667,952		667,952	
Fare Integration		600,000	600,000	
ETC replacement & Web hosting and data		550,000	550,000	
Connecting Housing & Transportation - CASA	274,283	35,536	309,819	
Transportation Asset Management		300,000	300,000	
Transportation Asset Magement	254,549		254,549	
Transportation and Land use coordination	200,000	25,748	225,748	
Continuing Temporary Staff		200,000	200,000	
Regional On Board Travel Survey	191,805		191,805	
Regional Transportation - Blue Sky Planning	150,000	19,434	169,434	
New Paralegal position		163,747	163,747	
Budget Contingency		100,000	100,000	
Bay Area Bike Share Expansion		50,858	50,858	
Resilient Transportation System	24,649	12,324	36,973	
Contribution to others		15,000	15,000	
Staff Cost funded by PL c/o & SB1 Final	370,968	64,013	434,981	
Shifted with General funded staff cost	(370,968)	(64,013)	(434,981)	
<b>Total Operating Expense Revisions</b>	<b>\$ 1,763,238</b>	<b>\$ 8,072,647</b>	<b>\$ 9,835,885</b>	<b>\$ (9,835,885)</b>
<b>Operating Surplus per Amendment # 2</b>				<b>955</b>

### Capital Projects

Bay Bridge Forward – The Bay Bridge forward budget will be amended to a total budget of \$66.3 million. The increase includes \$1.9 million in carryover funds and \$25.2 million in new funding. The detail of expenses is included in Attachment A page 4 of 12.

**Grants**

In addition, we are recommending the addition of \$26.6 million in federal grant funding, including

- \$8.7 million is subject to congressional appropriation and commission action.
- \$5.2 million for the I-880 Central Segment Project Study.
- \$2.5 million for the Technology-Based Operations & Mobility.
- \$10.2 million for the Arterial Operations implementation program.

In addition, the Surface Transportation Program Exchange Fund was reduced by \$10 million as contracts will now be charged directly to the Exchange Fund. The net increase to the federal grant contract budget is \$16.7 million. The complete detail is in Attachment A starting on page 9 of 12.

Staff recommends that this Committee forward MTC Resolution No. 4330, Revised, to the Commission for approval.



---

Steve Heminger

SH:bm  
Attachments

Date: June 27, 2018  
W.I.: 1152  
Referred By: Administration  
Revised: 10/24/18-C  
02/27/19-C

ABSTRACT

Resolution No. 4330, Revised

This resolution approves the Agency Budget for FY 2018-19.

This resolution was revised on October 24, 2018 for budget changes. The changes include the addition of \$7.5 million to the MTC operating budget and \$9.1 million to the grants budget. Also, adding \$2 million to the Clipper® operating budget, \$2.1 million to the Clipper capital budget and \$194 million to the Next Generation Clipper (C2) budget.

This resolution was revised on February 27, 2019 for budget changes. The changes include the addition of \$2.1 million of unspent carryover federal and state planning funds from FY 2017-18 and \$7.7 million of additional funds to the operating budget and \$25.2 million to the Bay Bridge Forward project. Prior fiscal year encumbrances of \$6 million were also brought forward to the FY 2018-19 operating budget and \$1.9 million to the Bay Bridge Forward project, in addition to adding a net of \$16.7 million of federal grants to the consultants in the life to date federal grants budget.

Further discussion of the agency budget is contained in the MTC Deputy Executive Director's memoranda to the Administration Committee dated June 6, 2018, and October 3, 2018 and the Executive Director's memorandum dated February 6, 2019. A budget is attached as Attachments A, B and C.

Date: June 27, 2018  
W.I.: 1152  
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2018-19

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4330

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

WHEREAS, on April 25, 2018 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2018-19 with the adoption of MTC Resolution No. 4329; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2018-19; and

WHEREAS, the final draft MTC Agency Budget for FY 2018-19 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4329; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2018-19, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2018-19, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2018-19, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or

Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2018-19; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2018-19; and, be it further

RESOLVED, that the Commission authorizes the use of MTC funds for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2018-19 as follows: Benefits, Liability, Compensated Leave, Encumbrances, Building, Unfunded Pension Obligation, OPEB and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$130,000 for computer capital. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2018-19 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 286 and will not be increased without approved increase to the appropriate FY 2018-19 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2018-19 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

The above resolution was entered into by  
the Metropolitan Transportation Commission  
at a regular meeting of the Commission  
held in San Francisco, California on June 27, 2018.

Date: June 27, 2018  
W.I.: 1152  
Referred by: Administration  
Revised: 10/24/18-C  
02/27/19-C

Attachments A, B, C  
Resolution No. 4330

## **METROPOLITAN TRANSPORTATION COMMISSION**

### **AGENCY BUDGET**

**FY 2018-19**

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# METROPOLITAN TRANSPORTATION COMMISSION

## BUDGET FY 2018-19

## Attachment A

### SUMMARY

#### PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Amended FY 2018-19	Amended FY 2018-19	Change % Inc./Dec)	Change \$ Inc./Dec)
General Planning Revenue	\$35,004,921	\$37,203,141	6%	\$2,198,220
Other MTC Revenue	1,249,044	1,249,548	0%	505
Transfers from other Funds	22,427,419	29,665,601	32%	7,238,182
Local Revenue Grants	5,053,931	5,405,197	7%	351,266
<b>Total Operating Revenue</b>	<b>\$63,735,316</b>	<b>\$73,523,488</b>	15%	\$9,788,172
<b>Total Operating Expense</b>	<b>\$63,686,649</b>	<b>\$73,522,535</b>	15%	\$9,835,885
<b>Operating Surplus (Shortfall)</b>	<b>\$48,668</b>	<b>\$955</b>	-98%	(\$47,713)
Total Operating Revenue - Prior Year	\$0	\$6,016,316	0%	\$6,016,316
Total Operating Expense - Prior Year	\$0	\$6,016,316	0%	\$6,016,316
<b>Operating Surplus (Shortfall)- Prior year</b>	<b>\$0</b>	<b>\$0</b>	0%	\$0
<b>Total Operating Surplus (Shortfall)</b>	<b>\$48,668</b>	<b>\$955</b>	-98%	(\$47,713)

#### PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

<b>Total Annual Capital Revenue</b>	<b>\$130,000</b>	<b>\$130,000</b>	0%	\$0
<b>Total Annual Capital Expense</b>	<b>\$130,000</b>	<b>\$130,000</b>	0%	\$0
<b>Capital Surplus(Shortfall)</b>	<b>\$0</b>	<b>\$0</b>	0%	\$0
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>\$48,668</b>	<b>\$955</b>	-98%	(\$47,713)

#### PART3: CHANGES IN RESERVES

<b>Transfer To Designated Reserve</b>	<b>\$0</b>	<b>\$0</b>		
Net MTC Reserves - in(out)	\$48,668	\$955	-98%	(\$47,713)
<b>Current Year Ending Balance</b>	<b>\$0</b>	<b>\$0</b>		



REVENUE DETAIL

	Amended FY 2018-19	Amended FY 2018-19	Change % Inc./(Dec)	Change \$ Inc./(Dec)
<b>General Planning Revenue</b>				
FTA Section 5303	\$3,437,418	\$3,437,418	0%	\$0
FTA 5303 FY 18 Final Allocation	40,329	40,329	0%	0
FTA 5303 carryover FY'18	0	1,020,220	100%	1,020,220
FTA 5304 - Sustainable Transportation	86,448	86,448	0%	0
FTA 5304 - Diridon Plan	500,000	500,000	0%	0
FTA 5304 C/O	0	24,649	100%	24,649
FWHA 1/2 % PL	8,142,204	8,142,204	0%	0
FWHA FY 18 Final Allocation	30,150	30,150	0%	0
FWHA carryover FY'18	0	148,341	100%	148,341
SP&R	220,000	220,000	0%	0
State Funds	6,000,000	6,000,000	0%	0
Sustainable Communities SB1 - Awards	913,950	913,950	0%	0
Sustainable Communities SB1 - Allocated FY'19	2,106,140	2,170,153	3%	64,013
Sustainable Communities SB1 - Allocated carryover FY'18	0	940,997	100%	940,997
TDA (Planning/Administrative)	13,528,282	13,528,282	0%	0
<b>Subtotal: General Planning Revenue</b>	<b>\$35,004,921</b>	<b>\$37,203,141</b>	6.3%	\$2,198,220
<b>Other MTC Revenue</b>				
STIP-PPM	\$709,044	\$709,548	0.1%	\$505
HOV lane fines	500,000	500,000	0.0%	0
Interest	40,000	40,000	0.0%	0
<b>Subtotal: MTC Other Revenue</b>	<b>\$1,249,044</b>	<b>\$1,249,548</b>	0.0%	\$505
<b>Operating Transfers</b>				
BATA 1%	\$7,806,994	\$7,806,994	0%	\$0
Transfer BATA RM2	875,000	3,475,000	297%	2,600,000
BATA Reimbursements (Audit/misc. contracts)	951,530	963,854	1%	12,324
Service Authority Freeways Expressways (SAFE)	1,818,609	2,372,012	30%	553,403
STA Transfer	1,283,000	5,283,000	312%	4,000,000
2% Transit Transfers	324,000	324,000	0%	0
Bay Trail funds from MTC 5% and 2% Bridge Tolls	723,421	723,421	0%	0
Transfer in - Net of Membership Dues	527,010	527,010	0%	0
Transfer in - Reserve	0	19,000	100%	19,000
BATA Operating for SFEP -Overhead	1,014,823	1,021,972	1%	7,149
ABAG Admin	101,038	101,213	0%	175
ABAG Other Programs - Overhead	861,541	867,471	1%	5,930
Express Lanes - Overhead	446,413	449,486	1%	3,073
MTC Grant Funded - Overhead	3,366,052	3,387,129	1%	21,077
Capital Programs - Overhead	2,327,989	2,344,040	1%	16,051
<b>Subtotal: Transfers from other funds</b>	<b>\$22,427,419</b>	<b>\$29,665,601</b>	32%	\$7,238,182
<b>MTC Total Planning Revenue</b>	<b>\$58,681,384</b>	<b>\$68,118,291</b>	16%	\$9,436,906
<b>Local Revenue Grants</b>				
Misc. Revenue (PMP Sales)	\$1,675,000	\$1,975,000	18%	\$300,000
TFCA (Regional Rideshare), Spare the Air.	1,000,000	1,050,858	5%	50,858
Motivate/Lyft	300,000	300,000	100%	0
BAAQMD	759,134	759,542	0%	408
Cities / Robert Wood Foundation	1,319,797	1,319,797	0%	0
<b>Subtotal: Local Revenue Grants</b>	<b>\$5,053,931</b>	<b>\$5,405,197</b>	7%	\$351,266
<b>Total Current Year Revenue</b>	<b>\$63,735,316</b>	<b>\$73,523,488</b>	15%	\$9,788,172
<b>MTC Prior Year Project Revenue</b>				
<b>Prior Year Project Revenue - Federal/State</b>				
FTA 5303	1,389,039	436,611		
FTA 5304	343,391	398,129		
FWHA	244	0		
FWHA Planning Grant	121,631	0		
SB1	0	222,365		
SP&R	220,569	220,569		
State Transit Assistance (STA)	383,984	160,823		
<b>Subtotal:</b>	<b>\$2,458,858</b>	<b>\$1,438,497</b>		
<b>Prior Year Project Revenue - Local</b>				
General Fund	2,413,894	2,901,880		
HOV	0	20,000		
TFCA	0	63,534		
BAAQMD	85,000	0		
Service Authority for Freeways/Expressways (SAFE)	735,953	379,206		
PTAP LM	164,494	172,670		
PPM	7,204	0		
RM2/BATA Reimb.	506,001	633,779		
PMP	2,780	0		
local Cities/Agencies	480,250	406,750		
<b>Subtotal:</b>	<b>\$4,395,574</b>	<b>\$4,577,819</b>		
<b>Total Prior Year Project Revenue</b>	<b>\$6,854,432</b>	<b>\$6,016,316</b>		

EXPENSE SUMMMARY

	Amended FY 2018-19	Amended FY 2018-19	Change % Inc./ (Dec)	Change \$ Inc./ (Dec)
Operating Expense				
I. Salaries and Benefits	\$30,172,295	\$30,536,042	1%	\$363,747
MTC Staff - Regular	\$29,951,694	\$30,115,441	0.5%	\$163,747
Temporary Staff	180,602	180,602	0%	0
Temps	0	200,000	0%	200,000
Hourly /Interns	40,000	40,000	0%	0
II. Travel and Training	\$590,419	\$590,419	0%	\$0
III. Printing, Repro. & Graphics	\$156,900	\$156,900	0%	\$0
IV. Computer Services	\$3,291,900	\$3,291,900	0%	\$0
V. Commissioner Expense	\$150,000	\$150,000	0%	\$0
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$4,199,059	\$4,214,059	0%	\$15,000
Subtotal Staff Cost	\$38,575,573	\$38,954,320	1%	\$378,747
IX. Contractual Services	\$25,111,076	\$34,568,214	38%	\$9,457,139
Total Operating Expense	\$63,686,649	\$73,522,535	15%	\$9,835,885
IX. Contractual Services - Prior Year	\$0	\$6,016,316	0%	\$6,016,316

CAPITAL PROJECTS

	Amended FY 2018-19	Amended FY 2018-19	Change % Inc./.(Dec)	Change \$ Inc./.(Dec)
Annual Transfer from Reserve to Capital & Legal	\$130,000	\$130,000	0%	\$0
Legal reserve	\$0	\$0	0%	\$0
Annual Capital Expense	\$130,000	\$130,000	0%	\$0
	LTD Budget Thru FY 2018-19	Amended FY 2018-19	LTD Budget Thru FY 2018-19	
Hub Signage Program				
Revenue				
Prop. 1B	\$9,729,204	\$0	\$9,729,204	
RM2	362,000	0	362,000	
Real Flap Sign - STA	3,002,624	0	3,002,624	
	\$13,093,828	\$0	\$13,093,828	
Expense				
Staff	\$1,541,532	\$0	\$1,541,532	
Consultants	11,552,296	0	11,552,296	
	\$13,093,828	\$0	\$13,093,828	

BAY BRIDGE FORWARD PROJECT

	Adopted FY 2018-19	C/O FY 2017-18	Amended FY 2018-19	Total FY 2018-19
Revenue				
STP	\$16,546,059		\$19,504,426	\$36,050,485
CMAQ	1,820,000		0	1,820,000
STP/CMAQ Exchange Funds	0		2,760,000	2,760,000
RM2 Capital	14,426,724	1,809,340	0	16,236,064
SAFE Capital	2,500,000	107,843	2,931,144	5,538,987
Local- Cities	3,900,000	1,346	0	3,901,346
Total Revenue	\$39,192,783	\$1,918,529	\$25,195,570	\$66,306,882
Expense				
Staff	\$2,296,059		\$4,426	\$2,300,485
Consultants				
Design Alternative Assessments/Corridor Studies	\$2,500,000		\$2,931,144	\$5,431,144
Richmond Access to Richmond bridge	0		500,000	500,000
Bay/Dumbarton/Richmond-San Rafael Bridges	0		2,260,000	2,260,000
Bay Bridge Forward Implementation	23,646,724	1,918,529	9,500,000	35,065,253
Performance Monitoring & Tools	750,000		0	750,000
Freeway Performance Impl. I-680	8,000,000		6,000,000	14,000,000
Freeway Performance Impl I-880	1,000,000		4,000,000	5,000,000
Freeway Performance Impl. SR 84	1,000,000			1,000,000
Total Expense	\$39,192,783	\$1,918,529	\$25,195,570	\$66,306,882

**CONTRACTUAL SERVICES DETAIL**  
**New Contractual and Professional Services**

Work Element	Description/Purpose	Amended FY 2018-19	Amended FY 2018-19	Change \$ Inc./Dec)
1111	<b>Support Commission Standing Committees</b>			
	Governance Study	\$50,000	\$50,000	\$0
	Planning Programs - Other	200,000	300,000	100,000
	TOTAL	\$250,000	\$350,000	\$100,000
1112	<b>Implement Public Information Program</b>			
	LWV Monitor	\$25,000	\$25,000	\$0
	Photography services for MTC/BATA	75,000	75,000	0
	Design & Production Services	150,000	150,000	0
	On-call Facilitation and Outreach	50,000	50,000	0
	Digital Promotion & Analysis	50,000	50,000	0
	On call Video Services	50,000	50,000	0
	Social Media Consultants	75,000	75,000	0
	Climate Initiatives	25,000	25,000	0
	Awards Program	55,000	55,000	0
	MTC web integration/portal	200,000	200,000	0
	Hub Outreach and Promotion	25,000	25,000	0
	Public Records Management System	30,000	30,000	0
	Transit Connectivity	15,000	15,000	0
	Regional Transit Mapping Project	1,000,000	1,000,000	0
	Regional Urban Wayfinding Coordination and Guidelines	0	0	0
	ABAG CONSULTANTS	0	0	0
	TOTAL	\$1,825,000	\$1,825,000	\$0
1121	<b>Plan Bay Area</b>			
	Horizon Public Engagement Program	\$225,000	\$225,000	\$0
	Action Plan Outreach/Special Events	0	0	0
	Event Expenses	0	0	0
	CBO Outreach	0	0	0
	Public Opinion/Revenue Poll - CASA	150,000	150,000	0
	Horizon Digital Engagement Program	125,000	125,000	0
	CALCOG MPO Coordination	29,500	29,500	0
	Horizon Poll	150,000	150,000	0
	PBA Website: Development & Maintenance	100,000	100,000	0
	Youth Outreach	0	0	0
	Blue Sky Planning	350,000	519,434	169,434
	Needs Assessment Assistance	100,000	100,000	0
	EIR Development	0	0	0
	2021 RTP/SCS Performance/Strategy Integration	0	0	0
	Integrated Transportation and Health Impact Model Update	0	0	0
	TOTAL	\$1,229,500	\$1,398,934	\$169,434
1122	<b>Analyze Regional Data using GIS and Travel Models</b>			
	Travel Model Research	\$200,000	\$200,000	\$0
	Land use Model Research	150,000	150,000	0
	Travel Model Assistance	70,000	70,000	0
	Technical Support for Web Based Projects	100,000	100,000	0
	Consolidated household travel	202,000	202,000	0
	Regional Transit on Board	500,000	691,805	191,805
	Future Mobility Research Program	75,000	75,000	0
	TOTAL	\$1,297,000	\$1,488,805	\$191,805
1126	<b>Resiliency (Sea Level Rise/Adaption) Planning</b>			
	Sustainable Transportation Planning - Sea level Rise	\$65,120	\$101,969	\$36,849
	TOTAL	\$65,120	\$101,969	\$36,849
1124	<b>Regional Goods Movement Plan</b>			
	Northern California Megaregional Study	\$330,000	\$330,000	\$0
	TOTAL	\$330,000	\$330,000	\$0
1125	<b>Non-Motorized Transportation</b>			
	Bike share Low Income Community Outreach	\$100,000	\$100,000	\$0
	Bay Area Bike Share Expansion	0	\$50,858	50,858
	Bike Share Liquidated Damages	300,000	300,000	0
	Complete Streets Workshops	40,000	40,000	0
	Bike/Ped Counts	30,000	30,000	0
	TOTAL	\$470,000	\$520,858	\$50,858
1127	<b>Regional Trails</b>			
	Bay Trail Cartographic Services	\$10,000	\$10,000	0
	TOTAL	\$10,000	\$10,000	\$0
1128	<b>Resilience and Hazards Planning</b>			
	Integrate BAM resilience-staffing	\$100,000	\$100,000	\$0
	Planning Consultants	0	0	0
	TOTAL	\$100,000	\$100,000	\$0
1129	<b>Economic Development and Forecasting</b>			
	Data Management and Engagement	\$250,000	\$250,000	\$0
	Research Support for Economic Program	100,000	100,000	0
	Data and Research for forecasting	50,000	50,000	0
	TOTAL	\$400,000	\$400,000	\$0
1132	<b>Advocacy Coalitions</b>			
	Legislative advocates - Sacramento	\$120,000	\$120,000	\$0
	Legislative advocates - Washington D.C.	292,000	292,000	0
	TOTAL	\$412,000	\$412,000	\$0
1152	<b>Agency Financial Management</b>			
	Financial Audit	\$430,000	\$430,000	\$0
	OPEB Actuary	30,000	30,000	0
	Financial System Upgrade	10,000	10,000	0
	TOTAL	\$470,000	\$470,000	\$0
1153	<b>Administrative Services</b>			
	Organizational and Compensation	\$230,000	\$230,000	\$0
	Mineta Transportation Institute	100,000	100,000	0
	Ergonomics	40,000	40,000	0
	Language Assist. Plan Review	0	0	0
	SBE Pilot Program	200,000	200,000	0
	Internship Program	256,000	256,000	0
	TOTAL	\$826,000	\$826,000	\$0



CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Amended FY 2018-19	Amended FY 2018-19	Change \$ Inc./(Dec)
1161	<b>Information Technology Services</b>			
	Data Security Improvements	\$125,000	\$125,000	\$0
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	50,000	50,000	0
	Buisness Process ID - Planning	65,000	65,000	0
	Process improvements - automated forms/app	100,000	100,000	0
	Telephone System Migration	0	0	0
	File System Migration	0	0	0
	Mobile device mgmnt merging with ABAG	0	0	0
	Change training	25,000	25,000	0
	Move Assist./Project Mgmnt	0	0	0
	TOTAL	\$415,000	\$415,000	\$0
1212	<b>Performance Measuring and Monitoring</b>			
	Vital Signs Website Development	\$250,000	\$250,000	\$0
	Federal Performance Monitoring	75,000	75,000	0
	TOTAL	\$325,000	\$325,000	\$0
1222	<b>Regional Rideshare Program</b>			
	511 Ridesharing Program Operations	\$250,000	\$250,000	\$0
	Regional Vanpool Supprt Program	750,000	750,000	0
	TOTAL	\$1,000,000	\$1,000,000	\$0
1223	<b>Operational Support for Regional Programs</b>			
	ETC Removal	\$0	\$450,000	\$450,000
	Regional ITS Architecture Update	150,000	150,000	0
	TOTAL	\$150,000	\$600,000	\$450,000
1224	<b>Regional Traveler Information</b>			
	511 Traffic/Real Time Transit	\$0	\$0	\$0
	511 Alert project	\$0	\$50,000	50,000
	Web hosting and data	0	50,000	50,000
	511 Transit system	165,000	165,000	0
	511 Communications	100,000	100,000	0
	511 ETC Removal	0	0	0
	TOTAL	\$265,000	\$365,000	\$100,000
1233	<b>Transportation Asset Management</b>			
	Software Development and Maintenance	\$1,500,000	\$1,800,000	\$300,000
	Transit Capital Inventory	0	254,549	254,549
	Software Training Support	238,868	238,868	0
	PTAP Projects	407,297	407,297	0
	Quality Assurance Program	75,000	75,000	0
	TOTAL	\$2,221,165	\$2,775,714	\$554,549
1234	<b>Arterial and Transit Performance</b>			
	Program for Arterial System	\$600,000	\$600,000	\$0
	TOTAL	\$600,000	\$600,000	\$0
1235	<b>Incident Management</b>			
	I-880 ICM Device Maint.	\$100,000	\$100,000	\$0
	Regional Communication Infrastructure	\$200,000	\$200,000	0
	Incident Management Task Force	155,000	155,000	0
	Incident Analytics Module	187,000	187,000	0
	TOTAL	\$642,000	\$642,000	\$0
1238	<b>Technology-Based Operations &amp; Mobility</b>			
	Connected Vehicles/Tech.-Based Op.& Mob.	\$0	\$2,000,000	\$2,000,000
		\$0	\$2,000,000	\$2,000,000
1311	<b>Lifeline Planning</b>			
	Disabled Persons Data Collection	\$0	\$0	\$0
	Mobility Management Implementation Technical Assist.	0	0	0
	Means Based Fare Program	713,000	4,713,000	4,000,000
	Coordinated Technology Platform for Paratransit Trips	10,000	10,000	0
	Non Emergency Medical Trip	0	0	0
	TOTAL	\$723,000	\$4,723,000	\$4,000,000

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Amended FY 2018-19	Amended FY 2018-19	Change \$ Inc./(Dec)
1313	<b>Climate Resilience for people with disabilities</b>			
	Culture of Health Leaders Cohort Three	\$95,000	\$95,000	\$0
	Climate Resilience for people with disabilities	\$406,000	\$406,000	\$0
	TOTAL	\$501,000	\$501,000	\$0
1413	<b>Climate Initiative</b>			
	Global Climate Summit	\$50,000	\$50,000	\$0
	EV Strategic Council	\$35,000	\$35,000	\$0
	TOTAL	\$85,000	\$85,000	\$0
1415	<b>Road Maintenance &amp; Rehabilitation Adaption PI.</b>			
	East Palo Alto and Dumbarton Bridge Resiliency Study	\$300,000	\$300,000	\$0
	TOTAL	\$300,000	\$300,000	\$0
1514	<b>Regional Assistance Programs</b>			
	TDA Claims/Fund Estimate on line Migration and Reporting	\$25,000	\$25,000	\$0
	Performance audits - TDA audit & RM2 Oversight	192,000	192,000	0
	TOTAL	\$217,000	\$217,000	\$0
1515	<b>Regional Assistance Programs</b>			
	FMS Developer	\$187,200	\$187,200	\$0
	TOTAL	\$187,200	\$187,200	\$0
1517	<b>Transit Sustainability</b>			
	Transit Sustainability Planning	\$324,000	\$324,000	\$0
	Fare Integration	\$0	600,000	600,000
	Souhern Alameda County Integrated Rail	6,000,000	6,000,000	0
	Transit Core Capacity Phase 2 Planning/Implementation	200,000	200,000	0
	SRTP	560,000	1,227,952	667,952
	TOTAL	\$7,084,000	\$8,351,952	\$1,267,952
1615	<b>Connecting Housing and Transportation</b>			
	CASA	\$195,000	\$504,820	\$309,820
	Develop & Research Regional Housing	0	0	0
	TOTAL	\$195,000	\$504,820	\$309,820
1616	<b>RAMP</b>			
	Regional Advance Mitigation projects	\$50,000	\$50,000	\$0
	TOTAL	\$50,000	\$50,000	\$0
1617	<b>Technical Asstance Strategic Planning</b>			
	Technical Asstance Strategic Planning	\$100,000	\$100,000	\$0
	TOTAL	\$100,000	\$100,000	\$0
1619	<b>Diridon Concept Plan</b>			
	Diridon Concept Plan	\$500,000	\$500,000	\$0
	TOTAL	\$500,000	\$500,000	\$0
1611	<b>Transportation and Land Use Coordination</b>			
	Rail Volution	\$25,000	\$25,000	\$0
	Transportation and land use project	\$0	\$225,912	225,912
	PDA Implementation	50,000	50,000	0
	TOTAL	\$75,000	\$300,912	\$225,912
1613	<b>Road Maintenance &amp; Rehab Acct</b>			
	Local & Regional climate change	\$487,474	\$487,435	(\$39)
	TOTAL	\$487,474	\$487,435	(\$39)
1618	<b>Affordable Mobility Pilot Program</b>			
	Affordable Mobility Pilot Program	\$601,600	\$601,600	\$0
	TOTAL	\$601,600	\$601,600	\$0
1612	Climate Adaption Consulting (BARC)	\$102,016	\$102,016	\$0
106	<b>Legal Services</b>	\$600,000	\$600,000	\$0
Total consultant contracts:		\$25,111,076	\$34,568,214	\$9,457,139

LTD Federal Grants Budget

Attachment B

		1	2	3 = (1-2)			4	5	6	7 = (3+4-5-6)
STP Grants		LTD Grant	LTD Actual & Enc	Balance			New Grant	staff budget	Consultant budget	Balance
STP Grants		thru FY 2017	thru FY 2018	thru FY 2018			FY 2018-19	FY 2018-19	FY 2018-19	FY 2018-19
Grant # / Fund Source #	Project Description									
6084-146 1580	Station Area Planning	\$17,957,890	\$17,639,774	\$318,116			\$0	\$0	\$0	\$318,116
6084-175 1801	MTC Regional Planning	51,629,000	51,503,210	125,790			-	-	-	125,790
6084-176 1803	511 Grant	32,500,000	31,662,663	837,337			-	-	837,337	0
6084-179 1806	Pavement Management	6,000,000	5,965,814	34,186			-	-	-	34,186
6084-186 1812	OBAG Regional PDA	8,740,305	7,926,685	813,620			-	-	400,000	413,620
6084-193 1816	Arterial Operations	2,500,000	2,068,696	431,304			-	-	-	431,304
6084-198 1818	Pavement Management	6,000,000	1,586,139	4,413,861			-	-	1,783,485	2,630,376
6084-199 1819	511 Traveler Information	8,750,000	6,182,221	2,567,779			-	-	-	2,567,779
6084-201 1820	Freeway Performance Initiative	3,480,000	2,148,941	1,331,059			-	1,335,485	-	(4,426)
6084-203 1821	Arterial Operations	500,000	500,000	-			-	-	-	-
6084-205 1822	Pavement Management	1,847,000	1,730,485	116,515			-	-	116,515	(0)
6160-027 1823	Incident Management	517,000	517,000	-			-	-	-	-
6084-206 1826	CMA Planning	39,016,000	5,859,000	33,157,000			16,716,000		9,111,000	40,762,000
6084-207 1827	MTC Planning	9,555,000	734,000	8,821,000			35,000	1,867,402	293,437	6,695,161
6084-213 1833	511 Next Generation	11,226,000	-	11,226,000			-	1,637,664	5,031,663	4,556,673
6084-212 1834	Transportation Mgmnt System	2,910,000	-	2,910,000			-	1,059,554		1,850,446
6084-232 1839	PDA Planning & Implementation ( Applied)	-	-	-	1		8,550,000	500,000	8,050,000	-
NEW	I880 Communication Upgrade (Applied)	-	-	-	3		8,100,000	-	8,100,000	-
6084-222 1835	Incident Management (Applied)	-	-	-	5		4,160,000	754,260	-	3,405,740
6084-226 1841	Active Operations Mgmnt AOM Implementation	-	-	-	4		23,737,000	965,000	11,250,000	11,522,000
6084-225-1836	TMC Asset Upgrade and Replacement	-	-	-	6		1,150,000	-	305,000	845,000
6084-227 1842	Innovative Deployments for IDEA	-	-	-	18		13,000,000	-	12,000,000	1,000,000
6084-231 1844	Freeway Performance I-880	-	-	-	15		5,000,000	-	5,000,000	-
6084-233 1845	Freeway Performance I-680	-	-	-	16		14,000,000	-	14,000,000	-
6084-228 1833	Freeway Performance SR 84	-	-	-	17		5,000,000	-	1,000,000	4,000,000
6084-235 1846	Bay Bridge Forward- Eastbay Commuter Parking	-	-	-	12		2,500,000	-	2,500,000	-
6084-212 1834	Connected Vehicles/Technology based Operations	-	-	-	19		5,000,000	-	5,000,000	-
NEW	Transit & MAAS				22		8,700,000		8,700,000	-
		\$203,128,195	\$136,024,629	\$67,103,566			\$115,648,000	\$8,119,365	\$93,478,437	\$81,153,763
CMAQ Grants										
6084-160 1589	Arterial Operations	\$10,750,000	\$10,746,615	\$3,385			\$0	\$0	\$0	\$3,385
6084-164 1591	Climate Initiatives	7,393,432	7,393,432	-			-	-	-	-
6160-018 1596	Freeway Performance	8,608,000	8,560,904	47,097			-	-	-	47,097
6160-020 1800	Incident Management	3,862,000	3,655,945	206,055			-	-	-	206,055
6084-176 1804	511 Grant	16,270,000	16,270,000	-			-	-	-	-
6084-180 1809	Freeway Performance Corridor Studies	4,000,000	3,005,161	994,839			-	735,971	-	258,867
6084-188 1814	Regional Bicycle Program	319,636	313,982	5,654			75,000	-	75,000	5,654
6084-202-1824	Climate Initiatives	1,300,000	684,765	615,235			-	-	200,000	415,235
6084-209 1825	Operate Car Pool Program	8,000,000	1,165,891	6,834,109			-	197,629	1,770,000	4,866,480
6084-211 1828	Commuter Benefits Program	705,000	157,902	547,098			674,000	123,546	220,000	877,552
6084-210-1829	Incident Management	14,278,000	-	14,278,000			10,422,000	-	19,500,000	5,200,000
6084-215 1830	Spare the Air Youth Program	2,463,000	2,451,768	11,232			-	-	-	11,232
6084-216 1831	Arterial System Sync. PASS	1,000,000	162,000	838,000	14		4,000,000	-	1,000,000	3,838,000
6084-208 1832	Vanpool Program	2,000,000	-	2,000,000			-	-	2,000,000	-
NEW	Climate Initiatives	-	-	-	7		12,000,000	-	12,000,000	-
6084-220-1837	I880 Central Segment Project Study	-	-	-	13		3,618,000	-	1,142,000	2,476,000
6084-230 1843	Bay Bridge Forward - Commuter Parking Inititive	-	-	-	20		1,000,000	-	820,000	180,000
6084-219 1840	West Grand Ave Transit Signal Priority	-	-	-	21		1,000,000	-	1,000,000	-
		\$80,949,068	\$54,568,365	\$26,380,703	\$61		\$32,789,000	\$1,057,146	\$39,727,000	\$18,385,557
FTA GRANTS										
CA57-X023 1623	New Freedom	\$1,545,232	\$1,462,654	\$82,578			\$0	\$0	\$0	\$82,578
CA37-X104 1625	JARC	2,654,120	2,654,120	-			-	-	-	-
CA57-X050 1626	New Freedom	3,748,859	3,701,442	47,417			-	-	-	47,417
CA37-X133 1627	JARC	1,004,559	915,827	88,732			-	-	-	88,732
CA57-X074 1628	New Freedom	2,793,517	2,786,840	6,677			-	-	-	6,677
CA37-X164 1629	JARC	805,190	805,190	-			-	-	-	-
CA37-X177 1630	JARC	2,430,952	2,068,647	362,305			-	-	-	362,305
CA34-X001 1631	FTA 5339 - Bus Purchases	10,506,277	7,531,410	2,974,867			-	-	-	2,974,867
CA57-X109 1632	New Freedom	1,383,631	1,283,375	100,256			-	-	-	100,256
CA34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	7,341,125	4,898,890			-	-	-	4,898,890
CA34-0032 1634	FTA 5339 - Bus Purchases	11,515,172	7,072,438	4,442,734			-	-	-	4,442,734
16-X065-00 1635	FTA 5310	-	-	-			347,746	287,746	60,000	-
		\$50,627,524	\$37,623,068	\$13,004,456	\$0		\$347,746	\$287,746	\$60,000	\$13,004,456
Other Grants										
Other Grants										
SHA 6084-184 1112	FHWA - SHRP2	\$700,000	\$680,572	\$19,428			\$0	\$0	\$0	\$19,428
NEW	CARB Grant	2,250,000	-	2,250,000			-	-	2,250,000	-
STP/CMAQ MTC Fund Exchange							3,999,477		3,999,477	-
Grants transferred from ABAG										
14-003 - 2800	Coastal Conservancy. 14-003	726,931	227,555	499,376			-	-	-	499,376
10-092 - 2801	Coastal Conservancy 10-092	472,455	304,930	167,524			185,000	175,000	10,000	167,524
07-053 - 2802	Coastal Conservancy 07-053	207,975	27,506	180,469			-	-	-	180,469
G16AP00172	1312USGS National Grant - G16AC00172	42,031	15,116	26,915			-	-	-	26,915
G15AP00118	1313USGS National Grant - G15AC00118	12,801	10,605	2,196			-	-	-	2,196
G17AC00135	1314USGS National Grant - G17AC00239	50,000	31,166	18,834			-	-	-	18,834
G17AC00239	1315USGS National Grant - G17AC00136	50,000	39,610	10,390			-	-	-	10,390
BF-99T455	1340 Environmental Protection Agency (EPA)	537,290	400,684	136,606			-	79,000	-	57,606
CA000007-01	1342 Environmental Protection Agency (EPA)	600,000	-	600,000			-	157,558	-	442,442
EMF2016	1372 Federal Emergency Management Agency	299,221	63,019	236,202			-	-	-	236,202
TSFF 2017	5005 The San Francisco Foundation	19,992	-	19,992			-	-	-	19,992
North Bay	5006 Marin Municipal Water District	8,700	8,700	-			-	-	-	-
NEW	FEMA	-	-	-			300,000	200,000	100,000	-
NEW	USGS National Grant	-	-	-			75,000	-	-	75,000
		\$5,977,396	\$1,809,464	\$4,167,932	\$0		\$4,559,477	\$611,558	\$6,359,477	\$1,756,374
Total Federal Grants Budget		\$340,682,183	\$230,025,526	\$110,656,657	\$61		\$153,344,223	\$10,075,815	\$139,624,914	\$114,300,150



CONTRACTUAL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Amended FY 2018-19	Amended FY 2018-19	Change \$ Inc./Dec)
1112	<b>Implement Public Information Program</b>			
	Bike to Work Day	\$200,000	\$200,000	\$0
	TOTAL	\$200,000	\$200,000	\$0
1125	<b>Non-Motorized Transportation</b>			
	Capital Bike Share	\$75,000	\$75,000	\$0
	TOTAL	\$75,000	\$75,000	\$0
1127	<b>Regional Trails</b>			
	Water Trail Environmental Services	\$10,000	\$10,000	\$0
	TOTAL	\$10,000	\$10,000	\$0
1128	<b>Resilience and Hazards Planning</b>			
	Enviromental Protection Task	\$100,000	\$100,000	\$0
	TOTAL	\$100,000	\$100,000	\$0
1222	<b>Regional Rideshare Program</b>			
	511 Program Operations	\$1,520,000	\$1,520,000	\$0
	Turn key vanpool services in Bay Area	2,000,000	2,000,000	0
	Rideshare: Employer Services (CMAs)	250,000	250,000	0
	SB 1128	220,000	220,000	0
	TOTAL	\$3,990,000	\$3,990,000	\$0
1223	<b>Operational Support for Regional Programs</b>			
	1-880 Communications Upgrade	\$8,405,000	\$8,405,000	\$0
	TOTAL	\$8,405,000	\$8,405,000	\$0
1224	<b>Regional Traveler Information</b>			
	511 Web Services	\$2,035,000	\$2,035,000	\$0
	511 System Integrator	2,436,000	2,436,000	0
	Technical Advisor Services	175,000	175,000	0
	511 Communications	300,000	300,000	0
	511 TIC Operations	723,000	723,000	0
	511 ETC Removal	200,000	200,000	0
	TOTAL	\$5,869,000	\$5,869,000	\$0
1233	<b>Pavement Management System</b>			
	Software Training Support	\$300,000	\$300,000	\$0
	P-TAP Projects	1,600,000	1,600,000	0
	TOTAL	\$1,900,000	\$1,900,000	\$0
1234	<b>Arterial and Transit Performance</b>			
	Program for Arterial System	\$4,000,000	\$14,239,477	\$10,239,477
	TOTAL	\$4,000,000	\$14,239,477	\$10,239,477
1235	<b>Incident Management</b>			
	I-880 Central Segment Project Study Report	\$1,142,000	\$1,142,000	\$0
	I-880 ICM	14,278,000	19,500,000	5,222,000
	TOTAL	\$15,420,000	\$20,642,000	\$5,222,000
1238	<b>Technology-Based Operations &amp; Mobility</b>			
	Technology-Based Operations & Mobility	\$2,500,000	\$11,000,000	\$8,500,000
	TOTAL	\$2,500,000	\$11,000,000	\$8,500,000
1310	<b>Implement Lifeline Transportation Program</b>			
	Lifeline Planning	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1311	<b>Planning for Lifeline Transportation Program</b>			
	Coordinated Plan Implementation Activities	\$60,000	\$60,000	\$0
	Climate Resilience for people with disabilities	0	0	0
	TOTAL	\$60,000	\$60,000	\$0
1413	<b>Climate Initiative</b>			
	Spare the Air Youth Program	\$0	\$0	\$0
	Climate Initiatives Cycle 1	0	0	0
	Climate Initiatives Cycle 2	0	0	0
	Climate Initiatives OBAG 2	12,000,000	12,000,000	0
	TOTAL	\$12,000,000	\$12,000,000	\$0
1517	<b>Transit Sustainability</b>			
	Transit & MAAS	\$0	\$2,700,000	\$2,700,000
	TOTAL	\$0	\$2,700,000	\$2,700,000
1618	<b>Affordable Mobility Pilot Program</b>			
	Affordable Mobility Pilot Program	\$2,250,000	\$2,250,000	\$0
	TOTAL	\$2,250,000	\$2,250,000	\$0
1611	<b>Transportation and Land Use Coordination</b>			
	BCDC STP	\$264,628	\$264,453	(\$175)
	CMAs - STP	9,111,000	9,111,000	0
	Diridon Concept Plan	0	0	0
	Bay Area Preservation Pilot	10,000,000	0	(10,000,000)
	Jump Start	0	0	0
	Access Public Lands near Transit	100,000	100,000	0
	PDA Implementation Studies	300,000	300,000	0
	SR 82 Study	0	0	0
	PDA Planning Grant	8,050,000	8,050,000	0
	TOTAL	\$27,825,628	\$17,825,453	(\$10,000,175)
1612	Climate Adaption Consulting (BARC)	\$28,984	\$28,984	\$0
	<b>Total Federal funded Consultants before BBF</b>	<b>\$84,633,612</b>	<b>\$101,294,914</b>	<b>\$16,661,302</b>
1237	<b>BAY BRIDGE FORWARD PROJECT</b>			
	Performance Monitoring & Tools	\$750,000	\$750,000	\$0
	Richmond Access to Richmond bridge	0	500,000	500,000
	Bay/Dumbarton/Richmond-San Rafael Bridges	0	2,260,000	2,260,000
	Design Alternative Assessments/Corridor Studies	2,500,000	10,500,000	8,000,000
	Bay Bridge Forward Implementation	2,820,000	4,320,000	1,500,000
	Freeway Performance Implementation	10,000,000	20,000,000	10,000,000
	<b>TOTAL BAY BRIDGE FORWARD</b>	<b>\$16,070,000</b>	<b>\$38,330,000</b>	<b>\$22,260,000</b>
	<b>Total Federal funded Consultants after BBF</b>	<b>\$100,703,612</b>	<b>\$139,624,914</b>	<b>\$38,921,302</b>



**Clipper Operating:**

	Amended FY 2018-19	Amended FY 2018-19	Change \$ Inc./(Dec)
Revenue:			
RM2	\$4,600,000	\$4,600,000 0%	\$0
STA	9,760,703	9,763,232 0%	2,528
Inactive Accounts	3,996,255	3,996,255 0%	0
Transit Operators	19,648,000	19,648,000 0%	0
Total clipper operating Revenue	\$38,004,958	\$38,007,487 0%	\$2,528
Expenses:			
Staff cost	\$1,311,420	\$1,313,949 0%	\$2,528
Travel & Other General Ops.	49,283	49,283 0%	0
Promotion/Outreach/Fare Inc.	4,600,000	4,600,000 0%	0
Clipper Operations	32,044,255	32,044,255 0%	0
Total clipper operating Expense	\$38,004,958	\$38,007,487 0%	\$2,528

