



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth
Non-Voting Member: Tony Tavares*

Wednesday, May 8, 2019

9:40 AM

Board Room - 1st Floor

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

1. Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [19-0334](#) Minutes of the April 10, 2019 meeting
- Action:** Committee Approval
- Attachments:** [2a_04-10-2019_Prog&Allocations_Draft_Minutes_v1.pdf](#)
- 2b. [19-0336](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-14.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2b_Reso-4375_TIP_Amendment_2019-14_x.pdf](#)
- 2c. [19-0335](#) Regional Measure 2 (RM2) Capital Program: Semi-Annual Update
- Action:** Information
- Presenter:** Craig Bosman
- Attachments:** [2c_RM2_Capital_Program_Semi-Annual_Update_x.pdf](#)

3. Federal

- 3a. [19-0287](#) MTC Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263, Revised; and 4272, Revised. Transit Capital Priorities and Bridge Toll Programs revisions.

Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Process and Criteria, the FY2015-16 and FY2016-17 through FY2019-20 TCP Programs, the FY2018-19 BATA Project Savings Fund program, and the FY2018-19 and FY2019-20 AB 664 Net Bridge Toll Revenues program and allocations.

Action: Commission Approval

Presenter: Rob Jaques

Attachments: [3a Reso-4169 4212 4242 4262 4263 4272 TCP and AB664 Revisions x.l](#)

- 3b. [19-0412](#) Draft Transportation-Air Quality Conformity Analysis (Redetermination) for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program (TIP).

Federal air quality regulations require an air quality conformity determination that demonstrates that the amended Plan Bay Area 2040 and the amended 2019 TIP conform to the 2015 Ozone National Ambient Air Quality Standards (NAAQS). The draft Transportation-Air Quality Conformity Analysis has been released for public review. The written comment period ends at 5:00 p.m. on May 26, 2019. The draft document is available at the Bay Area Metro Center and on the internet at mtc.ca.gov/our-work/fund-invest/transportation-improvement-program.

Action: Information / Receive Comments

Presenter: Harold Brazil

Attachments: [3b 2019TIP AmdPBA2040 Reconform x.pdf](#)

4. Regional

- 4a. [19-0461](#) MTC Resolution No. 4378 -- FY2019-20 RM2 Marketing Program

A request to adopt the \$6.9 million FY2019-20 Regional Measure 2 (RM2) Marketing Program, an element of the annual RM2 operating program.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [4a Reso-4378 FY2019-20 RM2 Marketing Assistance Program x.pdf](#)

5. Information

5a. [19-0306](#) Caltrain Business Plan

An overview of the Caltrain Business Plan presented by Caltrain.

Action: Information

Presenter: Melanie Choy and Caltrain Staff

Attachments: [5a Caltrain Business Plan Overview x.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on June 12, 2019 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0334 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 3/29/2019 **In control:** Programming and Allocations Committee
On agenda: 5/8/2019 **Final action:**
Title: Minutes of the April 10, 2019 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_04-10-2019_Prog&Allocations_Draft_Minutes_v1.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the April 10, 2019 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth
Non-Voting Member: Tony Tavares*

Wednesday, April 10, 2019

9:40 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, and Commissioner Worth

Non-Voting Member Present: Commissioner Tavares

Ex Officio Voting Member Present: Commission Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Giacomini and Commissioner Halsted

2. Consent Calendar

Upon the motion by Vice Chair Dutra-Vernaci and the second by Commissioner Glover, the Consent Calendar was unanimously approved by the following vote:

Aye: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

2a. [19-0285](#) Minutes of the March 6, 2019 meeting

Action: Committee Approval

2b. [19-0286](#) Quarterly Report of Executive Director Delegated Authority actions

Action: Information

Presenter: Cheryl Chi

- 2c. [19-0141](#) MTC Resolution No. 4273, Revised. Program of Projects for FY2018-19 Cap and Trade Low Carbon Transit Operations Program.
Action: Commission Approval
Presenter: Craig Bosman
- 2d. [19-0288](#) MTC Resolution No. 4035, Revised. Revisions to the One Bay Area Grant Program (OBAG 1) to redirect funding for AC Transit within the Bay Bridge Forward suite of projects.
Action: Commission Approval
Presenter: Mallory Atkinson
- 2e. [19-0291](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-12.
Action: Commission Approval
Presenter: Adam Crenshaw
- 2f. [19-0307](#) Proposed agreements with the Kern Council of Governments, Tehama County Transportation Commission (Tehama CTC) and the Tuolumne County Transportation Council (Tuolumne CTC) for exchange of federal apportionment. A request to authorize agreements with the Tehama CTC and the Tuolumne CTC to exchange up to a total of \$11.8 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.
Action: Commission Approval
Presenter: Ross McKeown

3. State

3a. [19-0290](#) Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

Based on the Commission's adopted criteria, staff will present recommended priorities for Round 4 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.

Action: Commission Approval

Presenter: Craig Bosman

Upon the motion by Commissioner Papan and the second by Commissioner Bruins, the Committee unanimously approved the referral of the recommended priorities for Round 4 of the Affordable Housing and Sustainable Communities program to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

4. Information

4a. [19-0227](#) Sales Tax Policy in California and Transportation Development Act Reform

Discussion of the impacts of the South Dakota v. Wayfair, Inc. decision on the sales tax in California as well as information on the Transportation Development Act (TDA) Reform Task Force recently established by the State Legislature.

Action: Information

Presenter: William Bacon

4b. [19-0289](#) California Transportation Commission Update

Update on the March 13 and 14, 2019 CTC meetings

Action: Information

Presenter: Kenneth Kao

5. Public Comment / Other Business

6. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee will be held on May 8, 2019 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0336 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/29/2019 **In control:** Programming and Allocations Committee
On agenda: 5/8/2019 **Final action:**
Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-14.

Sponsors:

Indexes:

Code sections:

Attachments: [2b Reso-4375 TIP Amendment 2019-14 x.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-14.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 8, 2019

Agenda Item 2b

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-14.

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 2019-14 makes revisions to 25 projects with a net funding increase of approximately \$802 million. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in the Transit Capital Priorities (TCP) Program.

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 (Attachment 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 changes that are contingent upon Commission approval of programming changes included in Programming and Allocations Committee Item 3a MTC Resolution Nos. 4169, Revised, 4212, Revised, 4242, Revised, 4262, Revised, 4263, Revised, and 4272, Revised, Transit Capital Priorities and Bridge Toll Programs revisions.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-14
MTC Resolution No. 4375, Revised