**Clipper 1 Capital:**

	LTD Budget Thru FY2018-19	Amended BUDGET FY 2018-19	LTD Budget Thru FY2018-19
Revenue:			
CMAQ	\$66,669,515	\$0	\$66,669,515
Card Sales	12,951,267	0	12,951,267
Low Carbon Transit Operations (LCTOP)	7,777,971	0	7,777,971
ARRA	11,167,891	0	11,167,891
FTA	14,072,565	0	14,072,565
STP	31,790,753	0	31,790,753
STA	21,946,540	0	21,946,540
Prop 1B	1,115,383	0	1,115,383
SFMTA	8,005,421	0	8,005,421
GGGHTD	2,975,000	0	2,975,000
BART	725,000	0	725,000
MTC Exchange Fund	7,573,878	0	7,573,878
BATA	26,864,813	0	26,864,813
Transit Operators	10,279,437	0	10,279,437
WETA	603,707	0	603,707
Sales Tax	890,216	0	890,216
Total Clipper 1 capital Revenue	\$225,409,357	\$0	\$225,409,357

## Expense:

Staff Costs	\$12,758,850	\$0	\$12,758,850
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	10,333,144	0	10,333,144
Design	54,690,574	0	54,690,574
Site Preparation	3,899,437	0	3,899,437
Construction	21,867,682	0	21,867,682
Consultants	28,572,623	0	28,572,623
Engineering	7,953,061	0	7,953,061
Communications	1,583,000	0	1,583,000
Marketing	2,212,029	0	2,212,029
Financial Services	391,600	0	391,600
Equipment	49,226,873	0	49,226,873
Clipper Cards	21,240,095	0	21,240,095
Other	7,583,347	0	7,583,347
Total Clipper 1 Expense	\$225,409,357	\$0	\$225,409,357

**Clipper 2 Capital:**

	LTD Budget Thru FY2018-19	Amended BUDGET FY 2018-19	LTD Budget Thru FY2018-19
Revenue:			
STP	\$4,569,554	\$0	\$4,569,554
FTA	10,078,133	0	10,078,133
Toll Bridge	23,000,000	0	23,000,000
OBAG 2	34,000,000	0	34,000,000
Prop 1B/LCTOP	4,000,000	0	4,000,000
FTA Funds	22,684,772	0	22,684,772
FTA Funds shifted from C1 to C2	13,140,784	0	13,140,784
CMAQ Funds shifted from C1 to C2	2,034,320	0	2,034,320
STP Funds shifted from C1 to C2	5,747,333	0	5,747,333
Transit Operators Funds shifted C1 to C2	4,077,563	0	4,077,563
Projected FTA/FHWA Funds	88,000,000	0	88,000,000
Golden Gate Pass through	5,000,000	0	5,000,000
Low Carbon Transit Operations (LCTOP)	0	0	0
BATA	260,000	0	260,000
STA	2,410,841	0	2,410,841
Total Clipper 2 Revenue	\$219,003,300	\$0	\$219,003,300

## Expense:

Staff Costs	\$6,634,901	\$0	\$6,634,901
Equipment	7,591,903	0	7,591,903
Consultants	175,776,496	0	175,776,496
Sales Taxes	4,250,000	0	4,250,000
Contingency	24,750,000	0	24,750,000
Total Clipper 2 Expense	\$219,003,300	\$0	\$219,003,300

CONTRACTUAL SERVICES DETAIL
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Prior Year Contractual and Professional Services

Prior year BUDGET FY 2017-18
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Work Element	Description/Purpose	
1112	<b>Implement Public Information Program</b> City LD Daily Journal Corp. Lowercase Productions Symmetrical Designs International Effectiveness Visual Strategies	
		\$130,081
		38,075
		22,535
		5,790
		1,516
		91,923
		\$289,920
1121	<b>Plan Bay Area</b> Placeworks Thomas Law Group Bay Area Council Institute Ca. Association of Council Gov. Civic Edge, LLC Economic and Planning Systems Management Partners LeSar Development Consultants TOTAL	
		\$10,000
		45,696
		40,000
		804
		205,043
		45,225
		848
		89,625
		\$437,241
1122	<b>Analyze Regional Data using GIS and Travel Models</b> Sam Shwartz Engineering Oakland Urbanism Redhill Group Corey Canapary Resource Systems Group, Inc. ETC Institute Parsons Brinckerhoff Resource Systems Group, Inc. TOTAL	
		\$1,207
		47,225
		67,360
		95,787
		60,172
		290,492
		151,981
		101,439
		307,696
		\$1,123,359
		1124
\$330,853		
\$330,853		
1125	<b>Non-Motorized Transportation</b> Placeworks TOTAL	
		\$75,000
		\$75,000
1126	<b>Sustainable Transportation Planning</b> Bay Area Conservation Aecom Technical Services Inc TOTAL	
		\$254,917
		340,637
		\$595,554
1128	<b>Resilience and Hazards Planning</b> Visual Strategies TOTAL	
		\$18,667
		\$18,667
1132	<b>Advocacy Coalitions</b> San Jose State University TOTAL	
		\$59,045
		\$59,045
1212	<b>Performance Measuring and Monitoring</b> Exygy Inc TOTAL	
		\$23,698
		\$23,698
1152	<b>Agency Financial Management</b> Sungard Bi-Tech Pricewaterhouse Coopers TOTAL	
		\$3,774
		271,905
		\$275,679
1153	<b>Administrative Services</b> Koff & Associates Carl Warren Barbary Coast Consulting Management Partners TOTAL	
		10,369
		41,100
		21,425
		80,513
		\$153,407
1161	<b>Technology Services</b> SSP Data Management Partners Informatix TOTAL	
		\$39,956
		\$87,829
		\$109,797
	<b>Regional Rideshare Program</b> Parsons Brinkerhoff TOTAL	
		\$83,694
		\$83,694
1223	<b>Operational Support for Regional Programs</b> Iteris, Inc. Delcan TOTAL	
		\$21,111
		83,763
		\$104,874
1224	<b>Regional Traveler Information</b> SPUR Iteris Civic Resource Group Kimley Horn Iteris Inc TOTAL	
		\$10,000
		30,838
		94,500
		2,029
		140,040
		\$277,407
1229	<b>Regional Transportation Emergency Planning</b> URS TOTAL	
		\$55,151
		\$55,151
1233	<b>Pavement Management System</b> Nichols Consulting AMS Consulting LLC DevMecca.com Pavement Engineering, Inc. Capitol Asset & Pavement Bellecci & Associates Harris & Associates Quality Engineering Solutions Fugro Roadware Inc. TOTAL	
		\$69,264
		25,704
		24
		18,891
		26,232
		9,176
		23,330
		19,843
		19,614
		\$212,078
		1234
\$137,647		
26,913		
\$164,560		

1235	<b>Incident Management</b>	
	Iteris Inc	\$165,000
	Circlepoint	34,300
	TOTAL	<b>\$199,300</b>
1514	<b>Regional Assistance Programs</b>	
	Pieriott & Associates	\$33,734
	TOTAL	<b>\$33,734</b>
1517	<b>Transit Sustainability</b>	
	Nelson Nygaard	\$6,840
	Marin Transit	25,000
	WSP	125,764
	TOTAL	<b>\$157,604</b>
1611	<b>Transportation for Livable Communities</b>	
	Placeworks	\$5,264
	Fehr & Peers	9,640
	Santa Clara City of	60,000
	TOTAL	<b>\$74,904</b>
1612	<b>BARC</b>	
	Consensus Building Institute	\$3,489
	Ariel Rubissow-Okamoto	\$25
	TOTAL	<b>\$3,514</b>
1615	<b>Connecting Housing and Transportation</b>	
	Estolano LeSar Perez	\$23,750
	University of California	42,500
	Transight	143,282
	Sacred Heart School	6,000
	Monument Impact	6,000
	Enterprise Community Partners	25,000
	Youth United for Community	12,000
	TOTAL	<b>\$258,532</b>
1998/1999	<b>Operating Expenses</b>	
	Wiline Networks	\$2,400
	Tom Tom North	32,823
	Visual Strategies	18,854
	Ceridian	41,725
	Ebix Inc.	4,480
	Marcia Ruben	24,527
	Cornerstone	1,100
	Ralph Andersen	26,769
	Softwareone	16,138
	Sungard Bitech	30,323
	Ceridian	24,825
	TOTAL	<b>\$223,964</b>
Fund 106		
	Thomas Law Group	\$320,768
	Renne Sloan Holtzman	\$226,226
	TOTAL	<b>\$546,994</b>
	<b>Total Prior Year Contractual and Professional Services</b>	<b>\$6,016,315</b>

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-0091      **Version:** 1      **Name:**

**Type:** Assembly Bill      **Status:** Commission Approval

**File created:** 1/29/2019      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 2/8/2019      **Final action:**

**Title:** ACA 1 (Aguiar-Curry): Voter Approval Requirements for Local Tax and Bond Measures - Support

Reduces vote threshold to 55 percent for affordable housing and public infrastructure bonds and local special taxes.

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [10a Legis-7a ACA 1 Support.pdf](#)  
[7a ACA 1 Support.pdf](#)

Date	Ver.	Action By	Action	Result
2/8/2019	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

**Subject:**

ACA 1 (Aguiar-Curry): Voter Approval Requirements for Local Tax and Bond Measures - Support

Reduces vote threshold to 55 percent for affordable housing and public infrastructure bonds and local special taxes.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / MTC Commission Approval and ABAG Executive Board Approval

**Attachments:**



## *Memorandum*

TO: Joint MTC Legislation Committee and  
ABAG Legislation Committee

DATE: February 1, 2019

FR: Executive Director

RE: ACA 1 (Aguiar-Curry): Voter Approval Requirements for Local Tax and Bond Measures

### **Background**

ACA 1 would lower the vote threshold for local special taxes and bonds to fund affordable housing and public infrastructure projects from two-thirds to 55 percent, the same level required for certain school bonds. In 2000, voters passed Proposition 39, a similar constitutional amendment allowing school districts, community colleges and county offices of education to issue certain school bonds (capped at a certain amount based on the tax burden it would impose on property owners) by 55 percent. Similar proposals have been introduced in Sacramento virtually every year. To date, few have progressed beyond the committee stage due to the challenge of the legislation itself obtaining two-thirds support of each house.

### **Recommendation: Support**

### **Discussion**

Bay Area voters are extremely generous and enthusiastic supporters of taxing themselves to help fund transportation improvements. Local and regional funds comprise 70 percent of transportation revenue in Plan Bay Area 2040's Final Preferred Scenario, the majority of which were voter approved. In addition, voters in a number of cities and Bay Area counties have recently approved bonds and taxes dedicated to affordable housing. Nonetheless, in some parts of the region, such as Solano County, a sales tax measure has been tried numerous times, but repeatedly fallen short of the two-thirds margin. In November 2018, 63 percent of voters in the City of Dixon (which is part of Assembly Member Aguiar-Curry's district), supported a new 10-year ½-cent sales tax dedicated to transportation, falling short of the 2/3rds threshold. The success stories are also hard fought; in November 2018, San Mateo County's Measure W, a new ½-cent sales tax, barely squeaked passed the 2/3rds hurdle after almost a month of nail-biting.

In the affordable housing realm, several local measures would have passed last November under a 55 percent approval threshold. Specifically, the City of San Jose's \$650 million affordable housing bond (Measure V) had 62 percent support, the City of Santa Rosa's \$124 million bond (Measure N) had 58 percent support and the City of Richmond's vacant property tax (Measure T) had 60 percent support.

MTC and ABAG have long supported proposed constitutional amendments to reduce the vote threshold for transportation improvements, most recently in the case of SCA 6 (Wiener, 2017). ACA 1 takes a broader approach and includes affordable housing and public infrastructure, consistent with the CASA Compact's *Call to Action* to lower the vote threshold for special taxes or bonds related to affordable housing. The bill defines affordable housing to include "housing developments, or portions of housing developments, that provide workforce housing affordable to households earning up to 150 percent of countywide median income, and housing developments, or portions of housing developments, that provide housing affordable to lower, low-, or very low income households, as those terms are defined in state law." The bill defines public infrastructure to include any of the following:

- Water or protect water quality.
- Sanitary sewer.
- Treatment of wastewater or reduction of pollution from stormwater runoff.
- Protection of property from impacts of sea level rise.
- Parks.
- Open space and recreation facilities.
- Improvements to transit and streets and highways.
- Flood control.
- Broadband Internet access service expansion in underserved areas.
- Local hospital construction.

Consistent with our 2019 Joint Advocacy Program, staff recommends a support position on ACA 1.

**Bill Positions**

**Support:** Pending

**Oppose:** None on file



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Steve Heminger

SH:rl



# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-0092      **Version:** 1      **Name:**

**Type:** Assembly Bill      **Status:** Commission Approval

**File created:** 1/29/2019      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 2/8/2019      **Final action:**

**Title:** AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans - Support

Makes permanent Caltrans' authority to assume responsibility for National Environmental Protection Act review.

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [10b\\_Legis-7b\\_AB\\_252\\_\(Daly\)\\_NEPA\\_Delegation\\_Support.pdf](#)  
[7b\\_AB\\_252\\_\(Daly\)\\_NEPA\\_Delegation\\_Support.pdf](#)

Date	Ver.	Action By	Action	Result
2/8/2019	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

**Subject:**

AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans - Support

Makes permanent Caltrans' authority to assume responsibility for National Environmental Protection Act review.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / MTC Commission Approval and ABAG Executive Board Approval

**Attachments:**

## *Memorandum*

TO: Joint MTC Legislation Committee and  
ABAG Legislation Committee

DATE: February 1, 2019

FR: Executive Director

RE: AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans

### **Background**

Assembly Bill 252 would indefinitely extend the ability for California to assume responsibility for federal environmental review and approval of highway projects under the National Environmental Policy Act (NEPA). This option, established in federal law as the Surface Transportation Project Delivery Program (Section 327 of Title 23 of United States Code), was established in 2005 as a pilot effort to streamline federal environmental processes but was subsequently made permanent. Caltrans became the first state department of transportation to participate in 2007 and reports time savings averaging between 5 months to over 10 years, depending on the type of document under review.

### **Recommendation: Support**

### **Discussion**

According to Assembly Member Daly's office, over the course of the program, Caltrans has reported significant reductions in NEPA processing times, including an average time savings of 20 percent to complete final Environmental Assessments (12 months savings) and an average time savings of 72 percent to complete final Environmental Impact Statements (over 10 years!). These time savings are associated with millions of dollars in project cost savings while significantly speeding the delivery of major transportation projects. MTC supported AB 28 (Frazier) in 2017 to extend the program, but unfortunately it was only extended for two years, so another extension is needed.

Environmental clearances subject to the NEPA delegation include both NEPA-only requirements and concurrent NEPA/California Environmental Quality Act requirements. California's NEPA assignment currently applies only to Federal Highway Administration-administered projects so does not affect projects funded solely with Federal Transit Administration funds. Given the program's success in shortening the environmental review process and the fact that the program is now authorized on a long-term basis under federal law, staff recommends a support position on SB 252.

### **Bill Positions**

**Support:** Self Help Counties Coalition (sponsor)

**Oppose:** None on file

  
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Steve Heminger

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# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-0093      **Version:** 1      **Name:**

**Type:** Senate Bill      **Status:** Commission Approval

**File created:** 1/29/2019      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 2/8/2019      **Final action:**

**Title:** SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs - Support and Seek Amendments

Expands federal funding exchange program to allow all parts of the state the option to exchange federal funds for new state funds to accelerate project delivery

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [10c\\_Legis-7c\\_SB\\_137\\_\(Dodd\)\\_Federal\\_Exchange.pdf](#)  
[7c\\_SB\\_137\\_\(Dodd\)\\_Federal\\_Exchange.pdf](#)

Date	Ver.	Action By	Action	Result
2/8/2019	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

**Subject:**

SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs - Support and Seek Amendments

Expands federal funding exchange program to allow all parts of the state the option to exchange federal funds for new state funds to accelerate project delivery

**Presenter:**

Rebecca Long

**Recommended Action:**

Support and Seek Amendments / MTC Commission Approval and ABAG Executive Board Approval

**Attachments:**



## *Memorandum*

TO: Joint MTC Legislation Committee and  
ABAG Legislation Committee

DATE: February 1, 2019

FR: Executive Director

RE: SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs

### **Background**

Senate Bill 137 would authorize the Department of Transportation (Caltrans) to allow certain federal local assistance funds, specifically Surface Transportation Program and Highway Safety Improvement Program funds, to be exchanged for state Road Maintenance and Rehabilitation Account (established by SB 1 (Beall, 2017)) funds appropriated to the department, subject to specified conditions. The intent of the bill is to accelerate the delivery of local projects and reduce overall projects associated with federal funds by allowing local agencies to use state revenue on smaller local projects that are not otherwise subject to the more cumbersome and time-consuming federal requirements.

### **Recommendation: Support and Seek Amendments**

#### **Discussion**

Federal transportation funds come with numerous paperwork and approval requirements that don't apply to state funding. Such requirements can add months, if not years, to the project delivery process. While state law has long offered rural areas the option to swap federal funds for state-only funds (primarily gas tax-funded), this option is not currently available to large metropolitan areas like the Bay Area. The infusion of \$5 billion in new state funding from SB 1 provides a great opportunity to accelerate the delivery of smaller projects that do not depend on federal funds for their full funding plan and that have no federal permit or environmental review requirements.

SB 137 is a great start, but is currently limited to two federal funding sources, Highway Safety Improvement Program and Surface Transportation Program funds. Staff recommends MTC/ABAG seek friendly amendments to the bill that would broaden its scope so that all federal funds can be exchanged for Road Maintenance and Rehabilitation Account funds, to the extent Caltrans has other projects in the pipeline that can use the funds. As staff is still analyzing the proposal in consultation with our local and regional partners, we seek general authorization to pursue additional technical amendments to maximize the benefits of the bill.

#### **Bill Positions**

**Support:** California State Association of Counties (Sponsor)

**Oppose:** None on file

A blue ink signature, likely of Steve Heminger, is written over a horizontal line.

Steve Heminger

SH:rl

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-0047      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Regional  
**File created:** 1/8/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 2/13/2019      **Final action:**  
**Title:** MTC Resolution Nos. 4360 - Fiscal Year 2019-20 Fund Estimate; and 4321, Revised - Minor Revisions to the State Transit Assistance (STA) and State of Good Repair (SGR) Program Funds Distribution Policy

i. MTC Resolution No. 4360 is the Annual Fund Estimate and proposed apportionment and distribution of \$894 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program funds for FY 2019-20.

ii. MTC Resolution No. 4321, Revised updates the State Transit Assistance (STA) and State of Good Repair (SGR) Program funds distribution policy to modify the performance measure requirements for small and medium-sized transit operators to receive STA County Block Grant funds, and revises the SGR Program procedures to reflect changes in Caltrans' SGR Program guidelines.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [11a PAC-3a.i. FY2019-20 Fund Estimate.pdf](#)  
[11a PAC-3a.ii. Reso-4321 STA-SGR Fund Distr Policy.pdf](#)  
[3a.i. FY2019-20 Fund Estimate.pdf](#)  
[3a.ii. Reso-4321 STA-SGR Fund Distr Policy.pdf](#)

Date	Ver.	Action By	Action	Result
2/13/2019	1	Programming and Allocations Committee		

### Subject:

MTC Resolution Nos. 4360 - Fiscal Year 2019-20 Fund Estimate; and 4321, Revised - Minor Revisions to the State Transit Assistance (STA) and State of Good Repair (SGR) Program Funds Distribution Policy

*i. MTC Resolution No. 4360 is the Annual Fund Estimate and proposed apportionment and distribution of \$894 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program funds for FY 2019-20.*

*ii. MTC Resolution No. 4321, Revised updates the State Transit Assistance (STA) and State of Good Repair (SGR) Program funds distribution policy to modify the performance measure requirements for small and medium-sized transit operators to receive STA County Block Grant funds, and revises the SGR Program procedures to*

*reflect changes in Caltrans' SGR Program guidelines.*

**Presenter:**

William Bacon

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

February 13, 2019

Agenda Items 3a. i.

**MTC Resolution No. 4360. FY 2019-20 Fund Estimate**

**Subject:** Annual Fund Estimate and proposed apportionment and distribution of \$894 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2019-20.

**Background:** The following are highlights of the fund estimate for FY 2019-20:

1. **Economic Overview:** The Bay Area economy continues its robust performance with decreases in unemployment rates and continued growth in taxable sales. However, with the Bay Area economy entering its tenth year of expansion, the likelihood of an economic downturn is increasing based on historic economic cycles. With unemployment at an all-time low and population growth slowing, it is prudent for transit operators to budget cautiously should the economic outlook worsen in the coming year.
2. **Transportation Development Act (TDA):** State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1<sup>st</sup>. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to increase by nearly 8% in the current year of FY 2018-19, with an additional increase of 2% in FY 2019-20.

MTC advises that transit operators in all counties exercise caution when budgeting for FY 2019-20 as many of the county auditors are uncertain how actual FY 2018-19 revenues will come in due to changes in the way the state makes sales tax payments to the counties. These changes have resulted in revenue not coming equally between quarters and has disrupted a number of revenue models used by the counties.

3. **AB 1107:** A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Based on trends in actual revenues, and this fiscal year's second quarter actual receipts, staff recommends adjusting the current-year FY 2018-19 estimate to \$89 million (a 3% increase over actual FY 2017-18 revenues). Staff also proposes an increase of 2% in FY 2019-20 (to \$91 million). This amount would be split evenly between San Francisco Muni and AC Transit per Commission policy.
4. **State Transit Assistance (STA):** Governor Newsom's proposed FY 2019-20 State Budget estimates \$772 million in STA funds statewide in FY 2019-20. Based on this estimate, the Bay Area would receive approximately \$284 million (\$208 million in Revenue-Based and \$75 million in Population-Based) in FY 2019-20 STA funds. If enacted, this would be a substantial increase over current year funds (\$251 million). Staff will return to the Commission to update the estimates following the state budget approval.
5. **State of Good Repair (SGR) Program:** Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring nearly \$40 million to

the Bay Area in FY 2019-20 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program. However, unlike regular STA program funds, recipients of SGR Program funds must have their projects pre-approved by Caltrans. MTC Resolution 4321 established policies to distribute SGR funds in the Bay Area. A revision to MTC Resolution 4321 is on this agenda as Item 3a. ii. to reflect changes in Caltrans' SGR Program guidelines.

6. **Bridge Tolls:** In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.
7. **Cap and Trade – Low Carbon Transit Operations Program:** The FY 2019-20 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2019-20, the region is projected to receive \$44 million from the program based on an estimate from Governor Newsom's proposed FY 2019-20 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

**Issues:**

1. Last fall Assemblymember Jim Frazier and State Senator Jim Beall, the chairs of the transportation committees in each house of the Legislature, formally asked the California Transit Association (CTA) to convene a task force of stakeholders to draft a major overhaul of the TDA statutes. The task force begins meeting in February and will continue its work throughout 2019, with the goal of drafting legislation to modernize the TDA program and its performance measures. Ideally this legislation would be considered by the Legislature in 2020. MTC is a member of the task force.
2. The U.S. Supreme Court's ruling last year in *South Dakota v. Wayfair Inc.*, which allows states to require businesses without a physical presence in their state to collect sales tax from in-state customers, may result in additional sales tax funding for the region depending on how the state implements any new policies on sales tax collection.

**Recommendation:** Refer MTC Resolution No. 4360 to the Commission for approval.

**Attachments:** MTC Resolution No. 4360

Date: February 27, 2019  
W.I.: 1511  
Referred by: PAC

ABSTRACT

MTC Resolution No. 4360

This resolution approves the FY 2019-20 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.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated February 13, 2019.

Date: February 27, 2019  
W.I.: 1511  
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4360

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 2018-19 and FY 2019-20 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 2019-20 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 2019-20 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 2019-20 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

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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 27, 2019.

**FY 2019-20 FUND ESTIMATE  
REGIONAL SUMMARY**

Attachment A  
Res No. 4360  
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TDA REGIONAL SUMMARY TABLE								
Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	FY2019-20	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments, Refunds, & Interest <sup>2</sup>	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,451,946	(87,691,429)	85,627,000	5,999,726	(3,665,069)	93,648,000	(3,745,920)	111,624,253
Contra Costa	18,330,873	(46,122,379)	43,662,990	4,170,506	(1,913,340)	49,794,669	(1,991,786)	65,931,532
Marin	788,882	(13,680,637)	13,492,255	682,491	(566,990)	14,695,062	(587,802)	14,823,262
Napa	5,923,436	(14,203,865)	9,623,888	(857,475)	(350,657)	8,941,741	(357,670)	8,719,400
San Francisco	1,134,529	(47,938,932)	49,067,500	(182,500)	(1,955,400)	49,262,500	(1,970,501)	47,417,196
San Mateo	7,914,338	(3,069,340)	44,447,807	1,670,132	(1,844,718)	47,777,676	(1,911,106)	94,984,789
Santa Clara	6,658,406	(110,488,204)	109,927,000	5,969,122	(4,635,845)	117,635,000	(4,705,400)	120,360,077
Solano	27,519,736	(28,786,393)	19,722,853	1,516,957	(849,592)	21,239,810	(849,592)	39,513,776
Sonoma	8,705,497	(25,326,290)	24,900,000	1,100,000	(1,040,000)	26,800,000	(1,072,000)	34,067,206
TOTAL	\$98,427,643	(\$377,307,469)	\$400,471,293	\$20,068,959	(\$16,821,611)	\$429,794,458	(\$17,191,777)	\$537,441,491
STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE								
Column	A		B	C	D	E=Sum(A:D)		
	6/30/2018		FY2017-19	FY2018-19	FY2019-20	FY2019-20		
Fund Source	Balance (w/ interest) <sup>1</sup>		Outstanding Commitments <sup>2</sup>	Revenue Estimate	Revenue Estimate	Available for Allocation		
State Transit Assistance								
Revenue-Based	20,181,706		(146,843,148)	179,153,920	208,601,170	261,093,648		
Population-Based	56,059,253		(60,377,702)	64,770,585	75,416,824	135,264,289		
SUBTOTAL	76,240,959		(207,220,850)	243,924,505	284,017,994	396,357,936		
AB1107 - BART District Tax (25% Share)	0		(89,000,000)	89,000,000	91,000,000	91,000,000		
Bridge Toll Total								
MTC 2% Toll Revenue	5,840,894		(5,072,516)	1,450,000	1,450,000	3,668,376		
5% State General Fund Revenue	13,306,059		(8,892,690)	3,581,607	3,614,688	11,609,663		
SUBTOTAL	19,146,952		(13,965,206)	5,031,607	5,064,688	15,278,039		
Low Carbon Transit Operations Program	0		0	54,058,614	44,305,559	98,364,173		
State of Good Repair Program								
Revenue-Based	88,616		0	28,352,052	29,060,854	57,501,523		
Population-Based	66,936		(500,000)	10,250,287	10,506,544	20,323,767		
SUBTOTAL	155,552		(500,000)	38,602,339	39,567,398	77,825,290		
TOTAL	\$95,543,464		(\$310,686,056)	\$430,617,065	\$463,955,639	\$678,825,438		

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

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.

**FY 2019-20 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**ALAMEDA COUNTY**

Attachment A  
Res No. 4360  
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2/27/2019

FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<b>FY2018-19 Generation Estimate Adjustment</b>			<b>FY2019-20 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 18)	85,627,000		13. County Auditor Estimate	93,648,000	
2. Revised Revenue (Feb, 19)	91,626,726		<b>FY2019-20 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		5,999,726	14. MTC Administration (0.5% of Line 13)	468,240	
<b>FY2018-19 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	468,240	
4. MTC Administration (0.5% of Line 3)	29,999		16. MTC Planning (3.0% of Line 13)	2,809,440	
5. County Administration (Up to 0.5% of Line 3)	29,999		17. Total Charges (Lines 14+15+16)	3,745,920	
6. MTC Planning (3.0% of Line 3)	179,992		18. TDA Generations Less Charges (Lines 13-17)	89,902,080	
7. Total Charges (Lines 4+5+6)		239,990	<b>FY2019-20 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		5,759,736	19. Article 3.0 (2.0% of Line 18)	1,798,042	
<b>FY2018-19 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	88,104,038	
9. Article 3 Adjustment (2.0% of line 8)	115,195		21. Article 4.5 (5.0% of Line 20)	4,405,202	
10. Funds Remaining (Lines 8-9)		5,644,541	22. TDA Article 4 (Lines 20-21)	83,698,836	
11. Article 4.5 Adjustment (5.0% of Line 10)	282,227				
12. Article 4 Adjustment (Lines 10-11)		5,362,314			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,304,890	53,204	4,358,094	(4,867,401)	0	1,644,038	115,195	1,249,926	1,798,042	3,047,968
Article 4.5	177,650	3,364	181,015	(4,167,540)	0	4,027,894	282,227	323,596	4,405,202	4,728,798
<b>SUBTOTAL</b>	<b>4,482,541</b>	<b>56,568</b>	<b>4,539,109</b>	<b>(9,034,941)</b>	<b>0</b>	<b>5,671,932</b>	<b>397,422</b>	<b>1,573,522</b>	<b>6,203,244</b>	<b>7,776,766</b>
Article 4										
AC Transit										
District 1	2,181,680	35,805	2,217,485	(51,634,148)	0	49,454,451	3,465,181	3,502,970	53,652,104	57,155,074
District 2	573,116	9,416	582,532	(13,593,692)	0	13,021,099	912,364	922,304	14,405,019	15,327,323
BART <sup>3</sup>	9,216	31	9,247	(101,489)	0	93,204	6,531	7,492	99,686	107,178
LAVTA	8,253,898	64,178	8,318,076	(10,880,707)	0	10,544,788	738,854	8,721,010	11,862,197	20,583,207
Union City	5,951,495	61,408	6,012,904	(2,913,977)	240,118	3,416,446	239,384	6,994,875	3,679,830	10,674,705
<b>SUBTOTAL</b>	<b>16,969,405</b>	<b>170,839</b>	<b>17,140,244</b>	<b>(79,124,013)</b>	<b>240,118</b>	<b>76,529,988</b>	<b>5,362,314</b>	<b>20,148,651</b>	<b>83,698,836</b>	<b>103,847,487</b>
<b>GRAND TOTAL</b>	<b>\$21,451,946</b>	<b>\$227,406</b>	<b>\$21,679,352</b>	<b>(\$88,158,954)</b>	<b>\$240,118</b>	<b>\$82,201,920</b>	<b>\$5,759,736</b>	<b>\$21,722,173</b>	<b>\$89,902,080</b>	<b>\$111,624,253</b>

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2019-20 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**CONTRA COSTA COUNTY**

Attachment A  
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2/27/2019

FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<b>FY2018-19 Generation Estimate Adjustment</b>			<b>FY2019-20 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 18)	43,662,990		13. County Auditor Estimate	49,794,669	
2. Revised Revenue (Feb, 19)	47,833,496		<b>FY2019-20 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)	4,170,506		14. MTC Administration (0.5% of Line 13)	248,973	
<b>FY2018-19 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	248,973	
4. MTC Administration (0.5% of Line 3)	20,853		16. MTC Planning (3.0% of Line 13)	1,493,840	
5. County Administration (Up to 0.5% of Line 3)	20,853		17. Total Charges (Lines 14+15+16)	1,991,786	
6. MTC Planning (3.0% of Line 3)	125,115		18. TDA Generations Less Charges (Lines 13-17)	47,802,883	
7. Total Charges (Lines 4+5+6)	166,821		<b>FY2019-20 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)	4,003,685		19. Article 3.0 (2.0% of Line 18)	956,058	
<b>FY2018-19 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	46,846,825	
9. Article 3 Adjustment (2.0% of line 8)	80,074		21. Article 4.5 (5.0% of Line 20)	2,342,341	
10. Funds Remaining (Lines 8-9)	3,923,611		22. TDA Article 4 (Lines 20-21)	44,504,484	
11. Article 4.5 Adjustment (5.0% of Line 10)	196,181				
12. Article 4 Adjustment (Lines 10-11)	3,727,430				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,229,103	18,462	1,247,565	(1,983,694)	0	838,329	80,074	182,274	956,058	1,138,332
Article 4.5	64,239	554	64,793	(2,104,344)	0	2,053,907	196,181	210,537	2,342,341	2,552,878
<b>SUBTOTAL</b>	<b>1,293,343</b>	<b>19,016</b>	<b>1,312,358</b>	<b>(4,088,038)</b>	<b>0</b>	<b>2,892,236</b>	<b>276,255</b>	<b>392,811</b>	<b>3,298,399</b>	<b>3,691,210</b>
Article 4										
AC Transit										
District 1	211,689	3,425	215,114	(7,009,922)	0	6,799,654	649,474	654,321	7,683,913	8,338,234
BART <sup>3</sup>	8,726	47	8,773	(281,512)	0	275,140	26,280	28,681	309,402	338,083
CCCTA	13,008,802	116,179	13,124,981	(24,129,651)	1,699,736	18,312,124	1,749,097	10,756,287	20,909,368	31,665,655
ECCTA	889,558	7,406	896,965	(8,959,319)	0	11,300,787	1,079,403	4,317,836	12,929,972	17,247,808
WCCTA	2,918,755	30,902	2,949,656	(3,530,648)	0	2,336,529	223,175	1,978,713	2,671,829	4,650,542
<b>SUBTOTAL</b>	<b>17,037,530</b>	<b>157,959</b>	<b>17,195,489</b>	<b>(43,911,052)</b>	<b>1,699,736</b>	<b>39,024,234</b>	<b>3,727,430</b>	<b>17,735,838</b>	<b>44,504,484</b>	<b>62,240,322</b>
<b>GRAND TOTAL</b>	<b>\$18,330,873</b>	<b>\$176,974</b>	<b>\$18,507,847</b>	<b>(\$47,999,089)</b>	<b>\$1,699,736</b>	<b>\$41,916,470</b>	<b>\$4,003,685</b>	<b>\$18,128,649</b>	<b>\$47,802,883</b>	<b>\$65,931,532</b>

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2019-20 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**MARIN COUNTY**

Attachment A  
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2/27/2019

FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<b>FY2018-19 Generation Estimate Adjustment</b>			<b>FY2019-20 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 18)	13,492,255		13. County Auditor Estimate	14,695,062	
2. Revised Revenue (Feb, 19)	14,174,746		<b>FY2019-20 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		682,491	14. MTC Administration (0.5% of Line 13)	73,475	
<b>FY2018-19 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	73,475	
4. MTC Administration (0.5% of Line 3)	3,412		16. MTC Planning (3.0% of Line 13)	440,852	
5. County Administration (Up to 0.5% of Line 3)	3,412		17. Total Charges (Lines 14+15+16)	587,802	
6. MTC Planning (3.0% of Line 3)	20,475		18. TDA Generations Less Charges (Lines 13-17)	14,107,260	
7. Total Charges (Lines 4+5+6)		27,299	<b>FY2019-20 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		655,192	19. Article 3.0 (2.0% of Line 18)	282,145	
<b>FY2018-19 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	13,825,115	
9. Article 3 Adjustment (2.0% of line 8)	13,104		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		642,088	22. TDA Article 4 (Lines 20-21)	13,825,115	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		642,088			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	580,302	14,305	594,607	(837,830)	0	259,051	13,104	28,932	282,145	311,077
Article 4.5										
<b>SUBTOTAL</b>	<b>580,302</b>	<b>14,305</b>	<b>594,607</b>	<b>(837,830)</b>	<b>0</b>	<b>259,051</b>	<b>13,104</b>	<b>28,932</b>	<b>282,145</b>	<b>311,077</b>
Article 4/8										
GGBHTD	133,790	3,200	136,991	(7,760,055)	0	7,626,263	385,766	388,965	8,286,774	8,675,739
Marin Transit	74,790	9,142	83,932	(5,109,399)	0	5,067,251	256,321	298,105	5,538,341	5,836,446
<b>SUBTOTAL</b>	<b>208,581</b>	<b>12,342</b>	<b>220,923</b>	<b>(12,869,454)</b>	<b>0</b>	<b>12,693,514</b>	<b>642,088</b>	<b>687,070</b>	<b>13,825,115</b>	<b>14,512,185</b>
<b>GRAND TOTAL</b>	<b>\$788,882</b>	<b>\$26,647</b>	<b>\$815,529</b>	<b>(\$13,707,284)</b>	<b>\$0</b>	<b>\$12,952,565</b>	<b>\$655,192</b>	<b>\$716,002</b>	<b>\$14,107,260</b>	<b>\$14,823,262</b>

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.

**FY 2019-20 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**NAPA COUNTY**

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<b>FY2018-19 TDA Revenue Estimate</b>					<b>FY2019-20 TDA Revenue Estimate</b>					
<b><i>FY2018-19 Generation Estimate Adjustment</i></b>					<b><i>FY2019-20 County Auditor's Generation Estimate</i></b>					
1. Original County Auditor Estimate (Feb, 18)			9,623,888		13. County Auditor Estimate				8,941,741	
2. Revised Revenue (Feb, 19)			8,766,413		<b><i>FY2019-20 Planning and Administration Charges</i></b>					
3. Revenue Adjustment (Lines 2-1)			-857,475		14. MTC Administration (0.5% of Line 13)			44,709		
<b><i>FY2018-19 Planning and Administration Charges Adjustment</i></b>					15. County Administration (0.5% of Line 13)			44,709		
4. MTC Administration (0.5% of Line 3)			(4,287)		16. MTC Planning (3.0% of Line 13)			268,252		
5. County Administration (Up to 0.5% of Line 3)			(4,287)		17. Total Charges (Lines 14+15+16)			357,670		
6. MTC Planning (3.0% of Line 3)			(25,724)		18. TDA Generations Less Charges (Lines 13-17)			8,584,071		
7. Total Charges (Lines 4+5+6)			(34,298)		<b><i>FY2019-20 TDA Apportionment By Article</i></b>					
8. Adjusted Generations Less Charges (Lines 3-7)			(823,177)		19. Article 3.0 (2.0% of Line 18)			171,681		
<b><i>FY2018-19 TDA Adjustment By Article</i></b>					20. Funds Remaining (Lines 18-19)			8,412,390		
9. Article 3 Adjustment (2.0% of line 8)			(16,464)		21. Article 4.5 (5.0% of Line 20)			420,620		
10. Funds Remaining (Lines 8-9)			(806,713)		22. TDA Article 4 (Lines 20-21)			7,991,770		
11. Article 4.5 Adjustment (5.0% of Line 10)			(40,336)							
12. Article 4 Adjustment (Lines 10-11)			(766,377)							
<b>TDA APPORTIONMENT BY JURISDICTION</b>										
<b>Column</b>	<b>A</b>	<b>B</b>	<b>C=Sum(A:B)</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H=Sum(C:G)</b>	<b>I</b>	<b>J=Sum(H:I)</b>
	<b>6/30/2018</b>	<b>FY2017-18</b>	<b>6/30/2018</b>	<b>FY2017-19</b>	<b>FY2018-19</b>	<b>FY2018-19</b>	<b>FY2018-19</b>	<b>6/30/2019</b>	<b>FY2019-20</b>	<b>FY2019-20</b>
<b>Apportionment Jurisdictions</b>	<b>Balance (w/o interest)</b>	<b>Interest</b>	<b>Balance (w/ interest)<sup>2</sup></b>	<b>Outstanding Commitments<sup>3</sup></b>	<b>Transfers/ Refunds</b>	<b>Original Estimate</b>	<b>Revenue Adjustment</b>	<b>Projected Carryover</b>	<b>Revenue Estimate</b>	<b>Available for Allocation</b>
<b>Article 3</b>	376,020	3,968	379,988	(542,206)	0	184,779	(16,464)	6,097	171,681	177,778
<b>Article 4.5</b>	12,649	33	12,682	(465,356)	0	452,708	(40,336)	(40,302)	420,620	380,318
<b>SUBTOTAL</b>	<b>388,669</b>	<b>4,001</b>	<b>392,670</b>	<b>(1,007,562)</b>	<b>0</b>	<b>637,487</b>	<b>(56,800)</b>	<b>(34,205)</b>	<b>592,301</b>	<b>558,096</b>
<b>Article 4/8</b>										
NVTA <sup>3</sup>	5,534,768	36,150	5,570,918	(13,236,453)	0	8,601,446	(766,377)	169,534	7,991,770	8,161,304
<b>SUBTOTAL</b>	<b>5,534,768</b>	<b>36,150</b>	<b>5,570,918</b>	<b>(13,236,453)</b>	<b>0</b>	<b>8,601,446</b>	<b>(766,377)</b>	<b>169,534</b>	<b>7,991,770</b>	<b>8,161,304</b>
<b>GRAND TOTAL</b>	<b>\$5,923,436</b>	<b>\$40,151</b>	<b>\$5,963,587</b>	<b>(\$14,244,015)</b>	<b>\$0</b>	<b>\$9,238,933</b>	<b>(\$823,177)</b>	<b>\$135,329</b>	<b>\$8,584,071</b>	<b>\$8,719,400</b>

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.
3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2019-20 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SAN FRANCISCO COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<b>FY2018-19 Generation Estimate Adjustment</b>			<b>FY2019-20 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 18)		49,067,500	13. County Auditor Estimate		49,262,500
2. Revised Revenue (Feb, 19)		48,885,000	<b>FY2019-20 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		(182,500)	14. MTC Administration (0.5% of Line 13)		246,313
<b>FY2018-19 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		246,313
4. MTC Administration (0.5% of Line 3)		(913)	16. MTC Planning (3.0% of Line 13)		1,477,875
5. County Administration (Up to 0.5% of Line 3)		(913)	17. Total Charges (Lines 14+15+16)		1,970,501
6. MTC Planning (3.0% of Line 3)		(5,475)	18. TDA Generations Less Charges (Lines 13-17)		47,291,999
7. Total Charges (Lines 4+5+6)		(7,301)	<b>FY2019-20 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(175,199)	19. Article 3.0 (2.0% of Line 18)		945,840
<b>FY2018-19 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		46,346,159
9. Article 3 Adjustment (2.0% of line 8)		(3,504)	21. Article 4.5 (5.0% of Line 20)		2,317,308
10. Funds Remaining (Lines 8-9)		(171,695)	22. TDA Article 4 (Lines 20-21)		44,028,851
11. Article 4.5 Adjustment (5.0% of Line 10)		(8,585)			
12. Article 4 Adjustment (Lines 10-11)		(163,110)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,134,528	30,000	1,164,528	(2,076,622)	0	942,096	(3,504)	26,498	945,840	972,338
Article 4.5	0	0	0	0	(2,038,135)	2,308,135	(8,585)	261,415	2,317,308	2,578,723
SUBTOTAL	1,134,528	30,000	1,164,528	(2,076,622)	(2,038,135)	3,250,231	(12,089)	287,913	3,263,148	3,551,061
Article 4										
SFMTA	1	0	1	(46,162,310)	2,308,135	43,854,568	(163,110)	(162,716)	44,028,851	43,866,135
SUBTOTAL	1	0	1	(46,162,310)	2,308,135	43,854,568	(163,110)	(162,716)	44,028,851	43,866,135
GRAND TOTAL	\$1,134,529	\$30,000	\$1,164,529	(\$48,238,932)	\$270,000	\$47,104,799	(\$175,199)	\$125,197	\$47,291,999	\$47,417,196

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.