Therese W. McMillan

**TIP Revision Summary
2019-14**

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Transit					
ALA150033	Livermore Amador Valley Transit (LAVTA)	LAVTA: Service Vehicles (2) Trucks	Delete this project from the TIP and reprogram the 5307 funds to ALA990077	-\$102,000	-100.0%
ALA150036	Livermore Amador Valley Transit (LAVTA)	LAVTA: Service Vehicles (3) Road Supervisor	Delete this project from the TIP and reprogram the 5307 funds to ALA990077	-\$153,000	-100.0%
ALA150037	Livermore Amador Valley Transit (LAVTA)	LAVTA: Service Vehicles (4) shift trade	Delete this project from the TIP and reprogram the 5307 funds to ALA990077	-\$204,000	-100.0%
ALA190014	Bay Area Rapid Transit District (BART)	BART-Elevator Renovation program	Amend a new exempt project into the TIP with \$7M in 5337 and \$1.75M in Local funds	\$8,750,000	~%
ALA990077	Livermore Amador Valley Transit (LAVTA)	LAVTA: ADA Paratransit Operating Subsidy	Update the funding plan to add \$367K in 5307 funds being transferred from ALA150033, ALA150036, and ALA150037, add \$100K in additional 5307 funds and reprogram \$12.7K in TDA from FY17 to FY19 and \$12.2K in TDA from FY17 to FY20	\$467,182	5.8%
CC-150021	Western Contra Costa Transit Authority (WestCAT)	WestCAT - AVL System with APC Element.	Update the funding plan to add \$294K in 5307 and \$74K in Local funds that are being transferred from CC-170010	\$367,631	93.2%
CC-170010	Western Contra Costa Transit Authority (WestCAT)	WestCAT Replace 5 35ft and 4 40ft Vehicles	Update the funding plan to remove \$294K in 5307 funds and \$74K in Local funds as the funds are being reprogrammed to CC-150021	-\$367,631	-7.2%
REG170023	Metropolitan Transportation Commission (MTC)	TCP Financing Repayment Obligations	Update the funding plan to remove \$2.82M in 5307 and \$19.5M in 5337 funds	-\$21,870,000	-1.4%
SCL090044	Santa Clara Valley Transportation Authority (VTA)	VTA: TP OCS Rehab & Replacement	Update the funding plan to add \$12.5M in FY19 5337 and \$3.1M in FY19 Local	\$15,650,000	91.2%
SCL110099	Santa Clara Valley Transportation Authority (VTA)	VTA: Light Rail Bridge and Structure - SG Repair	Update the funding plan to add \$1.08M in FY19 5337 funds and \$270K in FY19 Local funds	\$1,350,000	38.6%
SCL150008	Santa Clara Valley Transportation Authority (VTA)	VTA Track Intrusion Abatement	Update the funding plan to add \$4M in FY19 5337 and \$1M in FY19 Local funds	\$5,000,000	83.3%
SCL170009	Santa Clara Valley Transportation Authority (VTA)	VTA: Chaboya Yard Well Removal	Update the funding plan to add \$120K in FY19 5307 and \$30K in FY19 Local funds	\$150,000	61.2%
SCL170010	Santa Clara Valley Transportation Authority (VTA)	VTA: Guadalupe Train Wash Replacement	Update the funding plan to add \$800K in FY19 5337 and \$200K in FY19 Local funds	\$1,000,000	55.2%

TIP Revision Summary
2019-14

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL190023	Santa Clara Valley Transportation Authority (VTA)	VTA: Bus CCTV Replacement	Amend a new exempt project into the TIP with \$2.64M in 5307 and \$660K in Local funds	\$3,300,000	~%
SCL190024	Santa Clara Valley Transportation Authority (VTA)	VTA: Transit Center Park and Ride Rehab	Amend a new exempt project into the TIP with \$1.6M in 5307 and \$400K in Local funds	\$2,000,000	~%
SCL190025	Santa Clara Valley Transportation Authority (VTA)	VTA: Gigabit Ethernet Network	Amend a new exempt project into the TIP with \$960K in 5307 and \$240K in Local funds	\$1,200,000	~%
SCL190026	Santa Clara Valley Transportation Authority (VTA)	VTA: HVAC Replacement	Amend a new exempt project into the TIP with \$1.45M in 5307 and \$362K in Other Local funds	\$1,810,332	~%
SF-070005	San Francisco Municipal Transport Agency (SFMTA)	Van Ness Avenue Bus Rapid Transit	Update the funding plan to add \$1.8M in FY19 5337 and reprogram \$458K in Local funds from FY17 to FY19	\$1,830,000	0.9%
SF-090012	San Francisco Municipal Transport Agency (SFMTA)	Light Rail Vehicle Procurement	Update the project scope to include additional replacement and expansion vehicles and add \$59M in Bridge Tolls, \$160M in Local, \$129M in Sales Tax and \$398M in RTP-LRP funds	\$746,146,027	203.7%
SF-190002	San Francisco Municipal Transport Agency (SFMTA)	L-Taraval - SGR Project Elements	Amend a new exempt project into the TIP with \$4M in 5337 and \$1M in Sales Tax funds	\$5,087,500	~%
SF-190003	San Francisco Municipal Transport Agency (SFMTA)	Muni Metro East Facility - Boiler Replacement	Amend a new exempt project into the TIP with \$4.1M in 5337 funds and \$2.3M in Local funds	\$6,440,944	~%
SF-190004	San Francisco Municipal Transport Agency (SFMTA)	SFMTA-Facilities Condition Assessment Repairs	Amend a new exempt project into the TIP with \$5M in 5307, \$900K in 5337, \$12.6M in Local, \$500K in Sales Tax and \$4.6M in SB1 funds	\$23,597,031	~%
SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	Update the funding plan to change the program year and source for \$565K in FY23 RTP-LRP to \$222K in FY19 5337, \$56K in FY19 Local, \$62K in FY20 5307, \$168K in FY20 5337 and \$58K in FY20 Local	\$0	0.0%
SON150007	Petaluma	Petaluma Transit: ADA Set-Aside	Update the funding plan to add \$86K in FY19 CON 5307 and \$22K in FY19 CON Local funds	\$108,107	24.7%
SON170017	Petaluma	Petaluma AVL Equipment	Update the funding plan to add \$60K in FY19 5307 and \$15K in FY19 TDA	\$75,000	312.5%
Total Funding Change:				\$801,633,123	

TIP Revision Summary

ATTACHMENT 1

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$184,386,080	\$113,140,000	\$0	\$1,869,747,519	\$2,167,273,599	\$117,113,688
Proposed:	\$211,282,919	\$117,781,979	\$59,118,014	\$2,580,723,810	\$2,968,906,722	\$521,458,176
Delta:	\$26,896,839	\$4,641,979	\$59,118,014	\$710,976,291	\$801,633,123	\$404,344,488

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C
02/27/19-C 03/27/19-C
04/24/19-C 05/22/19-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, February 13, 2019, March 6, 2019, April 14, 2019, and May 8, 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.	12	\$7,296,176	2/1/2019	2/1/2019
2019-03	Amendment	40	\$155,338,096	12/19/2018	2/5/2019
2019-04	Admin. Mod.	10	\$5,506,382	3/5/2019	3/5/2019
2019-05	Amendment	3	\$22,503,964	1/23/2019	2/19/2019
2019-06	Amendment	2	\$15,814,128	1/23/2019	2/15/2019
2019-07	Admin. Mod.	19	\$11,050,370	3/28/2019	3/28/2019
2019-08	Amendment	12	-\$25,513,326	2/27/2019	4/3/2019
2019-09	Admin. Mod.	Pending	Pending	Pending	Pending
2019-10	Amendment	4	-\$18,724,000	3/27/2019	Pending
2019-11	Admin. Mod.	Pending	Pending	Pending	Pending
2019-12	Amendment	4	\$13,699,781	4/24/2019	Pending
2019-13	Admin. Mod.	Pending	Pending	Pending	Pending
2019-14	Amendment	25	\$801,633,123	5/22/2019	Pending
Net Funding Change		183	\$1,025,346,541		
Absolute Funding Change			\$1,113,821,193		

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

Re: Adoption of the 2019 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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

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

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

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year; and

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

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

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

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2019 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

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

RESOLVED, that MTC adopts the 2019 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2019 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2019 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2019 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2019 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

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

RESOLVED, that the public participation process conducted for the 2019 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

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

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

RESOLVED, that MTC finds that the 2019 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4374); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further


RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2019 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2019 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4375, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on September 26, 2018.