**FY 2019-20 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SAN MATEO COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<b>FY2018-19 Generation Estimate Adjustment</b>			<b>FY2019-20 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 18)	44,447,807		13. County Auditor Estimate	47,777,676	
2. Revised Revenue (Feb, 19)	46,117,939		<b>FY2019-20 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)	1,670,132		14. MTC Administration (0.5% of Line 13)	238,888	
<b>FY2018-19 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	238,888	
4. MTC Administration (0.5% of Line 3)	8,351		16. MTC Planning (3.0% of Line 13)	1,433,330	
5. County Administration (Up to 0.5% of Line 3)	8,351		17. Total Charges (Lines 14+15+16)	1,911,106	
6. MTC Planning (3.0% of Line 3)	50,104		18. TDA Generations Less Charges (Lines 13-17)	45,866,570	
7. Total Charges (Lines 4+5+6)	66,806		<b>FY2019-20 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)	1,603,326		19. Article 3.0 (2.0% of Line 18)	917,331	
<b>FY2018-19 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	44,949,239	
9. Article 3 Adjustment (2.0% of line 8)	32,067		21. Article 4.5 (5.0% of Line 20)	2,247,462	
10. Funds Remaining (Lines 8-9)	1,571,259		22. TDA Article 4 (Lines 20-21)	42,701,777	
11. Article 4.5 Adjustment (5.0% of Line 10)	78,563				
12. Article 4 Adjustment (Lines 10-11)	1,492,696				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,343,206	76,745	3,419,951	(3,267,191)	0	853,398	32,067	1,038,225	917,331	1,955,556
Article 4.5	361,262	8,740	370,002	0	0	2,090,825	78,563	2,539,390	2,247,462	4,786,852
<b>SUBTOTAL</b>	<b>3,704,468</b>	<b>85,485</b>	<b>3,789,953</b>	<b>(3,267,191)</b>	<b>0</b>	<b>2,944,223</b>	<b>110,630</b>	<b>3,577,615</b>	<b>3,164,793</b>	<b>6,742,408</b>
Article 4										
SamTrans	4,209,869	112,366	4,322,236	0	0	39,725,672	1,492,696	45,540,604	42,701,777	88,242,381
<b>SUBTOTAL</b>	<b>4,209,869</b>	<b>112,366</b>	<b>4,322,236</b>	<b>0</b>	<b>0</b>	<b>39,725,672</b>	<b>1,492,696</b>	<b>45,540,604</b>	<b>42,701,777</b>	<b>88,242,381</b>
<b>GRAND TOTAL</b>	<b>\$7,914,338</b>	<b>\$197,851</b>	<b>\$8,112,189</b>	<b>(\$3,267,191)</b>	<b>\$0</b>	<b>\$42,669,895</b>	<b>\$1,603,326</b>	<b>\$49,118,219</b>	<b>\$45,866,570</b>	<b>\$94,984,789</b>

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.



**FY 2019-20 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SANTA CLARA COUNTY**

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FY2018-19 TDA Revenue Estimate				FY2019-20 TDA Revenue Estimate			
<b>FY2018-19 Generation Estimate Adjustment</b>				<b>FY2019-20 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 18)		109,927,000		13. County Auditor Estimate		117,635,000	
2. Revised Revenue (Feb, 19)		115,896,122		<b>FY2019-20 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)			5,969,122	14. MTC Administration (0.5% of Line 13)		588,175	
<b>FY2018-19 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)		588,175	
4. MTC Administration (0.5% of Line 3)		29,846		16. MTC Planning (3.0% of Line 13)		3,529,050	
5. County Administration (Up to 0.5% of Line 3)		29,846		17. Total Charges (Lines 14+15+16)		4,705,400	
6. MTC Planning (3.0% of Line 3)		179,074		18. TDA Generations Less Charges (Lines 13-17)		112,929,600	
7. Total Charges (Lines 4+5+6)			238,766	<b>FY2019-20 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)			5,730,356	19. Article 3.0 (2.0% of Line 18)		2,258,592	
<b>FY2018-19 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)		110,671,008	
9. Article 3 Adjustment (2.0% of line 8)		114,607		21. Article 4.5 (5.0% of Line 20)		5,533,550	
10. Funds Remaining (Lines 8-9)			5,615,749	22. TDA Article 4 (Lines 20-21)		105,137,458	
11. Article 4.5 Adjustment (5.0% of Line 10)		280,787					
12. Article 4 Adjustment (Lines 10-11)			5,334,962				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	6,658,405	156,884	6,815,290	(7,225,766)		2,110,598	114,607	1,814,728	2,258,592	4,073,320
Article 4.5	0	0	0	0	(5,170,966)	5,170,966	280,787	280,787	5,533,550	5,814,337
SUBTOTAL	6,658,406	156,884	6,815,290	(7,225,766)	(5,170,966)	7,281,564	395,394	2,095,515	7,792,142	9,887,657
Article 4										
VTA	0	0	0	(103,419,322)	5,170,966	98,248,356	5,334,962	5,334,962	105,137,458	110,472,420
SUBTOTAL	0	0	0	(103,419,322)	5,170,966	98,248,356	5,334,962	5,334,962	105,137,458	110,472,420
GRAND TOTAL	\$6,658,406	\$156,884	\$6,815,290	(\$110,645,088)	\$0	\$105,529,920	\$5,730,356	\$7,430,477	\$112,929,600	\$120,360,077

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.

**FY 2019-20 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SOLANO COUNTY**

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<b>FY2018-19 Generation Estimate Adjustment</b>			<b>FY2019-20 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 18)	19,722,853		13. County Auditor Estimate	21,239,810	
2. Revised Revenue (Feb, 19)	21,239,810		<b>FY2019-20 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)	1,516,957		14. MTC Administration (0.5% of Line 13)	106,199	
<b>FY2018-19 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	106,199	
4. MTC Administration (0.5% of Line 3)	7,585		16. MTC Planning (3.0% of Line 13)	637,194	
5. County Administration (Up to 0.5% of Line 3)	7,585		17. Total Charges (Lines 14+15+16)	849,592	
6. MTC Planning (3.0% of Line 3)	45,509		18. TDA Generations Less Charges (Lines 13-17)	20,390,218	
7. Total Charges (Lines 4+5+6)	60,679		<b>FY2019-20 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)	1,456,278		19. Article 3.0 (2.0% of Line 18)	407,804	
<b>FY2018-19 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	19,982,414	
9. Article 3 Adjustment (2.0% of line 8)	29,126		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)	1,427,152		22. TDA Article 4 (Lines 20-21)	19,982,414	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)	1,427,152				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	767,550	8,994	776,544	(956,448)	0	378,679	29,126	227,901	407,804	635,705
Article 4.5										
<b>SUBTOTAL</b>	<b>767,550</b>	<b>8,994</b>	<b>776,544</b>	<b>(956,448)</b>	<b>0</b>	<b>378,679</b>	<b>29,126</b>	<b>227,901</b>	<b>407,804</b>	<b>635,705</b>
Article 4/8										
Dixon	1,474,407	17,511	1,491,918	(1,268,791)	0	821,240	63,165	1,107,531	903,994	2,011,525
Fairfield	5,209,597	60,294	5,269,891	(6,622,220)	60,133	4,858,030	373,649	3,939,482	5,277,659	9,217,141
Rio Vista	532,756	6,110	538,866	(33,890)	0	383,810	29,520	918,306	417,466	1,335,772
Solano County	1,674,281	16,559	1,690,840	(948,412)	0	843,581	64,883	1,650,892	892,044	2,542,936
Suisun City	46,475	1,204	47,678	(1,293,143)	0	1,246,669	95,886	97,090	1,326,366	1,423,456
Vacaville	9,878,356	115,298	9,993,654	(6,771,323)	0	4,189,863	322,257	7,734,451	4,497,114	12,231,565
Vallejo/Benicia	7,936,315	99,041	8,035,356	(11,277,310)	0	6,212,067	477,792	3,447,905	6,667,772	10,115,677
<b>SUBTOTAL</b>	<b>26,752,185</b>	<b>316,017</b>	<b>27,068,203</b>	<b>(28,215,089)</b>	<b>60,133</b>	<b>18,555,260</b>	<b>1,427,152</b>	<b>18,895,657</b>	<b>19,982,414</b>	<b>38,878,071</b>
<b>GRAND TOTAL</b>	<b>\$27,519,736</b>	<b>\$325,011</b>	<b>\$27,844,747</b>	<b>(\$29,171,537)</b>	<b>\$60,133</b>	<b>\$18,933,939</b>	<b>\$1,456,278</b>	<b>\$19,123,558</b>	<b>\$20,390,218</b>	<b>\$39,513,776</b>

1. Balance as of 6/30/18 is from the MTC FY2018-19 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 6/30/18, and FY2018-19 allocations as of 1/31/19.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

**FY 2019-20 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SONOMA COUNTY**

Attachment A  
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FY2018-19 TDA Revenue Estimate				FY2019-20 TDA Revenue Estimate			
<b>FY2018-19 Generation Estimate Adjustment</b>				<b>FY2019-20 County Auditor's Generation Estimate</b>			
1. Original County Auditor Estimate (Feb, 18)		24,900,000		13. County Auditor Estimate		26,800,000	
2. Revised Revenue (Feb, 19)		26,000,000		<b>FY2019-20 Planning and Administration Charges</b>			
3. Revenue Adjustment (Lines 2-1)			1,100,000	14. MTC Administration (0.5% of Line 13)		134,000	
<b>FY2018-19 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)		134,000	
4. MTC Administration (0.5% of Line 3)		5,500		16. MTC Planning (3.0% of Line 13)		804,000	
5. County Administration (Up to 0.5% of Line 3)		5,500		17. Total Charges (Lines 14+15+16)		1,072,000	
6. MTC Planning (3.0% of Line 3)		33,000		18. TDA Generations Less Charges (Lines 13-17)		25,728,000	
7. Total Charges (Lines 4+5+6)			44,000	<b>FY2019-20 TDA Apportionment By Article</b>			
8. Adjusted Generations Less Charges (Lines 3-7)			1,056,000	19. Article 3.0 (2.0% of Line 18)		514,560	
<b>FY2018-19 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)		25,213,440	
9. Article 3 Adjustment (2.0% of line 8)		21,120		21. Article 4.5 (5.0% of Line 20)		0	
10. Funds Remaining (Lines 8-9)			1,034,880	22. TDA Article 4 (Lines 20-21)		25,213,440	
11. Article 4.5 Adjustment (5.0% of Line 10)		0					
12. Article 4 Adjustment (Lines 10-11)			1,034,880				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,776,179	31,898	1,808,077	(899,957)	0	478,080	21,120	1,407,320	514,560	1,921,880
Article 4.5										
<b>SUBTOTAL</b>	<b>1,776,179</b>	<b>31,898</b>	<b>1,808,077</b>	<b>(899,957)</b>	<b>0</b>	<b>478,080</b>	<b>21,120</b>	<b>1,407,320</b>	<b>514,560</b>	<b>1,921,880</b>
Article 4/8										
GGBHTD <sup>3</sup>	152,347	4,607	156,954	(6,003,623)	0	5,856,480	258,720	268,531	6,303,360	6,571,891
Petaluma	838,632	7,802	846,434	(1,711,157)	0	1,752,259	77,409	964,945	1,951,520	2,916,465
Santa Rosa	2,355,593	22,905	2,378,497	(6,988,901)	0	6,247,693	276,003	1,913,292	6,812,671	8,725,963
Sonoma County	3,582,747	40,209	3,622,956	(9,830,074)	0	9,569,488	422,748	3,785,118	10,145,888	13,931,006
<b>SUBTOTAL</b>	<b>6,929,318</b>	<b>75,523</b>	<b>7,004,841</b>	<b>(24,533,755)</b>	<b>0</b>	<b>23,425,920</b>	<b>1,034,880</b>	<b>6,931,886</b>	<b>25,213,440</b>	<b>32,145,326</b>
<b>GRAND TOTAL</b>	<b>\$8,705,497</b>	<b>\$107,422</b>	<b>\$8,812,919</b>	<b>(\$25,433,712)</b>	<b>\$0</b>	<b>\$23,904,000</b>	<b>\$1,056,000</b>	<b>\$8,339,206</b>	<b>\$25,728,000</b>	<b>\$34,067,206</b>

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.

3. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

**FY 2019-20 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

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FY2018-19 STA Revenue Estimate			FY2019-20 STA Revenue Estimate			
1. State Estimate (Aug, 18)	\$179,153,920		4. Projected Carryover (Aug, 19)		\$52,492,478	
2. Actual Revenue (Aug, 19)			5. State Estimate (Jan, 19)		\$208,601,170	
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)		\$261,093,648	
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate	Projected Carryover <sup>3</sup>	Revenue Estimate <sup>4</sup>	Available For Allocation
ACCMA - Corresponding to ACE	558,245	0	256,540	814,785	298,707	1,113,492
Caltrain	1,703,516	0	7,896,890	9,600,406	9,194,889	18,795,295
CCCTA	112,241	(628,747)	728,710	212,204	848,487	1,060,691
City of Dixon	17,283	0	6,666	23,949	7,762	31,711
ECCTA	41,551	(147,694)	341,120	234,977	397,189	632,166
City of Fairfield	32,568	(163,369)	221,156	90,355	257,507	347,862
GGBHTD	95	(3,051,151)	7,898,532	4,847,476	9,196,801	14,044,277
LAVTA	268,425	(250,382)	322,450	340,493	375,451	715,944
Marin Transit	1,034,234	(1,518,064)	1,336,691	852,861	1,556,401	2,409,262
NVTA	15,815	(22,601)	103,605	96,819	120,634	217,453
City of Petaluma	20,404	0	39,138	59,542	45,571	105,113
City of Rio Vista	2,311	0	2,196	4,507	2,557	7,064
SamTrans	1,751,068	0	7,748,676	9,499,744	9,022,314	18,522,058
SMART	48,123	0	1,620,305	1,668,428	1,886,632	3,555,060
City of Santa Rosa	38,858	(199,516)	160,658	0	187,065	187,065
Solano County Transit	62,580	(355,135)	346,911	54,356	403,932	458,288
Sonoma County Transit	48,965	(217,999)	215,835	46,801	251,311	298,112
City of Union City	48,866	(133,992)	104,345	19,219	121,496	140,715
Vacaville City Coach	21,117	0	25,160	46,277	29,296	75,573
VTA	1,294,898	(29,544,098)	28,253,091	3,891	32,897,007	32,900,898
VTA - Corresponding to ACE	2	(198,174)	198,174	2	230,748	230,750
WCCTA	89,273	(444,705)	453,453	98,021	527,986	626,007
WETA	7,349,633	0	1,903,964	9,253,597	2,216,916	11,470,513
SUBTOTAL	14,560,071	(36,875,627)	60,184,266	37,868,710	70,076,659	107,945,369
AC Transit	941,284	(20,232,887)	19,293,289	1,686	22,464,497	22,466,183
BART	1,842,995	(39,612,823)	37,787,095	17,266	43,998,101	44,015,367
SFMTA	2,837,357	(50,121,811)	61,889,270	14,604,816	72,061,913	86,666,729
SUBTOTAL	5,621,635	(109,967,521)	118,969,654	14,623,768	138,524,510	153,148,278
GRAND TOTAL	\$20,181,706	(\$146,843,148)	\$179,153,920	\$52,492,478	\$208,601,170	\$261,093,648

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.
3. Projected carryover as of 6/30/19 does not include interest accrued in FY2018-19.
4. FY2019-20 STA revenue generation is based on January 31, 2019 estimates from the SCO.

**FY 2019-20 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - THROUGH FY 2017-18**

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<b>STA POPULATION-BASED APPORTIONMENT BY JURISDICTION &amp; OPERATOR</b>						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>4</sup>	Projected Carryover <sup>3</sup>	Revenue Estimate <sup>4</sup>	Available For Allocation
<b>Northern Counties/Small Operators</b>						
Marin	614,135	(613,281)	0	854	0	854
Napa	331,884	(331,425)	0	459	0	459
Solano/Vallejo	6,642,077	(4,089,567)	0	2,552,510	0	2,552,510
Sonoma	1,174,682	(1,080,237)	0	94,445	0	94,445
CCCTA	1,170,610	(995,164)	0	175,446	0	175,446
ECCTA	703,901	(702,265)	0	1,636	0	1,636
LAVTA	1,155,405	(1,149,000)	0	6,405	0	6,405
Union City	340,951	(339,244)	0	1,707	0	1,707
WCCTA	155,106	(154,890)	0	216	0	216
<b>SUBTOTAL</b>	<b>12,288,750</b>	<b>(9,455,073)</b>	<b>0</b>	<b>2,833,678</b>	<b>0</b>	<b>2,833,678</b>
<b>Regional Paratransit</b>						
Alameda	635,953	(635,105)	0	848	0	848
Contra Costa	344,514	(344,169)	0	345	0	345
Marin	86,811	(86,744)	0	67	0	67
Napa	70,449	(70,350)	0	99	0	99
San Francisco	504,602	(503,904)	0	698	0	698
San Mateo	250,492	0	0	250,492	0	250,492
Santa Clara	106,910	(106,910)	0	0	0	0
Solano	1,201,490	(526,439)	0	675,051	0	675,051
Sonoma	290,864	(243,549)	0	47,315	0	47,315
<b>SUBTOTAL</b>	<b>3,492,086</b>	<b>(2,517,170)</b>	<b>0</b>	<b>974,915</b>	<b>0</b>	<b>974,915</b>
<b>Lifeline</b>						
Alameda	3,843,413	(1,727,256)	0	2,116,157	0	2,116,157
Contra Costa	2,166,351	(1,021,204)	0	1,145,147	0	1,145,147
Marin	389,335	(25,837)	0	363,498	0	363,498
Napa	305,889	0	0	305,889	0	305,889
San Francisco	2,039,429	(1,098,050)	0	941,379	0	941,379
San Mateo	1,749,177	0	0	1,749,177	0	1,749,177
Santa Clara	8,242,789	0	0	8,242,789	0	8,242,789
Solano	1,056,779	(460,133)	0	596,646	0	596,646
Sonoma	1,171,693	(367,341)	0	804,352	0	804,352
MTC Mean-Based Discount Project	713,054	0	0	713,054	0	713,054
JARC Funding Restoration <sup>5</sup>	400,668	(60,000)	0	340,668	0	340,668
Participatory Budgeting Pilot	1,003,435	0	0	1,003,435	0	1,003,435
Reserve for a Means-Based Transit Fare	5,910,243	0	0	5,910,243	0	5,910,243
<b>SUBTOTAL</b>	<b>28,992,255</b>	<b>(4,759,821)</b>	<b>0</b>	<b>24,232,434</b>	<b>0</b>	<b>24,232,434</b>
<b>MTC Regional Coordination Program<sup>6</sup></b>		0	0	0	0	0
<b>BART to Warm Springs</b>	1,682	(1,682)	0	0	0	0
<b>SamTrans</b>	40,561	0	0	40,561	0	40,561
<b>GRAND TOTAL</b>	<b>\$44,815,334</b>	<b>(\$16,733,749)</b>	<b>\$0</b>	<b>\$28,081,588</b>	<b>\$0</b>	<b>\$28,081,588</b>

1. Balance as of 6/30/18 is from the MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.

3. The projected carryover as of 6/30/2019 does not include interest accrued in FY 2018-19. All apportionment jurisdictions must spend or request to transfer all fund balances by June 30, 2019.

4. FY 2018-19 and FY 2019-20 revenue is distributed through MTC Resolution 4321, adopted in February 2018. See following page for details.

5. 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.

6. See Regional Program on following page for details from FY 2018-19 onwards.

**FY 2019-20 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2018-19 STA Revenue Estimate		FY2019-20 STA Revenue Estimate				
1. State Estimate (Aug, 18)	\$64,770,585	4. Projected Carryover (Aug, 19)	\$31,765,877			
2. Actual Revenue (Aug, 19)		5. State Estimate <sup>4</sup> (Jan, 19)	\$75,416,824			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$107,182,701			
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate	Projected Carryover <sup>3</sup>	Revenue Estimate <sup>4</sup>	Available For Allocation
County Block Grant <sup>5</sup>						
Alameda	0	(7,568,311)	7,973,449	405,138	9,300,688	9,705,826
Contra Costa	0	(10,005,669)	10,005,668	(1)	11,671,183	11,671,182
Marin	0	(2,114,242)	2,573,954	459,712	3,002,408	3,462,120
Napa	0	(1,313,035)	1,574,493	261,458	1,836,579	2,098,037
San Francisco	0	0	3,813,938	3,813,938	4,448,795	8,262,733
San Mateo	0	0	2,283,503	2,283,503	2,663,609	4,947,112
Santa Clara	0	(6,356,355)	6,356,355	0	7,414,416	7,414,416
Solano	0	0	4,737,026	4,737,026	5,525,538	10,262,564
Sonoma	0	(5,278,947)	5,787,690	508,743	6,751,093	7,259,836
SUBTOTAL	0	(32,636,559)	45,106,076	12,469,517	52,614,308	65,083,825
Regional Program <sup>6</sup>	10,830,779	(11,612,068)	19,331,176	18,549,887	22,548,989	41,098,876
Transit Emergency Service Contingency Fund <sup>7</sup>	413,140	0	333,333	746,473	253,527	1,000,000
GRAND TOTAL	\$11,243,919	(\$44,248,627)	\$64,770,585	\$31,765,877	\$75,416,824	\$107,182,701

1. Balance as of 6/30/18 is from MTC FY2017-18 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 6/30/18, and FY2018-19 allocations as of 1/31/19.

3. The projected carryover as of 6/30/2019 does not include interest accrued in FY 2018-19.

4. FY2019-20 STA revenue generation based on January 31, 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 2019-20 FUND ESTIMATE  
BRIDGE TOLLS<sup>1</sup>**

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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>
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Fund Source	Balance <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Programming Amount <sup>4</sup>	Projected Carryover	Programming Amount <sup>4</sup>	Available for Allocation
<b>MTC 2% Toll Revenues</b>						
Ferry Capital	5,135,093	(4,421,771)	1,000,000	1,713,321	1,000,000	2,713,321
Bay Trail	20,201	(470,201)	450,000	0	450,000	450,000
Studies	685,600	(180,544)	0	505,055	0	505,055
<b>SUBTOTAL</b>	<b>5,840,894</b>	<b>(5,072,516)</b>	<b>1,450,000</b>	<b>2,218,376</b>	<b>1,450,000</b>	<b>3,668,376</b>
<b>5% State General Fund Revenues</b>						
Ferry	13,262,787	(8,575,998)	3,308,186	7,994,975	3,341,267	11,336,242
Bay Trail	43,271	(316,692)	273,421	0	273,421	273,421
<b>SUBTOTAL</b>	<b>13,306,059</b>	<b>(8,892,690)</b>	<b>3,581,607</b>	<b>7,994,975</b>	<b>3,614,688</b>	<b>11,609,663</b>

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 6/30/18 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 6/30/18, and FY2018-19 allocations as of 1/31/19
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 2019-20 FUND ESTIMATE**  
**AB1107 FUNDS**  
**AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

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FY2018-19 AB1107 Revenue Estimate					FY2018-19 AB1107 Estimate				
1. Original MTC Estimate (Feb, 18)				\$86,536,800	4. Projected Carryover (Jun, 19)				\$0
2. Revised Estimate (Feb, 19)				\$89,000,000	5. MTC Estimate (Feb, 19)				\$91,000,000
3. Revenue Adjustment (Lines 2-1)				\$2,463,200	6. Total Funds Available (Lines 4+5)				\$91,000,000
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(44,500,000)	43,268,400	1,231,600	0	45,500,000	45,500,000
SFMTA	0	0	0	(44,500,000)	43,268,400	1,231,600	0	45,500,000	45,500,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$89,000,000)</b>	<b>\$86,536,800</b>	<b>\$2,463,200</b>	<b>\$0</b>	<b>\$91,000,000</b>	<b>\$91,000,000</b>

1. Balance as of 6/30/18 is from MTC FY2017-8 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 6/30/18, and FY2018-19 allocations as of 1/31/19.



**FY 2019-20 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	\$4,728,798		\$2,552,878	
AC Transit	\$4,324,534		\$773,881	
LAVTA	\$160,937			
Pleasanton	\$85,674			
Union City	\$157,653			
CCCTA				
ECCTA			\$1,056,604	
WCCTA			\$554,058	
			\$168,337	
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2019-20			
CCCTA	\$861,895			
LAVTA	\$725,279			
ECCTA	\$2,802,042			
WCCTA	\$2,923,975			
Fund Source	Apportionment Jurisdictions	Claimant	Amount <sup>1</sup>	Program
Total Available BART STA Revenue-Based Funds			\$44,015,367	
STA Revenue-Based	BART	AC Transit	(459,611)	BART-AC Transit MOU Set-Aside <sup>2</sup>
STA Revenue-Based	BART	CCCTA	(861,895)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(618,101)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,802,042)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,585,892)	BART Feeder Bus
Total Payment			(7,327,541)	
Remaining BART STA Revenue-Based Funds			\$36,687,825	
Total Available BART TDA Article 4 Funds			\$445,261	
TDA Article 4	BART-Alameda	LAVTA	(107,178)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(338,083)	BART Feeder Bus
Total Payment			(445,261)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$18,522,058	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$17,721,034	
Total Available Union City TDA Article 4 Funds			\$10,674,705	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$10,558,006	

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. Funds will be allocated to AC Transit in FY 2019-20.

**FY 2019-20 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	FY2009-18	MTC Res-3833	MTC Res-3925	FY2019-20
	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
<b>TOTAL</b>	<b>\$62,000,000</b>	<b>100%</b>	<b>\$6,395,361</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,951,976</b>	<b>\$19,288,914</b>

**FY 2019-20 FUND ESTIMATE**  
**CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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<b>FY2018-19 LCTOP Revenue Estimate<sup>1</sup></b>		<b>FY2019-20 LCTOP Revenue Estimate<sup>2</sup></b>	
1. Statewide Appropriation (Jan, 19)	\$147,041,725	5. Estimated Statewide Appropriation (Jan, 19)	\$120,513,000
2. MTC Region Revenue-Based Funding	\$39,704,139	6. Estimated MTC Region Revenue-Based Funding	\$32,540,866
3. MTC Region Population-Based Funding	\$14,354,475	7. Estimated MTC Region Population-Based Funding	\$11,764,693
<b>4. Total MTC Region Funds</b>	<b>\$54,058,614</b>	<b>8. Estimated Total MTC Region Funds</b>	<b>\$44,305,559</b>

1. The FY 2018-19 LCTOP revenue generation is based on State Controller's Office letter dated January 31, 2019  
2. The FY 2019-20 LCTOP revenue generation is based on the \$179 million estimated in the FY 2019-20 State Budget.

**FY 2019-20 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
REVENUE-BASED FUNDS**

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FY2018-19 SGR Revenue-Based Revenue Estimate			FY2019-20 SGR Revenue-Based Revenue Estimate			
1. State Estimate (Aug, 18)	\$28,352,052		4. Projected Carryover (Aug, 19)	\$28,440,669		
2. Actual Revenue (Aug, 19)			5. State Estimate (Jan, 19)	\$29,060,854		
3. Revenue Adjustment (Lines 2-1)	\$0		6. Total Funds Available (Lines 4+5)	\$57,501,523		
STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
ACCMA - Corresponding to ACE	66	0	40,599	40,665	41,614	82,279
Caltrain	4,042	0	1,249,724	1,253,767	1,280,968	2,534,735
CCCTA	386	0	115,322	115,709	118,205	233,914
City of Dixon	3	0	1,055	1,058	1,081	2,139
ECCTA	179	0	53,984	54,163	55,334	109,497
City of Fairfield	86	0	34,999	35,085	35,874	70,959
GGBHTD	1,877	0	1,249,984	1,251,861	1,281,234	2,533,095
LAVTA	181	0	51,029	51,210	52,305	103,515
Marin Transit	666	0	211,538	212,204	216,827	429,031
NVTA	44	0	16,396	16,440	16,806	33,246
City of Petaluma	21	0	6,194	6,215	6,349	12,564
City of Rio Vista	1	0	348	348	356	704
SamTrans	3,981	0	1,226,269	1,230,250	1,256,926	2,487,176
SMART	499	0	256,422	256,921	262,832	519,753
City of Santa Rosa	94	0	25,425	25,519	26,061	51,580
Solano County Transit	191	0	54,900	55,091	56,273	111,364
Sonoma County Transit	111	0	34,157	34,268	35,011	69,279
City of Union City	56	0	16,513	16,569	16,926	33,495
Vacaville City Coach	15	0	3,982	3,996	4,081	8,077
VTA	14,059	0	4,471,201	4,485,260	4,582,981	9,068,241
VTA - Corresponding to ACE	51	0	31,362	31,413	32,146	63,559
WCCTA	232	0	71,761	71,993	73,555	145,548
WETA	900	0	301,312	302,212	308,845	611,057
SUBTOTAL	27,739	0	9,524,477	9,552,217	9,762,589	19,314,806
AC Transit	10,225	0	3,053,265	3,063,490	3,129,596	6,193,086
BART	19,811	0	5,980,007	5,999,818	6,129,507	12,129,325
SFMTA	30,840	0	9,794,303	9,825,144	10,039,161	19,864,305
SUBTOTAL	60,877	0	18,827,575	18,888,452	19,298,265	38,186,717
GRAND TOTAL	\$88,616	\$0	\$28,352,052	\$28,440,669	\$29,060,854	\$57,501,523

1. The State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. FY2019-20 State of Good Repair Program revenue generation is based on January 31, 2019 estimates from the State Controller's Office (SCO).

**FY 2019-20 FUND ESTIMATE  
STATE OF GOOD REPAIR (SGR) PROGRAM  
POPULATION-BASED FUNDS**

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FY2019-20 SGR Population-Based Revenue Estimate		FY2019-20 SGR Population-Based Revenue Estimate				
1. State Estimate (Aug, 18)	\$10,250,287	4. Projected Carryover (Aug, 19)				\$9,817,223
2. Actual Revenue (Aug, 19)		5. State Estimate (Jan, 19)				\$10,506,544
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)				\$20,323,767
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
Clipper®/Clipper® 2.0 <sup>3</sup>	66,936	(500,000)	10,250,287	9,817,223	10,506,544	20,323,767
GRAND TOTAL	\$66,936	(\$500,000)	\$10,250,287	\$9,817,223	\$10,506,544	\$20,323,767

1. FY2018-19 State of Good Repair Program revenue generation is based on August 1, 2018 estimates from the State Controller's Office (SCO).

2. FY2019-20 State of Good Repair Program revenue generation is based on January 31, 2019 estimates from the State Controller's Office (SCO).

3. FY2018-19 and FY2019-20 State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

February 13, 2019

Agenda Item 3a. ii.

**MTC Resolution No. 4321, Revised**

**State Transit Assistance (STA) and State of Good Repair (SGR) Funds Distribution Policy**

**Subject:** Revises the State Transit Assistance (STA) and State of Good Repair (SGR) Program funds distribution policy to modify the performance measure requirements for small and medium-sized transit operators to receive STA County Block Grant funds in accordance with the consensus proposal of the Small and Medium-Sized Operator Performance Measure Subcommittee, and revises the SGR Program procedures to reflect changes in Caltrans' SGR Program guidelines for regional agencies and transit operators.

**Background:** **STA County Block Grant Transit Performance Measures:** In February 2018 the Commission adopted MTC Resolution No. 4321 which contains the policies governing the distribution of State Transit Assistance (STA) and State of Good Repair (SGR) Program funds. Resolution 4321 updated MTC's policies for distributing STA Population-Based funds by creating a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant (70% of total STA Population-Based funds), with the remaining 30% of funds dedicated to a Regional Program supporting Clipper®, 511, and the means-based transit fare program. The STA County Block Grant policy is accompanied by several policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding. One of these policy conditions established performance measures for the region's small and medium-sized transit operators similar to those of the Transit Sustainability Project (TSP).

In recognition that the TSP's performance measures and standards may not be appropriate to measure the performance of smaller operators, MTC Resolution No. 4321, contained language instructing MTC staff to "work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators" and committing MTC staff to bring MTC Resolution No. 4321 back to the Programming and Allocations Committee "within one year to report on whether to retain the current framework or adjust the performance requirements."

Therefore, in the spring of 2018, MTC convened a Small and Medium Sized Operator Performance Measure Subcommittee to explore possible alternatives to the TSP performance measures. The Subcommittee met five times and eventually developed a consensus proposal, agreed to by the region's small and medium-sized operators, to modify the performance measure requirement. Under the consensus proposal, each operator would be required to maintain operating costs at least 20% below the average cost of the larger operators in the region (the seven operators covered by the TSP) for the same mode (bus, rail, ferry) for a particular year. The average cost is defined according to the TSP performance measures. In addition to maintaining operating costs 20% below the average of the larger operators, small and medium-sized operators would also need to limit annual year-over-year increases for each operator to 5% per year (including inflation/Consumer Price Index).

Should an operator be unable to meet the 20% below the large operator average or the 5% year-over-year requirement, operators will be able to submit a justification to tell the Commission about any unique or challenging circumstances which may have affected performance. MTC staff will report annually on the results of the performance assessment.

**SGR Program:** MTC Resolution No. 4321 also governs the process for the distribution of SGR Program funds, which are distributed at the state level according to the STA formula of Revenue-Based and Population-Based funds. The SGR Program supports transit operators in their investments in state of good repair projects and complements existing funds from federal and local sources. The SGR Program was established as a part of Senate Bill (SB) 1 in 2017. The SGR Program is administered at the state level by Caltrans, which establishes SGR Program guidelines for regional agencies and transit operators.

Beginning in Fiscal Year (FY) 2019-20, Caltrans is changing the SGR Program guidelines to require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, and submit a single region-wide list of projects to Caltrans. As this process differs from the existing process described in MTC Resolution No. 4321 whereby transit operators directly submit their Revenue-Based project lists to Caltrans, a revision to the resolution is necessary.

Due to the change in the Caltrans guidelines, MTC staff proposes that transit operators submit their SGR Program Revenue-Based project lists to MTC for the coming fiscal year by May 15<sup>th</sup> of each year. This will allow for the Commission to approve project lists before the September 1<sup>st</sup> deadline for submission to Caltrans. Transit operator project lists should be consistent with each operator's transit asset management (TAM) plans, and MTC expects operators to strive to use SGR Programs funds to improve the condition of their agency's capital assets.

**Issues:** Agenda Item 3c proposes an approach for the TSP related to the large operators going forward that is focused more on cooperative problem-solving rather than on financial penalties. The small and medium-sized operators may also appropriately participate in some of these efforts. However, staff believes that monitoring of and vigilance toward efficiency and effectiveness is still warranted, and therefore proposes continued performance monitoring for small (and large) operators.

**Recommendation:** Refer MTC Resolution No. 4321, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4321, Revised  
Presentation Slides

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC  
Revised: 02/27/19-C

ABSTRACT

Resolution No. 4321, Revised

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

This resolution was revised on February 27, 2019 to update the STA Population-Based County Block Grant performance measure requirements for small and medium sized transit operators as well as to make adjustments to the State of Good Repair (SGR) Program Revenue-Based program policies to reflect updated Caltrans SGR Program guidelines.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheets dated February 14, 2018 and February 13, 2019.



Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

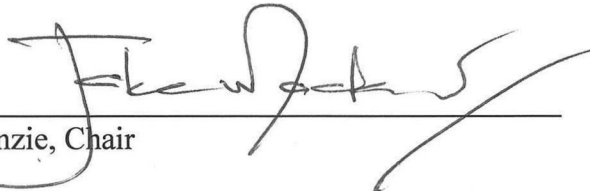
WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and  
be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds  
contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

  
A handwritten signature in black ink, appearing to read "Jake Mackenzie", is written over a horizontal line. The signature is stylized with a large initial "J" and a long, sweeping underline.

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 February 28, 2018.

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC  
Revised: 02/27/19-C

Attachment A  
Resolution No. 4321  
Page 1 of 6

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM  
PROGRAMMING AND ALLOCATION POLICY  
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

**I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings**

***1. STA Population-Based County Block Grant***

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

**Table 1. Distribution of STA Population-Based County Block Grant, by County**

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

**Table 2. Alameda and Contra Costa County Small Operator Minimum**

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
- **Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- **Performance Measures:** ~~[ORINGAL LANGUAGE] All small and medium sized operators shall meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. For operators that have already achieved a 5% real reduction in one of the above performance measures by FY 2017-18 no further reduction is required. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence. Once the 5% reduction is achieved transit operators are expected to keep future cost increases to no higher than the San Francisco Area Consumer Price Index as defined by the U.S. Bureau of Labor Statistics. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target. Staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. Staff will return within one year to report on whether to retain the current framework or adjust the performance requirements.~~  
[PROPOSED REVISION LANGUAGE] *All small and medium sized operators shall be required to maintain operating costs (cost per service hour, cost per passenger, or cost per passenger mile) at least twenty (20) percent below the annual average operating cost of the seven operators included in the Transit Sustainability Project*

*(TSP). Operating costs for small and medium sized operators shall be calculated for each mode (bus, rail, ferry, etc.) and benchmarked against the comparable modal average for the operators included in the TSP. In addition, annual year-over-year increases in operating costs for each small and medium sized operator shall be no greater than five (5) percent per year. If an operator is unable to meet the above requirements they may submit an appeal/justification to MTC explaining the circumstances that prevented achievement of the targets. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.*

- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

## **2. *MTC Regional Program***

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

## **3. *Transit Emergency Service Contingency Fund***

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund

has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

## **II. STA Revenue-Based Funds (PUC Code 99314)**

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers, joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

## **III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)**

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

### **1. *Priority 1: Clipper® 2.0***

Invest in the development and deployment of the Bay Area’s next generation transit fare payment system, Clipper® 2.0.

### **2. *Priority 2: Green Transit Capital Priorities***

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area’s transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

## **IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)**

[ORINGAL LANGUAGE] Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state-of-good-repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure.

[PROPOSED REVISION LANGUAGE] *Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure. Starting with Fiscal Year 2019-20 operators must submit their proposed SGR Program Revenue-Based projects to MTC, consistent with Caltrans' proposed amendments to the SGR Program Guidelines for Fiscal Year 2019-20. Operators should submit their SGR Program Revenue-Based project list to MTC by May 15<sup>th</sup> of each year. MTC staff will compile SGR Program Revenue-Based projects from all operators across the region and submit to the Commission for approval before submitting the approved regional SGR Program Revenue-Based project list to Caltrans by September 1<sup>st</sup> of each year.*

Transit operator's SGR Program Revenue-Based projects should be consistent with their agency's Transit Assessment Management (TAM) plan.

**State Transit Assistance (STA)  
Rules and Regulations  
for the MTC Region  
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

**Eligibility Requirements**

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

***SB 602 Requirements/California Government Code Section 66516***

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

***PIP Projects***

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.





Photo: Jim Maurer



# FY 2019-20 Fund Estimate and STA/SGR Population-Based Program

MTC Resolution Nos. 4360 and 4321

Programming and  
Allocations Committee  
February 13, 2019  
Item 3a



# MTC's Fund Estimate

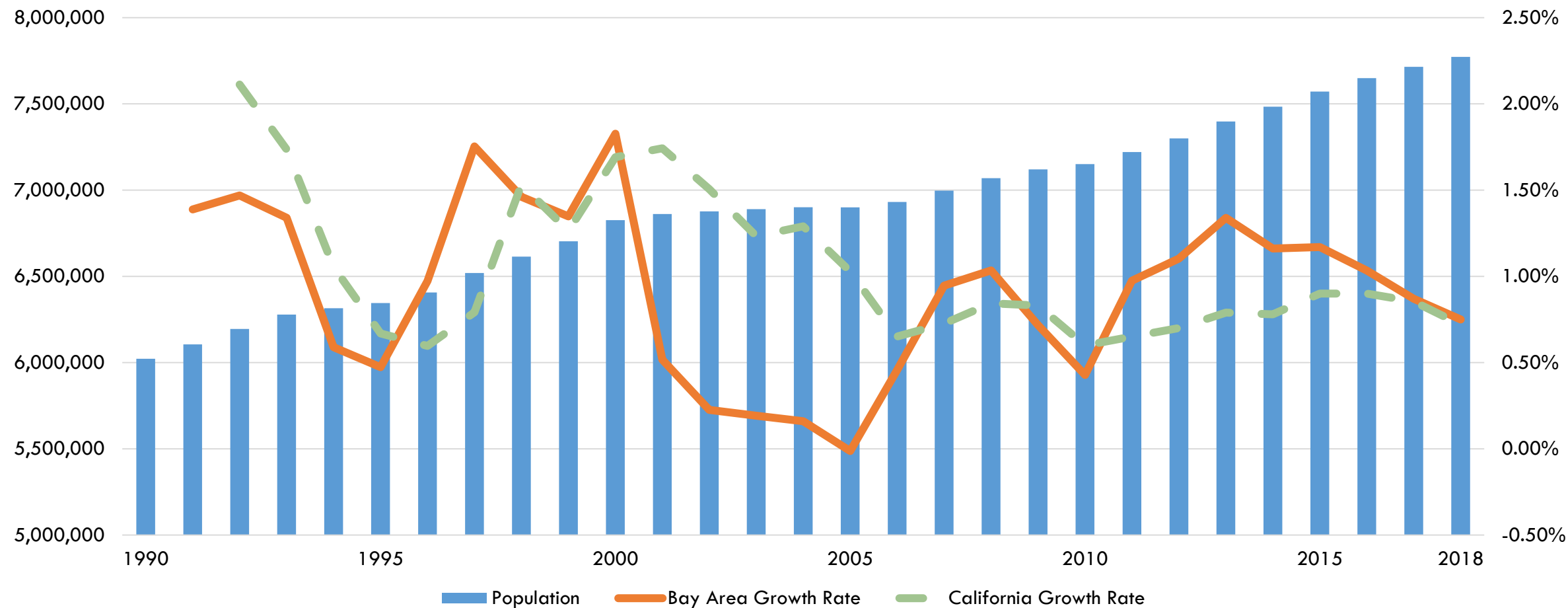
- State law requires MTC to complete a Fund Estimate by March 1<sup>st</sup> annually
- Assists transit operators in budgeting
- Approx. 40% of Bay Area transit operating revenues are based on sales taxes
- Operators are urged to be cautious in their budgeting for FY 2019-20 given uncertainty about the economy
- **FY 2019-20 Fund Estimate programs \$894 million, mostly for transit operations**