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

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

The 2019 Transportation Improvement Program for the San Francisco Bay Area, adopted September 26, 2018, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2019 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2019 TIP Performance Report

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C
02/27/19-C 03/27/19-C
04/24/19-C 05/22/19-C

Attachment B
Resolution No. 4375, Revised
Page 1 of 5

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, 2018. 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 an administrative modification that revises 12 projects with a net funding increase of approximately \$7.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 1, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Road Repair and Accountability Act (SB1) and State Transportation

Improvement Program funded project, and one High Priority Program earmark funded project to reflect the latest programming decisions; 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 \$421,807 in High Priority Program earmark funds, \$207,000 in SB1 funds and \$6 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. 2019-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on February 5, 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 an administrative modification that revises ten projects with a net funding increase of approximately \$5.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 5, 2019. Among other changes, this revision:

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions, including the exchange of approximately \$16 million in STP/CMAQ and an equal amount of sales tax proceeds between San Francisco's Better Market Street project and SFMTA's New Central Subway project;
- Also updates the funding plan of the Better Market Street project to reflect the award of \$15 million in Better Using Investments to Leverage Development (BUILD) grant funds;

- Combines the two Innovative Deployments to Enhance Arterials program listings into a single listing;
- Splits out near-term, High Priority Program-funded improvements from Alameda County's Vasco Road Safety Improvements project; and
- Updates the funding plan and back-up listing of the Lifeline Transportation Program – Cycle 5 grouped listing to reflect the programming of additional Federal Transit Administration Section 5307 funds and State Transit Assistance program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$15 million in BUILD funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on February 6, 2019, and final federal approval was received on February 19, 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 was received on February 6, 2019, and final federal approval was received on February 15, 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 an administrative modification that revises 19 projects with a net funding increase of approximately \$11 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 28, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent Safety Barrier project to reflect the programming of approximately \$45.2 million in Federal Highway Infrastructure Program (FHIP) funds in lieu of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant 2 (OBAG2) funds;

- Updates the funding plans of nine other STP/CMAQ funded projects and one High Priority Program Earmark (HPP) funded project to reflect planned obligations;
- Updates the funding plan of San Rafael's Francisco Blvd West Multi-Use Pathway project to reflect the programming of Regional Measure 2 (RM2) and Transportation Fund for Clean Air (TFCA) funds; and
- Updates the funding plans and back-up listings of the State Highway Operation and Protection Program (SHOPP) Collision Reduction, Local Highway Bridge Program (HBP) and FTA Section 5311 Fiscal Years 2018/19 and 2019/20 grouped listings 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 \$45.2 million in FHIP funds, \$2.4 million in HPP funds, \$248,400 in TFCA funds, \$6.3 million in SHOPP funds, and \$283,186 in FTA Section 5311f funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on March 13, 2019, and final federal approval was received on April 3, 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.

Revision 2019-09 is a pending administrative modification.

Revision 2019-10 is an amendment that revises four projects with a net funding decrease of approximately \$18.7 million. The revision was referred by the Programming and Allocations Committee on March 6, 2019, and approved by the MTC Commission on March 27, 2019. Caltrans approval was received on April 5, 2019, and final federal approval is expected in mid-May 2019. Among other changes, this revision:

- Amends one new exempt project into the TIP; and

- Archives one project.

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

Revision 2019-11 is a pending administrative modification.

Revision 2019-12 is an amendment that revises four projects with a net funding increase of approximately \$13.7 million. The revision was referred by the Programming and Allocations Committee on April 10, 2019, and approved by the MTC Commission on April 24, 2019. Caltrans approval is expected in late May 2019, and final federal approval is expected in mid-June 2019. Among other changes, this revision:

- Reprograms Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available through the Transit Performance Initiative – Capital Investment Program from VTA's Santa Clara Pocket Track Light Rail Interlocking project to their Light Rail Track Crossovers and Switches project and deletes the interlocking project; and
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Emergency Response program to reflect the latest information from Caltrans including the addition of \$14.6 million in SHOPP funds.

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

Revision 2019-13 is a pending administrative modification.

Revision 2019-14 is an amendment that revises 25 projects with a net funding increase of approximately \$802 million. The revision was referred by the Programming and Allocations Committee on May 8, 2019, and approved by the MTC Commission on May 22, 2019. Caltrans approval is expected in late June 2019, and final federal approval is expected in mid-July 2019. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in the Transit Capital Priorities (TCP) Program. 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 #: 19-0335 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 3/29/2019 **In control:** Programming and Allocations Committee

On agenda: 5/8/2019 **Final action:**

Title: Regional Measure 2 (RM2) Capital Program: Semi-Annual Update

Sponsors:

Indexes:

Code sections:

Attachments: [2c_RM2_Capital_Program_Semi-Annual_Update_x.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Regional Measure 2 (RM2) Capital Program: Semi-Annual Update

Presenter:
Craig Bosman

Recommended Action:
Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 8, 2019

Agenda Item 2c

Regional Measure 2 (RM2) Capital Program: Semi-Annual Update

Subject: Semi-annual update on the Regional Measure 2 Capital Program

Background: **RM2 Capital Program**

RM2 was passed by the voters in March 2004 and the Commission began allocating funds in July 2004. The attached staff presentation is the latest semiannual report for the RM2 capital program.

Allocation/Expenditure Status

The RM2 Capital Program has a programmed amount of approximately \$1.6 billion, with an additional \$74 million from unneeded financing cost coverage programmed to projects by the Commission in December 2016. As of October 2018, MTC has approved \$1.5 billion in capital allocations, of which over \$1.4 billion has been expended.

Project Status


The majority of projects are completed or are on track and under construction. Highlights of this report include the opening of new gates at the Downtown San Francisco Ferry terminal, continued delivery of new BART cars, and construction progress on the AC Transit East Bay Bus Rapid Transit, Caltrain Electrification, SMART Larkspur Extension, and I-880 North Safety Improvements in Oakland. The Transbay Transit Center remains closed; MTC's Independent Peer Review panel has concurred with a strategy to repair Fremont Street girders and retrofit First Street girders, expected to be completed by June 2019. A facility-wide review is ongoing and the reopening date of the transit center has not been determined.

Staff continues to work with sponsors to move projects with remaining unallocated funds toward construction. Overall, staff continues to monitor projects to ensure continued progress.