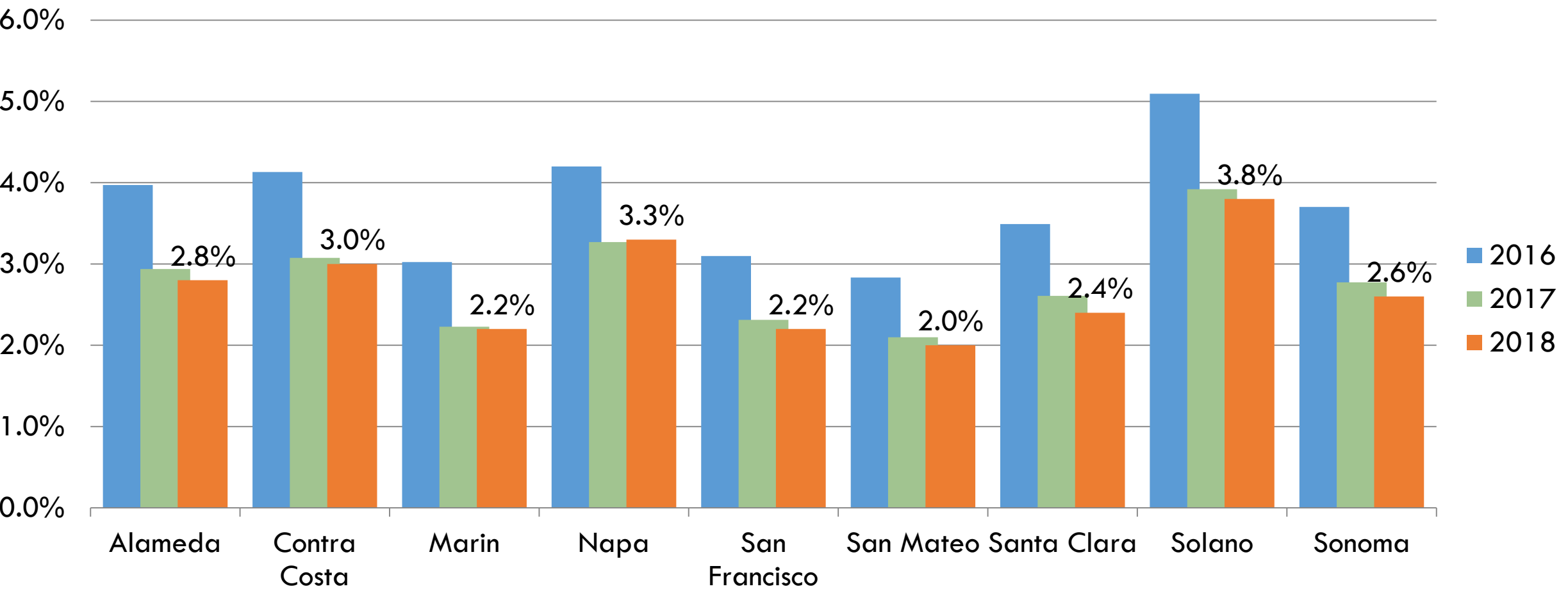
# Fund Estimate Overview

	Program	Description	FY 2018-19 Estimate (\$, in millions)	FY 2019-20 Estimate (\$, in millions)
Sales Taxes and Tolls	Transportation Development Act (TDA) ¼ ¢ Sales Tax	¼ ¢ sales tax in each county	\$421	\$430
	AB 1107 ½ ¢ Sales Tax	MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties	\$89	\$91
	Bridge Tolls	MTC 2% Toll Revenues and 5% State General Fund Revenues	\$5	\$5
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$251	\$284
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$39	\$40
	Low Carbon Transit Operations Program (LCTOP)	5% of Cap-and-Trade auction revenues	\$55	\$44

# Bay Area Population

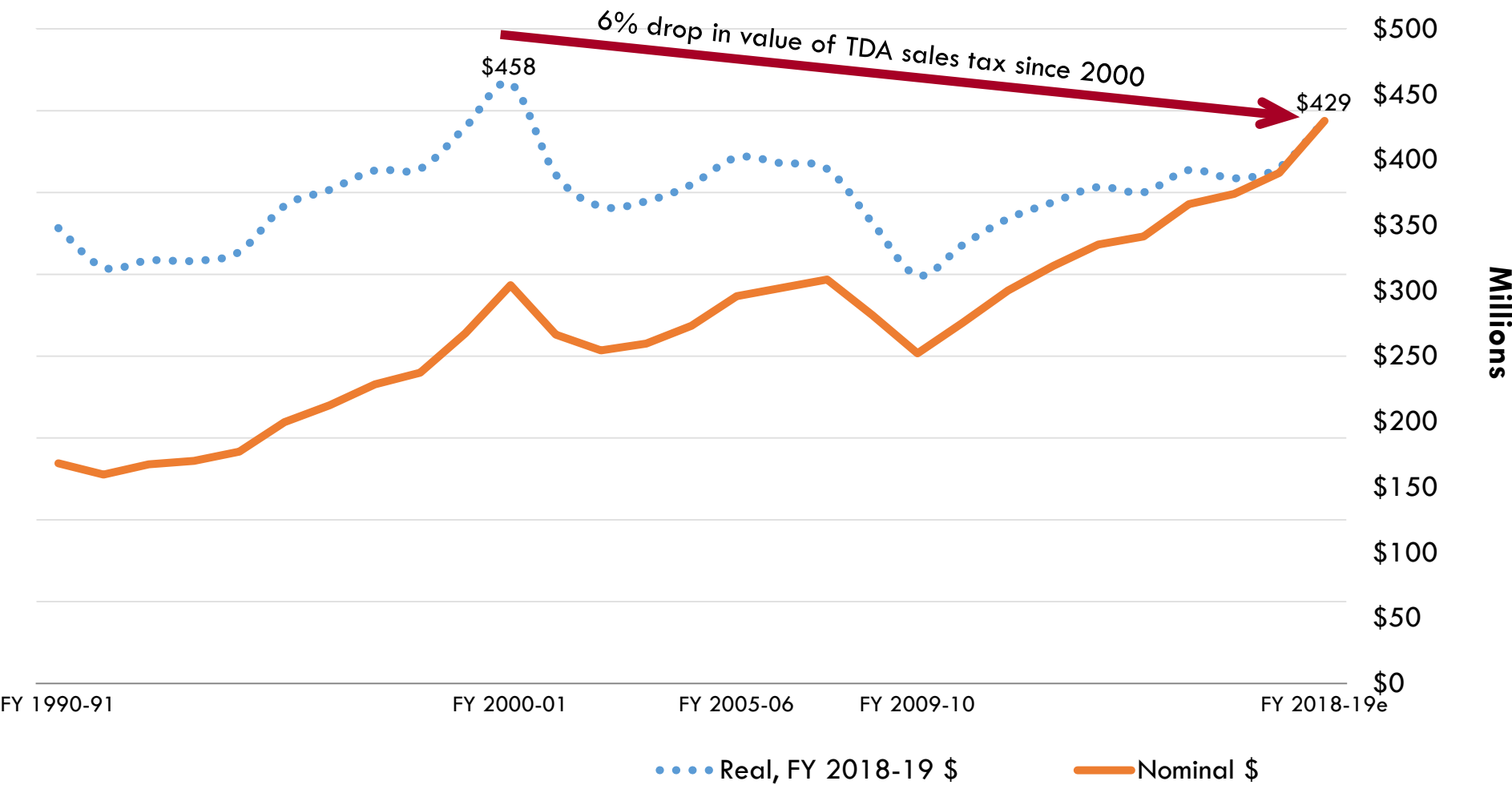


# 2.6% Unemployment Rate – An All Time Low



Data current as of December 2018 (most recent available data).  
Source: California Employment Development Department, Labor Market Information Division – [www.labormarketinfo.edd.ca.gov](http://www.labormarketinfo.edd.ca.gov)

# Real Sales Tax Revenue: 6% Drop Since 2000



Source:  
1. Actuals reported by CA Dept. of Tax & Fee Admin.  
2. FY 2018-19 estimates from FY 2019-20 Fund Estimate

# TDA Sales Tax Forecast FY 2019-20



Estimates for each county prepared by individual county Auditor/Controllers



Return to source, revenue earned in a county is spent in that county



Revenue primarily used for transit operations and capital expenses



Operators should be extra cautious due to uncertainty in County Auditor forecasts resulting from sales tax distribution changes



**FY 2019-20 forecast of \$430 million** is a **2.2% increase** above the Auditor/Controllers' revised forecast for FY 2018-19 (\$420.5 million)

- Revised FY 2018-19 forecast represents a 7.8% increase over original forecast – may be unrealistically high



# TDA Sales Tax Developments



State Legislature has organized a TDA Task Force to propose major revisions to the TDA statutes, work will be ongoing in 2019 with possible legislative action in 2020



Impact of *South Dakota v. Wayfair Inc.* case could result in additional revenue depending on how CA collects sales tax from out-of-state retailers





# AB 1107 Sales Tax Forecast FY 2019-20

- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2019-20 forecast of \$91 million** is a **2.2 % increase** above the forecast for FY 2018-19 (\$89 million)



# STA Formula Programs

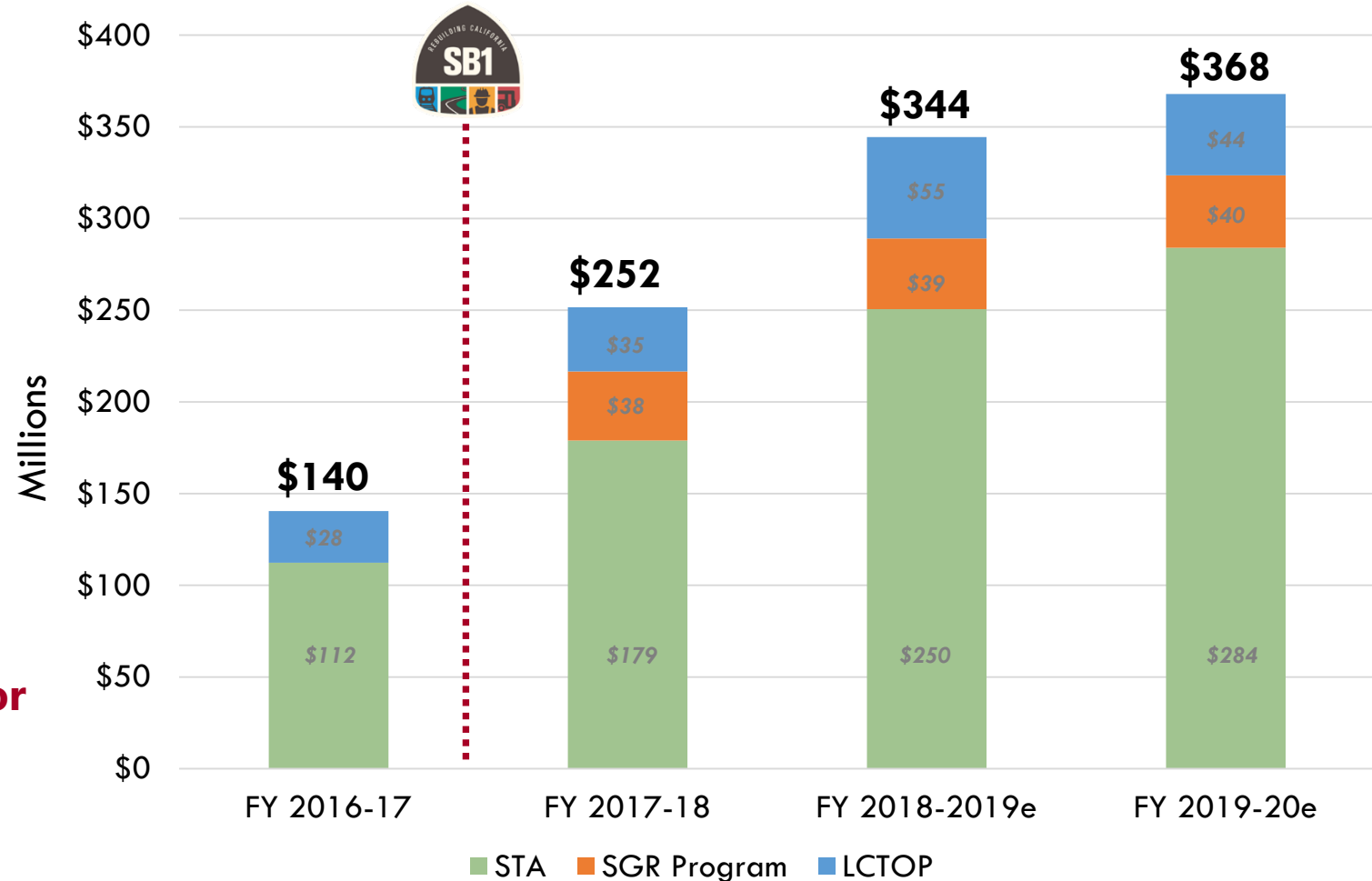
## FY 2019-20

State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our 19.5% share of the state's population and are programmed by MTC

**FY 2019-20 forecast of \$368 million for the Bay Area** in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



# MTC Resolution No. 4321 – Proposed Revisions

## **Within County Block Grant Program:**

### ***Small and Medium-Sized Operator Performance Measures***

Modify the performance measure requirements for small/medium operators to reflect the consensus approach developed by the operators during 2018 through a subcommittee with MTC staff:

- Maintain operating costs at least **20% below the average cost of the larger operators** in the region (the seven operators covered by the TSP) for the same mode (bus, rail, ferry) for a particular year.
- Limit annual year-over-year increases for each operator to 5%
- Justification process for operators not meeting targets in a given year

### ***SGR Program Revenue-Based Program***

Adjust MTC's policies to reflect changes in Caltrans' SGR Program guidelines requiring MTC to approve SGR Program Revenue-Based projects from operators

- Operators to submit projects to MTC annually
- MTC to approve and submit list to Caltrans by deadline
- Projects need to be consistent with operator's TAM plan

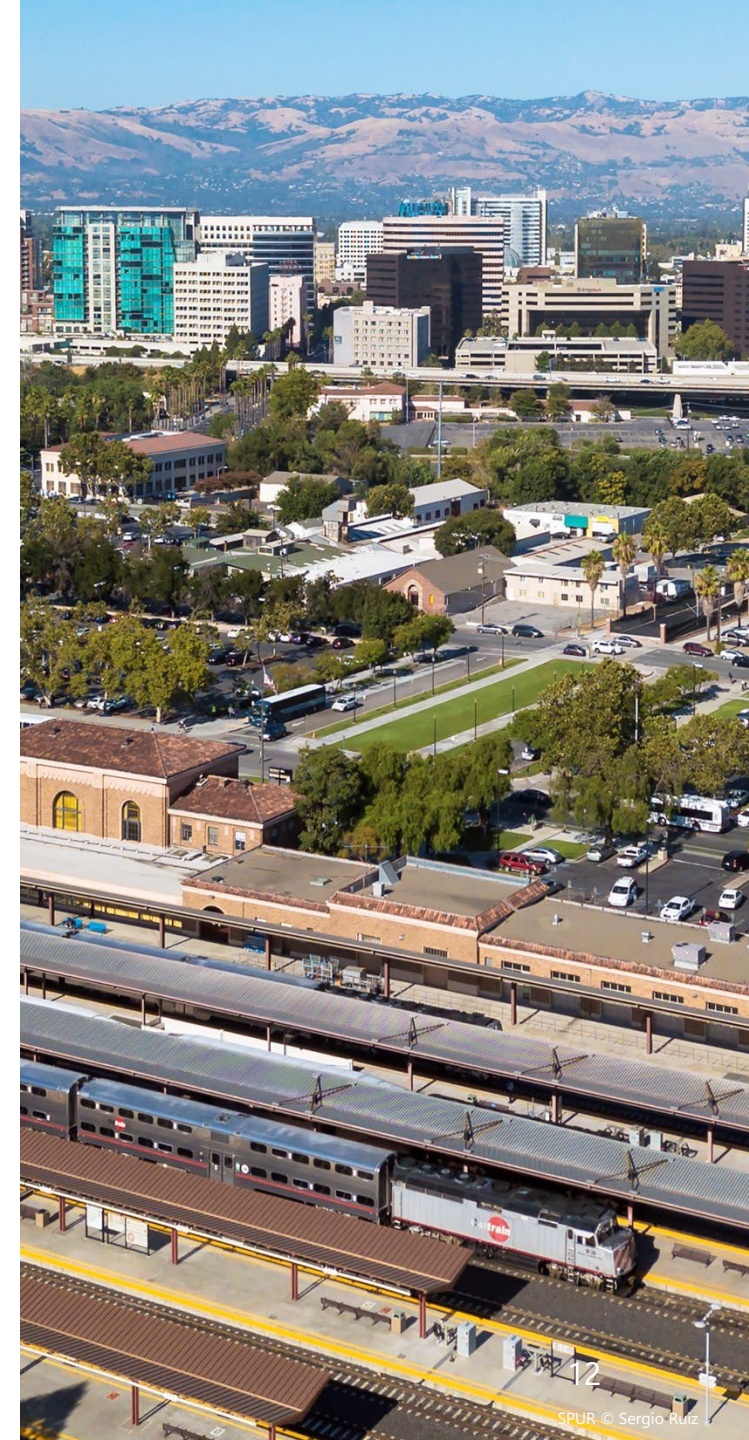




**Staff recommendation is to forward to the Commission for approval:**

MTC Resolution 4360 (FY 2019-20 Fund Estimate)

MTC Resolution 4321, Revised (STA and SGR Program Policies)





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-0090      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Regional  
**File created:** 1/28/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 2/13/2019      **Final action:**  
**Title:** MTC Resolution No. 4324, Revised. Adoption of the 2019 Regional Active Transportation Program (ATP) Cycle 4 Program of Projects.

The 2019 Regional ATP Cycle 4 provides \$37 million in new programming covering FY2019-20 through FY2022-23. Staff recommendations are based on a competitive evaluation of project applications.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [11b PAC-3b Reso-4324 Cycle4 Regional ATP.pdf](#)  
[3b Reso-4324 Cycle4 Regional ATP.pdf](#)

Date	Ver.	Action By	Action	Result
2/13/2019	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4324, Revised. Adoption of the 2019 Regional Active Transportation Program (ATP) Cycle 4 Program of Projects.

*The 2019 Regional ATP Cycle 4 provides \$37 million in new programming covering FY2019-20 through FY2022-23. Staff recommendations are based on a competitive evaluation of project applications.*

**Presenter:**

Karl Anderson

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

February 13, 2019

Agenda Item 3b

### Resolution No. 4324, Revised

**Subject:** Cycle 4 Regional Active Transportation Program (ATP) of Projects

**Background:** The State established the Active Transportation Program (ATP) in September 2013. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program (“Statewide Competitive ATP”);
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (“Regional ATP”).

MTC is responsible for developing the region’s guidelines for the Regional ATP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC’s Regional ATP Guidelines on May 16, 2018, and applications for the Regional Program were due to MTC on July 31, 2018. Roughly, \$37 million is available for programming under the Cycle 4 Regional ATP.

MTC staff’s recommended regional project awards and recommended contingency projects are listed in Attachment 1.

#### **Statewide Competitive ATP Results**

The CTC adopted the Statewide Competitive ATP list of projects on January 30, 2019. CTC funded two projects in the MTC region for a total of \$12 million, out of a statewide program of \$238 million (only 5% of the statewide total), as listed below.

County	Agency	Description	Amount (\$1,000s)
San Francisco	SFDPW	Aleman Interchange Improvements	\$1,971
Santa Clara	San Jose	Better Bikeway SJ - San Fernando Corr.	\$9,992
<b>Total</b>			<b>\$11,963</b>

The state received 554 applications requesting over \$2.2 billion in ATP funds. The CTC encouraged applicants to apply for large transformative projects, which increased the average ATP request size by \$2 million to \$4 million per application. As a result, the CTC funded 47 fewer projects in ATP Cycle 4 compared to ATP Cycle 3 and ATP Cycle 3 Augmentation. The sharp increase in application request size also influenced the MTC Regional ATP.

#### **MTC’s Regional Project Selection Process**

MTC received 72 applications totaling \$339 million in response to the Regional ATP Call for Projects. Of these, Caltrans deemed three projects ineligible for ATP funds: Alameda County Public Works Agency’s Heyer Avenue SRTS Corridor and Proctor Elementary School SRTS projects,

both of which, requested ineligible funding phases, and SFMTA's 27-Bryant Tenderloin Transit Reliability Enhancement Project for ineligible scope. MTC enlisted a 21-member multi-disciplinary evaluation committee to score and rank the remaining applications (see Attachment 2). The review committee used the same evaluation form and scoring criteria used for the Statewide Competitive ATP, plus an additional 10 maximum points for regional priorities, for a maximum point score of 110.

### **Regional Project Recommendations**

Staff recommends fully funding four projects and partially funding two projects for a total of \$37 million (see Attachment 1). This figure includes two projects requesting less than \$1 million to meet MTC's 10% funding target for smaller projects. Staff also recommends adopting a list of contingency projects totaling \$39 million, ranked in order based on the project's evaluation score. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, or savings in the Cycle 4 Regional ATP. All projects in the regional ATP as proposed would benefit Disadvantaged Communities, greatly exceeding the 25% target.