Issues: None

Recommendation: Information

Attachments: Presentation Slides


Therese W. McMillan

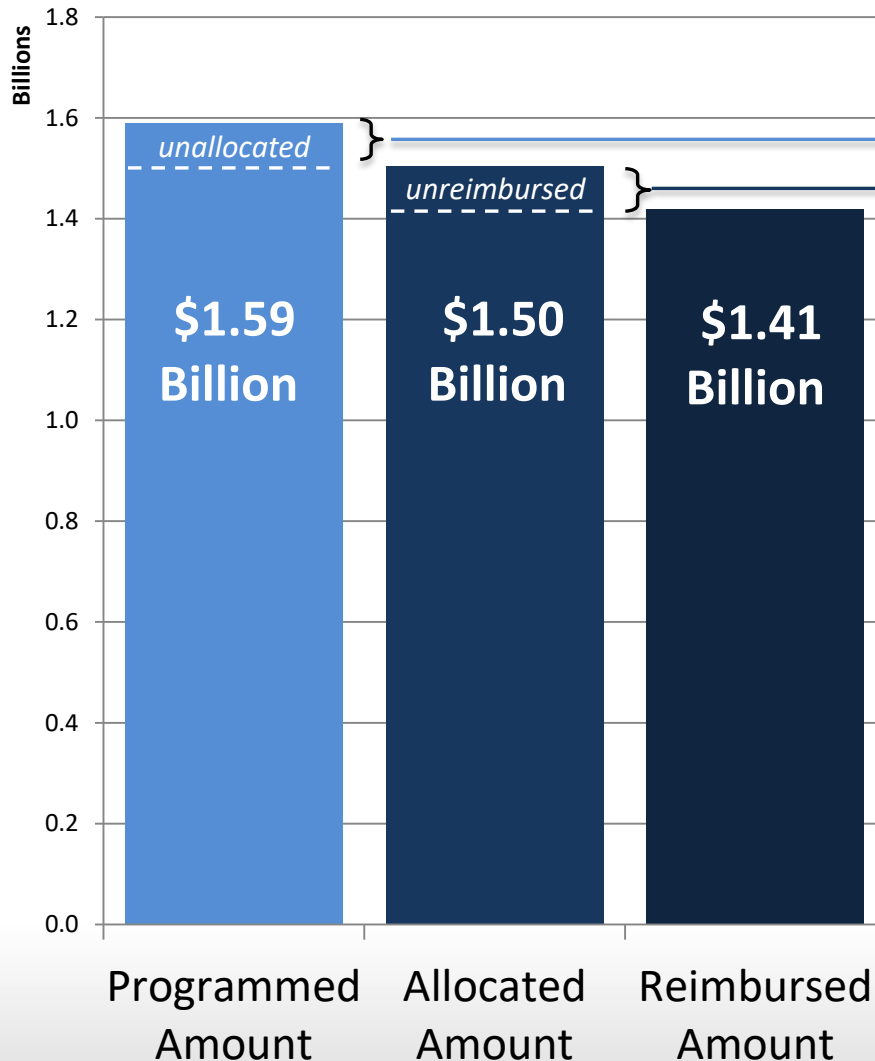
Regional Measure 2 Capital Program Update



METROPOLITAN
TRANSPORTATION
COMMISSION

**Programming and Allocations
Committee
May 8, 2019**

Capital Program Summary



The remaining \$84 million not yet allocated includes the following projects:

- BART Cars* (\$40M)
- Clipper* (\$13M)
- I-580 Transit Improvements (\$12M)
- Bay Bridge Forward* (\$9M)
- Express Bus South (Dumbarton) (\$5M)
- Richmond Parkway P&R (\$2M)
- BART/Muni Connection (\$1.5M)

The \$87 million not yet reimbursed includes these projects entering, under, or completing construction:

- AC Transit BRT (\$18M)
- North South Greenway - Marin (\$15M)
- BART Extension to Warm Springs (\$8M)
- Bay Bridge Forward* (\$6M)
- Ferry Vessels incl. Richmond (\$6M)
- Regional Express Lanes (\$5M)
- I-680 HOV Lane Connector (\$4M)
- SMART Larkspur Ext. (\$3M)
- Safe Routes to Transit projects (\$3M)

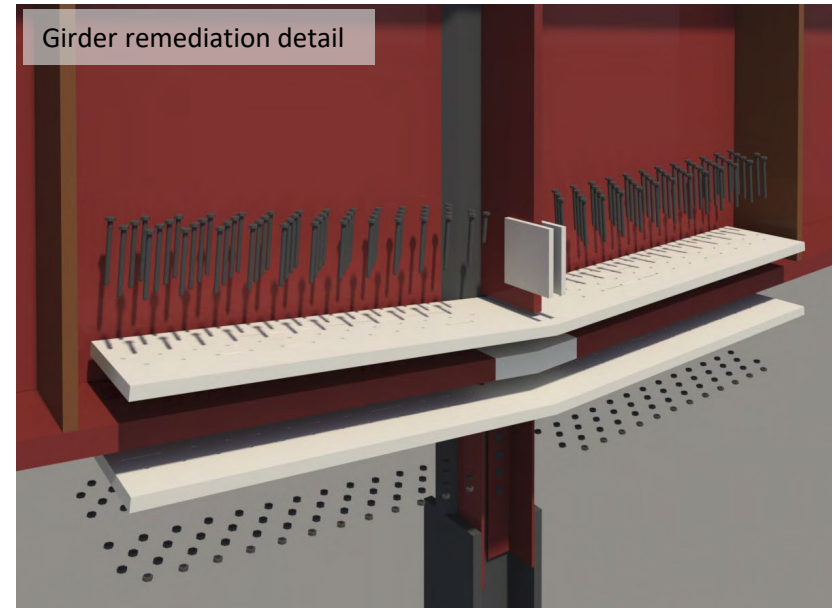
*Project funding added to RM2 program in December 2016

Program Assessment

- 95% of program allocated; 89% reimbursed
- Majority of projects are completed or “On Track” and “Under Construction”
- MTC monitors projects to minimize risk, provide opportunities for meaningful scope changes, and address funding shortfalls.
- Jurisdictional and institutional coordination an issue on some projects.
- Local construction market strong; could lead to cost escalation.

Salesforce Transit Center

- MTC's Independent Review Peer Review panel concurred with Fremont St. and First St. girder repair/retrofit strategy; scheduled for completion by June 2019
- Facility-wide review is ongoing
- Reopening date of transit center has not been determined as of April 2019



Caltrain Electrification

- Overhead catenary system foundation and poles installation underway
- Tunnel modifications in SF requires weekend shutdowns between Bayshore and 4th/King
- Manufacturing of EMU car shells underway
- Expected revenue service date: 2022
- CalSTA awarded \$161 million for additional EMU's (beyond scope of electrification project) from TIRCP
- Key coordination activities with CA High Speed Rail Authority continue



AC Transit East Bay BRT

- Major construction is over 50% complete
- All 27 BRT buses delivered
- Station construction and roadway improvements ongoing
- Project cost has increased based on unforeseen conditions and updated risk assessments; AC Transit has committed additional funds to complete project
- Revenue service target is late 2019

High Street Station canopy installation



67th Ave Station and bus pad



SMART

Larkspur Extension

- Larkspur design/build construction underway
- Targeted revenue service in late 2019
- Federal Small Starts Grant awarded in April
- Project bisects San Rafael Transit Center; Notice of Preparation for DEIR issued for replacement transit center



Windsor Extension

- Received funding through SB1 TIRCP



BART Cars

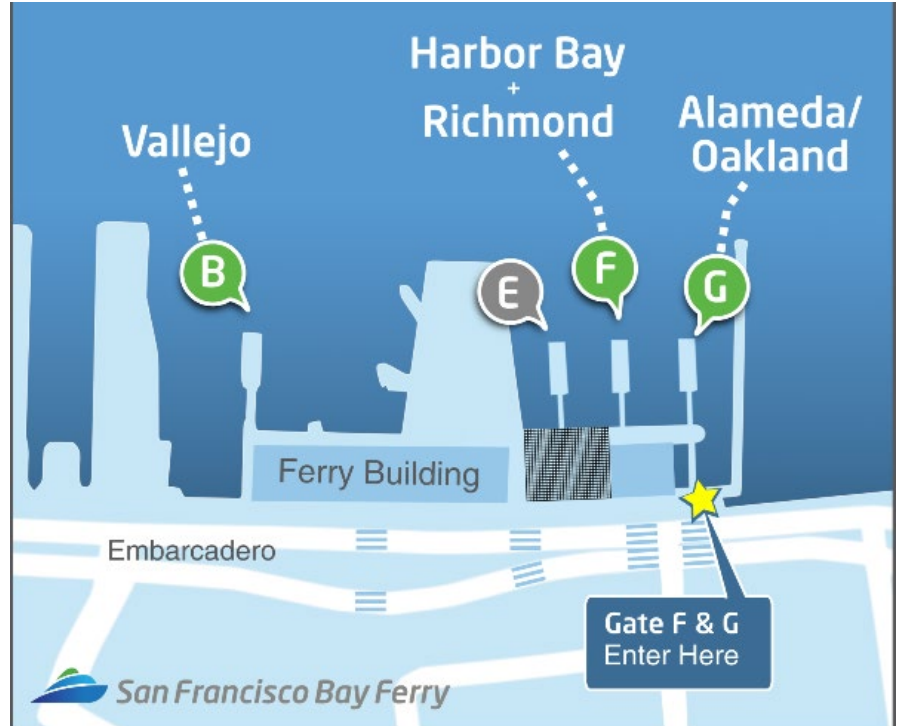
- 75 new cars received and 40 in service as of March 2019
- Car delivery continuing; approximately 10 cars/month until all 775 cars delivered under current contract with Bombardier
- An additional 306 cars planned for a second contract – CalSTA awarded \$318 million from SB 1 Transit and Intercity Rail Capital Program (TIRCP) toward BART Transbay Capacity Program



Ferry Projects



- **Richmond Ferry:** service began in January 2019
- Six daily Richmond-SF round trips



- **SF Terminal expansion:** Two new gates now open (F & G)
- Expected full opening in early 2020

Marin North-South Greenway Gap Closure



- **Northern Segment:** final design nearing completion; construction expected to begin in 2019
- **Southern Segment:** right-of-way work ongoing

I-80/I-680/SR-12 Interchange – Solano County

- Initial Construction Package (WB 80 – WB 12 Connector): Open for use
- Utility relocations complete
- PS&E being prepared for subsequent construction packages
 - Package 2a: EB12 – EB 80 Connector
 - Package 2b: Red Top Road Interchange
 - Package 3: I-80/I-680 Interchange



- CTC approved \$53 million in SB1 Trade Corridor Enhancement Program for Phase 2a construction; complements other funding sources including bridge tolls

I-880 North Safety Improvements



- Reconstruction of I-880 in Oakland from 29th Ave to 23rd Ave
- Total cost: \$102 million
- Construction approximately 91% complete
- Now open to traffic :
 - 29th Ave overcrossing (partial)
 - NB880 off-ramp at 29th
 - NB880 on-ramp at E. 10th/29th
 - 23rd Ave overcrossing (eastbound)
- Current focus on reconstruction of 23rd Ave structure

I-680 Express Lanes



- I-680 SB from Marina Vista to Rudgear
- Utility relocations completed May 2018
- Construction contract awarded August 2018
- Target opening late 2021

Bay Bridge Forward



- West Grand Ave HOV/Bus Lane opened in January 2019
- Commuter Parking Initiative expected to open by end of 2019 (Oakland, Albany)
- Bryant/Sterling St: HOV enforcement and Vehicle Occupancy Detection Pilots completed in 2018
- Commute Management Platform pilot underway with Kaiser San Francisco

RM2 Program - Look Forward

- Several remaining projects targeted to open in 2019/early 2020
- Working with sponsors who have unallocated funds and/or outstanding balances
- Tracking New Starts/Small Starts projects closely
- Coordinating with other major funding programs and related projects, particularly SB1





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0287 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/7/2019 **In control:** Programming and Allocations Committee
On agenda: 5/8/2019 **Final action:**
Title: MTC Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263, Revised; and 4272, Revised. Transit Capital Priorities and Bridge Toll Programs revisions.

Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Process and Criteria, the FY2015-16 and FY2016-17 through FY2019-20 TCP Programs, the FY2018-19 BATA Project Savings Fund program, and the FY2018-19 and FY2019-20 AB 664 Net Bridge Toll Revenues program and allocations.

Sponsors:

Indexes:

Code sections:

Attachments: [3a_Reso-4169_4212_4242_4262_4263_4272_TCP_and_AB664_Revisions_x.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263, Revised; and 4272, Revised. Transit Capital Priorities and Bridge Toll Programs revisions.

Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Process and Criteria, the FY2015-16 and FY2016-17 through FY2019-20 TCP Programs, the FY2018-19 BATA Project Savings Fund program, and the FY2018-19 and FY2019-20 AB 664 Net Bridge Toll Revenues program and allocations.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

May 8, 2019

Agenda Item 3a

MTC Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263, Revised; and 4272, Revised. Transit Capital Priorities and Bridge Toll Program Revisions

Subject: Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Process and Criteria, the FY2015-16 and FY2016-17 through FY2019-20 TCP Programs, the FY2018-19 BATA Project Savings Fund program, and the FY2018-19 and FY2019-20 AB 664 Net Bridge Toll Revenues program and allocations.

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

This item proposes revisions to the preliminary FY2016-17 through FY2019-20 TCP program previously adopted by the Commission in order to reconcile the program with final FY2018-19 FTA apportionment amounts for the region's 12 urbanized areas (UZAs) and to make other revisions to the program.

Revenues: FTA apportionments for the Bay Area, which were released in March, totaled approximately \$476 million. This is roughly \$32 million above the projections used to develop the preliminary program due to the additional transit funding included in the Federal FY2018-19 Omnibus Appropriations Bill signed in to law in February ("bonus funds"). Of the increase, about \$27 million was in the large UZAs of San Francisco-Oakland (SF-O), Concord, and Antioch; our most heavily subscribed UZAs, and those for which we are proposing financing. Additionally, approximately \$3.8 million of Section 5307 funds that remained unprogrammed in the SF-O UZA (after January 2019 Commission action) and approximately \$6.1 million of 5307 and 5337 funds programmed to Debt Service, but not currently needed for that purpose due to changes in BART's project schedule, provide a total of nearly \$37 million in available funds for programming in those three UZAs.

Caltrain: In the preliminary program, Caltrain was estimated to receive \$120 million in financing proceeds for their new electric railcars (EMUs) being procured for the Peninsula Corridor Electrification Program. As a result of the increases to apportionments last year, in June 2018 the Commission approved using \$36 million in bonus funding from FY2017-18 to reduce the financing proceeds needed for Caltrain and replace them with Section 5307 funds. In order to complete the plan to remove Caltrain from financing, an additional \$21 million of Section 5307 from FY2018-19 bonus funds are proposed to be programmed to the EMUs from SF-O, with another \$2 million from the San Jose UZA.

SFMTA: SFMTA is currently procuring 68 light rail vehicles (LRVs) from Siemens to expand their fleet. Their existing fleet of 151 LRVs is nearing the end of their useful life, and SFMTA staff is proposing to accelerate their replacement. Included in the proposed actions today is \$13.2 million of FY2018-19 Section 5337 funds for this purpose. This, along with approximately \$60 million of Bridge Toll funds already programmed, represents MTC's first contribution toward the replacement of SFMTA's LRVs, estimated to cost around \$781 million. MTC's share of that cost is approximately \$586 million, or 75%, per the Core Capacity Challenge Grant Program (MTC Resolution 4123, Revised).

Other Proposed Revisions: Balancing the FY2018-19 TCP program to account for the other differences in final apportionments from the projections requires only minor revisions, including: Transferring costs between the UZAs and programs to keep the total amounts received by the operators at the same level, where possible; and Increasing programming amounts in urbanized areas that received more apportionments than had been projected, primarily in the small UZAs.