### **Issues:**

#### **1. SMART Pathway Windsor to Petaluma Gap Closure Phasing:**

The SMART Pathway Windsor to Petaluma Gap Closure project sponsored by the Sonoma-Marín Area Rail Transit District (SMART) requested \$27.5 million in ATP funds; however, not enough funding remains to fully fund SMART's request. Therefore, MTC staff recommends funding two NEPA-cleared segments of the project, the East Petaluma to Penngrove segment at \$5.9 million and the Rohnert Park to Southwest Santa Rosa segment at \$6.6 million, for a total of \$12.5 million. Should SMART not be able to scale the project to deliver the full project benefits, staff recommends fully funding other partially funded projects (see #2 below), followed by projects on the contingency list.

#### **2. Partial Funding:** The Willow-Keyes Complete Streets Improvements project sponsored by San Jose requested \$16.5 million in ATP funds; however, only \$12.9 million of ATP remains after funding higher-scoring projects. Therefore, staff recommends partially funding the project at \$12.9 million. Should San Jose not be able to scale the project to deliver the full project benefits, or to fully fund the project using other funds, staff recommends funding projects on the contingency list to fully program the remaining \$12.9 million.

#### **3. Caltrans Eligibility Determination Pending:** Caltrans performed an initial examination of scope eligibility and deliverability for all projects applying for ATP funds. Once MTC releases its staff recommendations, Caltrans and MTC staff will work with project sponsors to resolve any issues. Therefore, it is important for sponsors to note that MTC's proposed funding amounts are subject to this review. Following review and agreement, MTC and CTC may amend the project descriptions and funding amounts.

- 4. Improvements for Cycle 5 and Legislative Program:** Between the Statewide and Regional ATP, only eight projects received funding in four Bay Area counties in Cycle 4. State law requires MTC to hold a competitive process to determine the funding program, and does not allow for geographic distribution in the competitive process. In light of these results in Cycle 4, staff will work with CTC and stakeholders to consider developing the state and regional Cycle 5 Program Guidelines. Further MTC's legislative program includes exploring ATP reform ideas to improve the program. In particular, having reliable adequate ATP funding is an important tool for making the regions' SB 375 goals. MTC anticipates the Cycle 5 process to begin in 2020.

**Recommendation:** Refer MTC Resolution No. 4324, Revised to the Commission for approval, and direct staff to transmit the recommended project list to the CTC.

**Attachments:**

- Attachment 1:** Recommended Cycle 4 Regional ATP Program of Projects and Contingency Projects
- Attachment 2:** List of Project Evaluators
- Attachment 3:** Cycle 4 Regional ATP List of Applications Received
- Attachment 4:** MTC Comment Letter to CTC regarding Cycle 4 Statewide ATP Recommendations, dated January 28, 2019
- MTC Resolution No. 4324, Revised:** Attachment B



**Attachment 1**

**Recommended Cycle 4 Regional ATP Program of Projects (Alphabetical Order)**

			Requested Amount (\$1,000s)	
County	Sponsor	Project		Project Description
Alameda	ACPW	Active and Safe Oakland	999	Active & Safe Oakland will bring Safe Routes to School and Safety Patrol programming to 18 disadvantaged elementary schools that have not adopted and maintained such programs.
Alameda	ACTC	Alameda County School Travel Opportunities Program	3,761	Comprehensive school transportation alternatives program targeting disadvantaged and high-collision communities to encourage active transportation in Alameda County K-12 schools.
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	410	Project includes installing 3 bulb outs, new signal equipment, leading pedestrian interval, pedestrian countdown heads, APS pedestrian push buttons and high visibility crosswalks.
San Francisco	SFMTA	6th Street Pedestrian Safety Project	6,000	Install pedestrian safety improvements, including wider sidewalks, new traffic signals, corner bulbouts, street lighting, and traffic lane reallocation, on a high-injury corridor.
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	12,926*	Construct Class IV protected bike lane, sidewalk, curb-extension, enhanced crosswalks, pedestrian-scale lighting, transit boarding improvements; reconfigure complex intersections.
Sonoma	SMART	SMART Pathway Project - East Petaluma to Penngrove Segment	5,910	Construct a Class 1 non-motorized pathway within the publicly owned SMART railroad right-of-way between Penngrove and Petaluma.
		SMART Pathway Project - Rohnert Park to Southwest Santa Rosa Segment	6,664	Construct a Class 1 non-motorized pathway within the publicly owned SMART railroad right-of-way between Rohnert Park and Southwest Santa Rosa.
Total			\$36,670	

\* San Jose requested \$16,538; however, \$12,926 is available for funding. San Jose has committed to delivering the project benefits using other funds, and may receive contingency funds if available.

**Staff Recommendations for MTC Cycle 4 Regional ATP – Contingency List**

<b>MTC Score</b>	<b>County</b>	<b>Sponsor</b>	<b>Project</b>	<b>Requested Amount (\$1,000s)</b>
91.0	Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	\$3,612*
90.0	Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (PS&E)	\$10,400
90.0	Alameda	Berkeley	Milvia Street Bikeway Project	\$3,351
89.0	Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$6,200
88.3	Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$2,962
87.0	San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$2,646
86.7	Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$2,698
85.0	Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$3,184
83.3	Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$3,768
<b>Total</b>				<b>\$38,821</b>

\* San Jose requested \$16,538 however \$12,926 was available for funding, a difference of \$3,612 remains.

**Attachment 2**

Metropolitan Transportation Commission  
Regional Active Transportation Program - Cycle 4

**List of Project Evaluators**

<b>Affiliation</b>	<b>Description</b>
Alameda County Transportation Commission	Congestion Management Agency
Bay Area Rapid Transit District	Transit Agency
Silicon Valley Bicycle Coalition	Bike & Pedestrian Safety
California Walks	Safe Routes to School/ Pedestrian Safety
Castro Valley Bicycle & Pedestrian Advisory Committee	Bike & Pedestrian Safety
Contra Costa County (1)	Department of Conservation and Development
Contra Costa County (2)	Department of Conservation and Development
City of Menlo Park	City; Public Health
City of Newark	City
City of Rohnert Park	City
Golden Gate Bridge and Highway Transportation District	Transit Agency
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Metropolitan Transportation Commission (3)	Metropolitan Planning Organization
MTC Policy Advisory Council (1)	Policy Advisory Council; Public Health
MTC Policy Advisory Council (2)	Policy Advisory Council
Napa County Bicycle Coalition	Bike & Pedestrian Safety
San Francisco County Transportation Agency	Congestion Management Agency
San Mateo County Health System	Public Health
Santa Clara Valley Transportation Authority	Congestion Management Agency
Solano Transportation Authority	Congestion Management Agency

Metropolitan Transportation Commission  
Cycle 4 Regional Active Transportation Program**List of Applications Received - Scores (Descending Score Order)****Color Key**

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

~~Black Strikeout on White~~: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACTC	Alameda County School Travel Opportunities Program	\$ 4,178	\$ 3,761	99.0
SF	SFMTA	6th Street Pedestrian Safety Project	\$ 20,815	\$ 6,000	92.0
SON	SMART	SMART Pathway - East Petaluma to Pengrove	\$ 31,909	\$ 5,910	92.0
SON	SMART	SMART Pathway - Rohnert Park to Southwest Santa Rosa	\$ 31,909	\$ 6,664	92.0
SCL	San Jose	Willow-Keyes Complete Streets Improvements ( <i>Partial \$12,953K recommended</i> )	\$ 19,649	\$ 16,538*	91.0
ALA	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART	\$ 119,164	\$ 10,400	90.0
ALA	Berkeley	Milvia Street Bikeway Project	\$ 4,190	\$ 3,351	90.0
ALA	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 35,223	\$ 6,200	89.0
SON	SMART	SMART Pathway - Santa Rosa to Rohnert Park Gap Closure	\$ 7,141	\$ 5,782	89.0
CCC	Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 4,351	\$ 2,962	88.3
ALA	Albany	Ohlone Greenway Trail Safety Improvements	\$ 485	\$ 410	88.0
SF	SFPW	Alemany Interchange Improvements, Phase 2	\$ 2,727	\$ 1,971	88.0
SF	SFMTA	Hairball Intersection Improvements Phase 2	\$ 3,638	\$ 2,646	87.0
ALA	ACPW	Active and Safe Oakland	\$ 999	\$ 999	87.0
SCL	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698	\$ 2,698	86.7
MRN	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,711	\$ 3,184	85.0
CCC	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,932	\$ 3,768	83.3
ALA	Oakland	Plaza de la Fuente- E12th Street Pedestrian and Bicycle Improvements	\$ 12,166	\$ 11,076	83.0
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 2,470	\$ 1,600	83.0
SCL	San Jose	Better BikewaySJ - San Fernando Corridor	\$ 11,919	\$ 9,992	81.7
ALA	San Leandro	Crosstown Class IV Corridors: Bancroft Avenue & Williams Street	\$ 3,019	\$ 2,988	81.7
SON	Sonoma County	Moorland Pedestrian and School Access	\$ 4,233	\$ 3,775	81.0
ALA	Oakland	Coliseum BART to Bay Trail Greenway Connection	\$ 16,094	\$ 2,512	80.5
CCC	CCPW	San Pablo Avenue Complete Street/Bay Trail Gap Closure Project	\$ 7,504	\$ 6,704	79.5
SOL	Fairfield	West Texas Street Road Diet	\$ 9,200	\$ 4,634	79.5
SM	San Mateo County	Midcoast Multimodal/Parallel Trail Implementation Project	\$ 5,291	\$ 4,173	79.0
SCL	SCVTA	King Road Pedestrian Safety and Transit Access Improvements	\$ 19,168	\$ 19,168	78.7
MRN	Marin County	North-South Greenway Gap Closure Project	\$ 8,048	\$ 6,548	77.0
ALA	ACPW	Ashland Cherryland On the Move	\$ 999	\$ 999	76.3
ALA	Berkeley	Safe Routes to School Improvements - Oxford and Jefferson Schools	\$ 342	\$ 273	76.0
ALA	Fremont	SRTS Improvements - Cabrillo Elementary and Leitch Elementary	\$ 3,055	\$ 2,704	76.0
CCC	CCPW	Market Avenue Complete Street Project	\$ 2,532	\$ 2,272	75.0
SON	Sonoma County	West Sebastopol Bicycle Connectivity and Pedestrian Enhancements	\$ 9,069	\$ 6,031	74.5
CCC	CCPW	Bailey Road Bicycle and Pedestrian Improvements Project	\$ 2,734	\$ 2,459	73.3
SF	SFMTA	Muni Forward 30 Stockton Improvements (3rd Street)	\$ 13,601	\$ 8,300	72.5
SF	SFMTA	Vision Zero SF: In-School Bike Education Program	\$ 4,011	\$ 3,567	71.5
SM	San Mateo	City of San Mateo Safe Routes to School Phase 2	\$ 474	\$ 474	71.3
ALA	Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$ 50,549	\$ 39,470	70.0
ALA	ACPW	Hayward High School Safe Routes to School Project	\$ 596	\$ 497	70.0
SCL	Morgan Hill	Morgan Hill SRTS Action Plan Implementation and Related Infrastructure Improvements	\$ 1,398	\$ 1,188	70.0
SM	San Mateo	Hillsdale/US-101 Bicycle/Pedestrian Bridge Project - PS&E Phase	\$ 40,037	\$ 3,090	70.0
ALA	Hayward	Mission Boulevard Corridor Improvements Phase 3	\$ 15,505	\$ 3,108	69.7
ALA	ACPW	Del Rey Elementary School Safe Routes to School Project	\$ 449	\$ 375	67.0
CCC	CCPW	Appian Way Complete Street – Roundabout at Valley View Road	\$ 5,280	\$ 4,613	67.0
ALA	ACPW	Grant Elementary School Safe Routes to School Project	\$ 944	\$ 782	66.0
SON	Windsor	Windsor River Road/Windsor Road Multimodal Accessibility and Safety Improvements	\$ 12,859	\$ 3,494	63.0
SOL	Vallejo	Vallejo Bluff Trail Connector Project	\$ 7,080	\$ 7,030	63.0
ALA	ACPW	Somerset Avenue SRTS Corridor	\$ 5,329	\$ 3,684	62.5
SM	Belmont	Belmont –Ralston Avenue Corridor Streets Improvement Project	\$ 4,676	\$ 3,655	61.7
ALA	ACPW	Castro Valley Elementary SRTS	\$ 3,600	\$ 2,135	61.0
SM	South San Francisco	Junipero Serra/ Hickey/ Longford Bicycle & Pedestrian Improvements	\$ 5,931	\$ 5,931	60.7
SF	SFPW	Ridge Lane	\$ 4,050	\$ 3,585	59.0
SCL	Cupertino	Stevens Creek Boulevard Separated Bike Lanes Phase 2 Project	\$ 5,400	\$ 5,400	58.0
SM	San Mateo County	Gray Whale Cove Pedestrian Improvement Project	\$ 2,775	\$ 1,578	58.0
SCL	Sunnyvale	Braly Elementary School Safe Routes to Schools	\$ 2,688	\$ 2,150	57.0

## Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

~~Black Strikeout on White~~: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
SM	Millbrae	Millbrae Avenue Bicycle/Pedestrian Overcrossing Bridge Project	\$ 19,500	\$ 17,000	57.0
ALA	ACPW	Niles Canyon Trail	\$ 92,625	\$ 974	56.0
CCC	CCPW	Treat Boulevard Bicycle & Pedestrian Improvements	\$ 1,785	\$ 1,565	56.0
ALA	Albany	Albany Complete Streets for San Pablo Avenue and Buchanan Street	\$ 3,495	\$ 2,264	55.5
ALA	ACPW	D Street SRTS	\$ 4,725	\$ 3,800	55.0
NAP	City of Napa	West Park Elementary School Pedestrian Infrastructure Improvements	\$ 316	\$ 316	54.0
CCC	CCPW	San Miguel Drive Complete Street	\$ 1,543	\$ 1,388	53.7
SOL	Rio Vista	Rio Vista Active Transportation Link to Downtown	\$ 1,489	\$ 1,489	52.0
SOL	STA	Solano County Safe Routes to Transit Projects	\$ 4,772	\$ 3,731	52.0
SM	South San Francisco	Spruce Avenue Pedestrian Safety Improvement Project	\$ 851	\$ 767	51.0
SM	Atherton	Atherton Avenue Bicycle Lanes	\$ 1,852	\$ 1,564	48.0
SM	Burlingame	School Area Pedestrian Enhancement Project	\$ 840	\$ 716	45.0
CCC	Lafayette	School Street Safe Route to School	\$ 5,216	\$ 5,216	44.0
ALA	ACPW	Lewelling Blvd SRTS Corridor	\$ 3,586	\$ 2,312	43.0
SM	South San Francisco	Sunshine Gardens Safety and Connectivity Improvement Project	\$ 494	\$ 437	39.0
ALA	ACPW	<del>Heyer Avenue SRTS Corridor</del>	<del>\$ 2,600</del>	<del>\$ 398</del>	<del>0.0</del>
ALA	ACPW	<del>Proctor Elementary School SRTS</del>	<del>\$ 5,150</del>	<del>\$ 796</del>	<del>0.0</del>
SF	SFMTA	<del>27 Bryant Tenderloin Transit Reliability Enhancement Project</del>	<del>\$ 6,943</del>	<del>\$ 5,057</del>	<del>0.0</del>

72	Applications Received.	Totals	\$ 727,667	\$ 339,972
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METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
www.mtc.ca.gov

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Sonoma County and Cities

*Scott Haggerty, Vice Chair*  
Alameda County

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Executive Director

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Deputy Executive Director, Operations

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Deputy Executive Director,  
Local Government Services

January 28, 2019

Susan Bransen  
Executive Director  
California Transportation Commission  
1120 N St., MS-52  
Sacramento, CA 95814

RE: 2019 Statewide Competitive Active Transportation Program (Cycle 4)

Dear Ms. Bransen:

Thank you and your staff for the hard work in developing the Cycle 4 Active Transportation Program statewide recommendations. Your staff released the initial staff recommendations in late 2018, and released revised recommendations in mid-January.

The Metropolitan Transportation Commission (MTC) appreciates that the current ATP application and evaluation process is the result of extensive public participation and stakeholder input. The region is grateful for the addition of savings from Cycles 1 and 2 into the program, allowing more projects (including \$10 million for the City of San Jose) to be funded. Still, the Bay Area's overall performance in the statewide competitive ATP is deeply disappointing – with only two successful projects (out of 51 successful projects statewide) capturing \$12 million in statewide ATP funding (out of \$238 million available – or 5%).

Many of the Bay Area's proposed ATP projects strongly meet state goals advanced by Governor Executive Orders, the California Air Resources Board, and ATP program itself. These goals include encouragement of active transportation and mode shift, reduction of greenhouse gas emissions, reduction of vehicle-miles travelled, and focus on disadvantaged communities. Example projects that closely align with these state goals include the following projects that scored in the 80s:

- Alameda County Transportation Commission's East Bay Greenway project – a transformative \$120 million pathway project connecting San Leandro to South Hayward (score: 89)
- Oakland's Plaza de la Fuente (E. 12<sup>th</sup> Street Pedestrian and Bicycle Improvements) project – improving the active transportation experience and safety in Oakland's disadvantaged Fruitvale District (score: 87)
- Sonoma Marin Area Rail Transit District's Pathway Gap Closure project – closing an important gap between Santa Rosa and Rohnert Park through disadvantaged areas of Sonoma County (score: 85)
- Santa Clara Department of Public Health's Healthy, Safe, and Active South Santa Clara County – a non-infrastructure project focused on disadvantaged areas of Southern Santa Clara County (score: 85)



Through our analysis, there are many potential reasons why CTC is unable to fund more Bay Area projects. MTC looks forward to discussing these issues and their solutions with you and your staff in the coming months. Potential topics include:

- Re-examine definitions and scoring of disadvantaged communities, such as replacing the regional definition with one that considers cost-of-living factors in different parts of the state;
- Simplify further the application process, including consolidating questions and reducing evaluation subjectivity; and
- Examine additional resources for technical assistance, including from the Active Transportation Resource Center, CTC and Caltrans staff, and non-profit/ advocacy groups.

Also of note, this year's MTC legislative platform includes exploring ATP reform ideas that improve the program. After five years and the passage of Senate Bill 1 (2017), the region believes there are opportunities to improve the program further to ensure it is a key element of meeting regional SB375 goals.

MPOs such as MTC have important goals to meet in order to truly implement our regional transportation and land use plans. The Active Transportation Program is an important tool in the array of programs helping regions meet their state-mandated emission targets, among other goals. Having reliable, adequate funding is key. Therefore, we look forward to discussing ideas with you and your staff.

Thank you again for considering the Bay Area's comments. If you have any questions on our comments, please contact Anne Richman, Director of Programming and Allocations, at (415) 778-6722.

Best regards,



Steve Heminger  
Executive Director

cc: April Nitsos, Caltrans HQ Active Transportation Program  
Laurie Waters, California Transportation Commission  
Carl Guardino, California Transportation Commission  
Jim Ghielmetti, California Transportation Commission  
Bob Alvarado, California Transportation Commission

SH:kk

Date: April 25, 2018  
W.I.: 1515  
Referred by: PAC  
Revised: 02/27/19-C

ABSTRACT

Resolution No. 4324

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 4 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – Cycle 4 Regional ATP Program of Projects

This resolution was amended via Commission action on February 27, 2019 to update Attachment B, Cycle 4 Regional Active Transportation Program of Projects.

Further discussion of these actions is contained in the summary sheet to the MTC Programming and Allocations Committee dated April 11, 2018 and February 13, 2019.



Date: April 25, 2018  
W.I.: 1515  
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)  
Cycle 4 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4324

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



\_\_\_\_\_  
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.

**Attachment B**  
**Metropolitan Transportation Commission**  
**2019 Active Transportation Program (ATP)**  
**Cycle 4**  
**FY 2019-20 through FY 2022-23**  
**Regional ATP Cycle 4 List of Projects**

MTC Resolution No. 4324  
Attachment B  
Adopted: April 25, 2018  
Revised: 02/27/19-C

**Regional ATP Cycle 4 Projects (in county order)**

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Active and Safe Oakland	\$ 999
Alameda	ACTC	Alameda County School Travel Opportunities Program	\$ 3,761
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	\$ 410
San Francisco	SFMTA	6th Street Pedestrian Safety Project	\$ 6,000
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements ( <i>Partial</i> )	\$ 12,926
Sonoma	SMART	SMART Pathway - Petaluma to Santa Rosa	\$ 12,574
<b>TOTAL:</b>			<b>\$36,670</b>

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**Regional ATP Cycle 4 Contingency List (in descending score order)**

County	Implementing Agency	Project	Regional ATP
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements ( <i>Remaining Amount</i> )	\$ 3,612
Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART ( <i>PS&amp;E</i> )	\$ 10,400
Alameda	Berkeley	Milvia Street Bikeway Project	\$ 3,351
Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 6,200
Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 2,962
San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$ 2,646
Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698
Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,184
Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,768
<b>TOTAL:</b>			<b>\$38,821</b>

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0169      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 2/11/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 2/13/2019      **Final action:**  
**Title:** The Commission will meet in Closed Session, pursuant to Government Code §54957, and Government Code §54957.6 with respect to General Counsel's compensation range of non-represented employee, and Employment Agreement.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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### Subject:

The Commission will meet in Closed Session, pursuant to Government Code §54957, and Government Code §54957.6 with respect to General Counsel's compensation range of non-represented employee, and Employment Agreement.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0113      **Version:** 1      **Name:**  
**Type:** Action Item      **Status:** Commission Approval  
**File created:** 1/29/2019      **In control:** Executive Committee  
**On agenda:** 2/13/2019      **Final action:**  
**Title:** Approval of General Counsel's Employment Agreement/approval of salary increase.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
2/13/2019	1	Metropolitan Transportation Commission		

**Subject:**

Approval of General Counsel's Employment Agreement/approval of salary increase.

Chair Mackenzie

Commission Approval