This item also proposes other revisions to the program consistent with the regional TCP programming policy, summarized in Attachment A to this memo.

Related Bridge Toll Funds: AB 664 Net Bridge Toll Revenues are programmed annually to eligible transit operators to help meet the local match requirement for federal funds programmed through the TCP program. AB 664 funds are programmed in accordance with MTC Resolution No. 4015, in proportion to each operator's share of federal funds in the TCP program. AB 664 funds for projects included in the Core Capacity Challenge Grant Program (MTC Resolution 4123, Revised) are programmed separately based on the cash flow needs of the projects. The initial FY2018-19 AB 664 program, which was adopted by the Commission in March 2017, included funds for Core Capacity Projects for AC Transit and SFMTA only. Therefore, this item also proposes to program the remaining \$2.3 million of FY2018-19 AB 664 funds to other operators based on the final TCP program.

ADA Set-Aside Tables: The TCP Process and Criteria calls for updating the ADA Set-aside Percentages tables to reflect 2018 National Transit Database (NTD) statistics for the last two years of the program. Therefore, this item proposes to revise the ADA Set-Aside percentages table for those years using the more recent NTD data and to use these new percentages to revise the FY2018-19 and FY2019-20 programs. The changes are generally not significant and the transit operators are aware of these updates.

Issues:

1. The FTA funds proposed for programming to SFMTA's LRV replacement are conditioned on resolution of a number of mechanical issues with the new Siemens LRVs that came to light at the end of April. Until such time as these issues are resolved, these funds will not be amended in to the regional Transportation Improvement Program (TIP). Therefore, SFMTA will not yet be able to apply for an FTA grant for these funds. Staff will work with project partners to ensure a satisfactory resolution and will update the Commission on project progress.

2. Following action by the Commission in October 2016, staff has been pursuing financing against future FTA revenues to fund major capital projects in the TCP program. As part of this process, MTC requested a Letter of No Prejudice (LONP) from FTA to allow future FTA formula funds to be used to repay debt service on financing. The TCP program presented today continues to assume about \$1 billion in financing proceeds will be needed for the BART Car project, starting in FY2020-21. While FTA has approved MTC's request for an LONP, additional steps are needed before financing is finalized and BART can access these proceeds. Staff will return to the Commission in the coming months with more details about this process and to request authorization to proceed.

Recommendation: Refer Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263, Revised; and 4272, Revised, to the Commission for approval.

Attachments: Attachment A – Summary of other proposed programming changes
Presentation
MTC Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263,
Revised; 4272, Revised



Therese W. McMillan

Summary of Other Proposed Programming Changes

Since the last Commission action in January, 2019, transit operators have requested the following changes to their programming, which are reflected in the revised resolutions included in this proposed action. These requested changes are consistent with the Transit Capital Priorities programming policy (MTC Resolution No. 4242, Revised):

- **BART:** Reprogram \$7 million in FY2018-19 Section 5337 funds from the Traction Power Rehabilitation project to the Elevator Rehabilitation Program; and nearly \$3 million of FY2018-19 Section 5307 funds (along with about \$6 million of Section 5337 funds reprogrammed from WETA fixed guideway projects, as discussed in Attachment A) are proposed to be added to the BART Railcar procurement programming, slightly reducing the need for financing for that project.
- **LAVTA:** Reprogram \$367,200 in FY2015-16 Concord UZA Section 5307 funds from Service Vehicle Procurement projects to ADA Operating Assistance as a result of cost savings;
- **Petaluma:** Program \$60,000 in FY2018-19 Section 5307 funds to the AVL System Upgrade project in the Petaluma UZA;
- **WestCat:** Add new project – Reprogram \$294,106 in FY2018-19 Section 5307 funds from a bus replacement project to the purchase and installation of a new AVL and APC system;
- **WETA:** Defer approximately \$6.8 million of FY2018-19 fixed guideway programming to a future year due to changes in project schedules; and
- **VTA:** In the San Jose UZA, there remained significant balances of 5307 and 5337 funds in FY2018-19 and FY2019-20 following development of the preliminary program. Working with VTA staff, we are proposing to program available San Jose balances to the following projects:
 - **Bus & Paratransit Fleet Replacements** – reduce programming to \$13.7 million of FY2018-19 and \$11.2 million of FY2019-20 5307 funds; \$3.5 million of FY2018-19 and \$3.1 million of FY2019-20 5339 funds.
 - **Rail Replacement Program** – reduce programming to \$5.7 million of FY2018-19 5337 funds.
 - **OCS Rehabilitation and Replacement** – program \$12.5 million of FY2018-19 5337 funds.
 - **Bridge Repair/Hamilton Structural Stabilization (LRV)** – \$1.1 million of FY2018-19 5337 funds.
 - **Various Bus and LRV security & technology items** – \$3.6 million of FY2018-19 and \$4.6 million of FY2019-20 5307 funds; \$4 million of FY2018-19 and \$13.7 million of FY2019-20 5337 funds.
 - **Various facility improvements and upgrades** – \$3.2 million of FY2018-19 and \$6.7 million of FY2019-20 5307 funds; \$800,000 of FY2018-19 and \$17.5 million of FY2019-20 5337 funds.

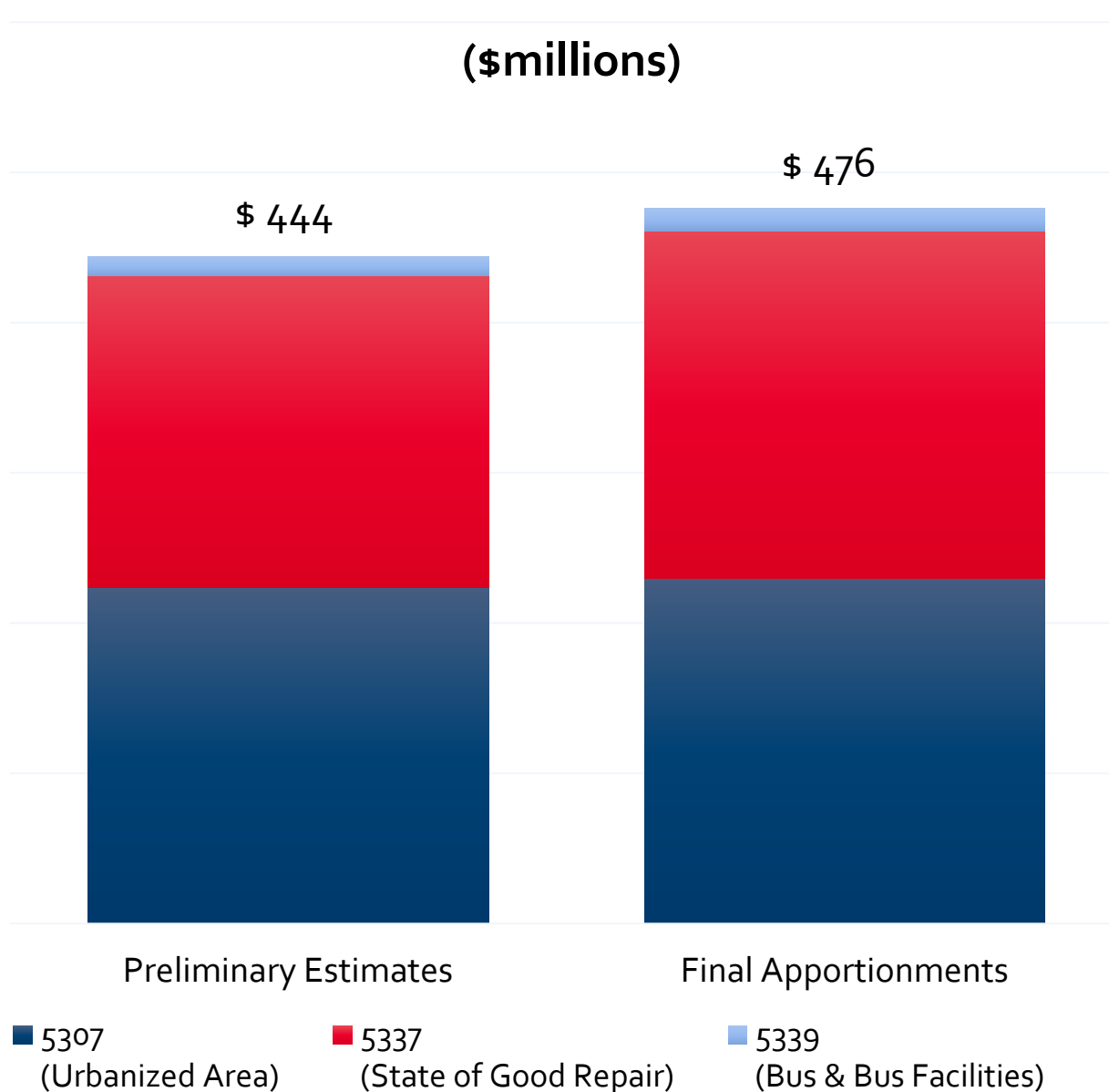
After the revisions outlined above, there remain substantial balances in the Vacaville UZA 5307 and 5339 programs. Staff will work with the operator to develop plans to utilize these funds before they become at risk of lapsing.

Related Bridge Toll Funds

In January, the Commission approved programming FTA and Bridge Toll funds for various SFMTA projects as part of a local funding exchange to resolve a timing issue with STIP funds on their Central Subway Project. \$5 million of that programming was from the BATA Project Savings program, and was conditioned that if FY2018-19 FTA funding was sufficient after the release of final FTA apportionments, it would be replaced with available FTA revenues. Therefore, this item proposes to deprogram the BATA Project Savings programming of \$5 million for SFMTA Fixed Guideway Facilities Condition Assessment Implementation Projects, increasing the amount of FTA Section 5307 funds in the same amount in FY2018-19. The \$5 million of BATA Project Savings will now be available to other SFMTA projects in the future.



Federal Transit Administration Funds



- FY2019 apportionments provide approximately \$32 million more across all three formula programs
- Largest increase in the 5337 program - \$24 million
- Due to other program revisions, additional \$10 million available
- Funds used for:
 - Complete Caltrain EMU Funding: \$23 million
 - SFMTA LRVs: \$13 million
 - BART Railcars: \$2 million
 - Other revisions in smaller UZAs: \$4 million

Caltrain's New Electrified Fleet (EMUs)

- Vehicle procurement for Caltrain Electrification (PCEP)

Programmed to date	Proposed in this TCP Action		Total
through FY18	FY19	FY20	(in millions)
\$ 149	\$ 68	\$ 98	\$ 315



SFMTA Light Rail Vehicles (LRVs)

- SFMTA Fleet of 151 Breda LRVs nearing end of useful life; due for replacement in FY21
- Existing contract with Siemens for expansion LRVs includes option for the 151 replacements
- SFMTA plans to accelerate the replacement procurement with the contract option
- The FTA programming is conditioned on resolution of mechanical issues with the new Siemens LRVs that came to light at the end of April. These funds will not be amended into the TIP until the issues are resolved.

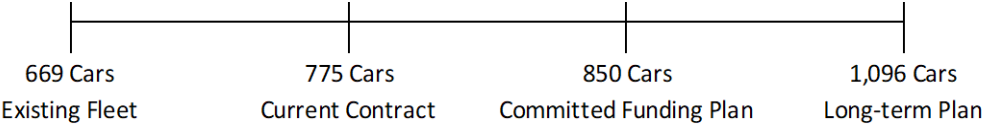


Estimated Project Cost (\$millions)	MTC Share*	Programmed to date (through FY18)^	Proposed for FY19†	Balance
781	586	60	13	513

** 75% share per Core Capacity Challenge Grant Program*
^ Consists of AB 664 and BATA Project Savings Bridge Toll funds
† Proposed to consist of FY19 FTA Section 5337 funds

BART's Fleet of the Future

- Existing fleet of **669 railcars** is well beyond its useful life
- Current contract with Bombardier would replace the old fleet, and expand it to **775 railcars**
- Additional procurement plans call for long-term expansion to at least **1,096 railcars**
- MTC has committed to help fund 850 railcars: **\$1,924 million** through FY26
- To date, MTC has provided about **\$200 million** in FTA, FHWA, and Bridge Toll funds, and about \$380 million via exchange account
- To complete funding plan, MTC is pursuing Financing against future FTA funds, discussed further on next slide



850-Car Committed Funding Plan

(\$millions)	through FY18	FY19	Future	Total
MTC	202.7	331.1	1,390.2	1,924.0
BART	478.0	45.0	333.6	856.6
VTA	43.3	23.5	133.3	200.1
Total	724.0	399.5	1,857.1	2,980.7

* \$380M Exchange Account funds shown in future years, when funds would be spent on the project.

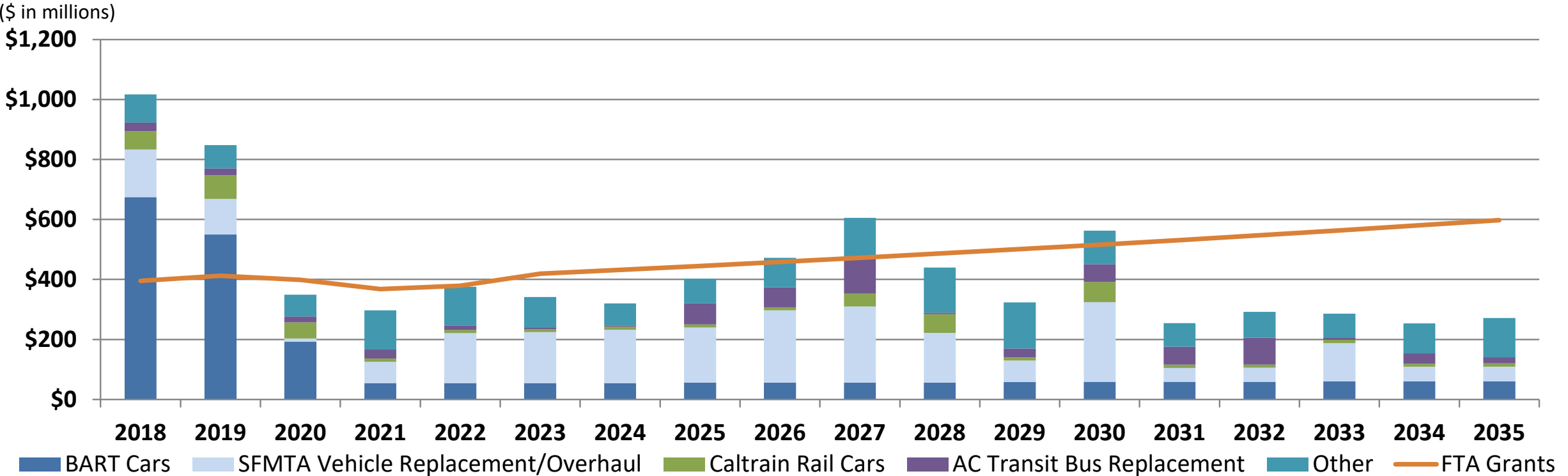
FTA Financing

- Major spike in funding needs during the FY17-FY20 TCP Program:

Project Summary - FY2017-FY2020 Totals	
Operator	Funding (\$M)
Major Projects	2,478
<i>AC Transit Fleet Replacement</i>	121
<i>BART Fleet Replacement & Expansion</i>	1,538
<i>Caltrain Fleet Replacement</i>	286
<i>SFMTA Fleet Replace/Rehab</i>	486
<i>WETA Ferry Vessel Replacement</i>	48
All Other Projects	918
Total Cost	3,397
Total Anticipated Revenues	2,411
Short-Term Timing Mismatch	(986)

- October 2016: Commission (as BATA) directed staff to move forward with FTA Financing plan
- MTC requested a Letter of No Prejudice (LONP) from FTA in August 2018, which was **approved in February 2019 for up to \$1.3 billion in financing costs** to be repaid from future FTA revenues.
- Proceeds of financing would be used on BART railcar project, the single largest project in the TCP Program.

Regional Transit Project Needs and Expected Revenues



Other TCP Programming Notes

- VTA programming revisions: \$105 million in FY19 and FY20 to state of good repair projects:

- Bus replacements
- Light rail track and facilities rehabilitation
- ADA accessibility
- Technology and security upgrades



- WETA has deferred about \$12 million of fixed guideway funding to beyond FY20.
- BART has requested to reprogram \$7 million in FY19 5337 funds from the Traction Power Rehabilitation Project to the Elevator Rehabilitation Project. This is expected to be an ongoing need for BART as they rehabilitate and improve station accessibility systemwide.

- **Staff Recommendation:** refer the following Resolutions to the Commission for approval:
 - **4169, Revised** – BATA Project Savings Program
 - **4212, Revised** – FY16 TCP Program
 - **4242, Revised** – FY17-FY20 TCP Policy
 - **4262, Revised** – FY17-FY20 AB 664 Bridge Toll Program
 - **4263, Revised** – FY17-FY20 AB 664 Bridge Toll Allocations
 - **4272, Revised** – FY17-FY20 TCP Program
- Staff will return to Commission in coming months with more information and to execute financing.
- **Questions?**

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

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

ABSTRACT

MTC Resolution No. 4169, Revised

Page 2

This resolution was revised on December 20, 2017 program and allocate \$20,167,986 in BATA Project Savings funds to AC Transit and program \$83,921,695 and allocate \$8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

This resolution was revised on June 27, 2018 to allocate \$37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program \$26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

This resolution was revised on January 23, 2019 to update the programming conditions on SFMTA's LRV Expansion programming from FY2014-15, program an additional \$24,999,671 and allocate \$59,118,014 to SFMTA's LRV Expansion, and program \$5 million for SFMTA projects to execute a funding exchange for their Central Subway project.

This resolution was revised on May 22, 2019 to deprogram \$5 million and remove a project from SFMTA's programming to reflect changes made in the Transit Capital Priorities Program.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, and May 8, 2019.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

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

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

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in blue ink, appearing to read "Amy Rein Worth", is written over a horizontal line.

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacement LRVs.
Total FY2014-15 Programming:		34,118,343	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell		
	Purchase 10 double-decker diesel buses		
	<i>Total AC Transit Programming</i>	<i>24,922,916</i>	
Total FY2015-16 Programming:		24,922,916	

FY2016-17 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 19 60-ft Artic Urban buses		
	<i>Total AC Transit Programming</i>	<i>5,248,522</i>	
SFMTA Projects			
	Replacement of 60' Trolley Coaches		
	<i>Total SFMTA Programming</i>	<i>12,967,639</i>	
Total FY2016-17 Programming:		18,216,161	

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase (59) 40-ft Urban Buses - Diesel		
	<i>Total AC Transit Programming</i>	<i>16,560,759</i>	
SFMTA Projects			
	Replacement of 40-ft Trolley Coaches		This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately \$46 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, \$46 million would be reprogrammed back to BART.
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	<i>Total SFMTA Programming</i>	<i>79,638,569</i>	
Total FY2017-18 Programming:		96,199,328	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C

Attachment A
Resolution No. 4169
Page 2 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (24) 60-ft Urban Buses - Hybrid		
	<i>Total AC Transit Programming</i>	2,321,181	
SFMTA Projects			
	Fleet Expansion - LRV Purchase		Note: \$24,999,671 programmed in January 2019. Programming counts toward MTC share of replacement LRVs.
	Facilities Condition Assessment Implementation Projects		
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	<i>Total SFMTA Programming</i>	27,452,111	
Total FY2018-19 Programming:		29,773,292	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (27) 40-ft Urban Buses - Hybrid		
	<i>Total AC Transit Programming</i>	1,286,046	
SFMTA Projects			
	Muni Rail Replacement		
	40-ft Motor Coach Midlife Overhaul		
	<i>Total SFMTA Programming</i>	1,830,686	
Total FY2019-20 Programming:		3,116,732	

Date: January 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 04/27/16-C 05/25/16-C
06/22/16-C 12/21/16-C
05/22/19-C

ABSTRACT

Resolution No. 4212, Revised

This resolution approves the FY2015-16 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4213 and Resolution No. 4169, Revised, respectively, for FY2015-16 Transit Capital Priorities projects.

This Resolution includes the following attachment:

Attachment A – FY2015-16 Program of Projects

This resolution was revised on April 27, 2016 to make revisions to several projects in the Transit Capital Priorities program for FY2015-16 to reconcile the program to final FTA Apportionments for the year.

This resolution was revised on May 25, 2016 to make minor revisions to the Transit Capital Priorities program for FY2015-16: transferring programming between projects for WETA, programming of operating assistance for Vacaville Transit, and reducing the programmed amount for a Marin Transit bus replacement due to revised scope.

This resolution was revised on June 22, 2016 to program funds that had previously been reserved for Caltrain Electrification to Caltrain's Railcar Replacement and infrastructure rehab projects.

This resolution was revised on December 21, 2016 to make minor revisions to the Transit Capital Priorities program for FY2015-16: transferring programming between projects for LAVTA and Caltrain, and reducing the programmed amount for FTA Section 5339 funding in the small

ABSTRACT

MTC Resolution No. 4212, Revised

Page 2

urbanized areas to reflect actual apportionments.

This resolution was revised on May 22, 2019 to make minor revisions to programming for LAVTA projects due to cost savings on vehicle procurement projects.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016, April 13, 2016, May 11, 2016, June 8, 2016, December 14, 2016, and May 8, 2019.

Date: January 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4212

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

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

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

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

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

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

RESOLVED, that MTC adopts the FY 2015-16 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 27, 2016.

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			211,278,509	196,480,438	12,019,586
Previous Year Carryover			2,662,039	24,863,868	394,073
Funds Available for Programming			213,940,548	221,344,306	12,413,659
Lifeline Set-Aside (JARC Projects)					
Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Set-aside	3,984,138		
ALA050042	ACE	Preventive Maintenance		8,996	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements		2,727,176	
REG090051	Caltrain	Revenue Vehicle Rehab Program		166,206	
CC-99T001	CCCTA	ADA Set-aside	1,199,933		
CC-030035	ECCTA	ADA Set-aside	532,570		
MRN130015	GGBHTD	Transit System Enhancements	156,753		
ALA990077	LAVTA	ADA Set-aside	708,567		
MRN110047	Marin Transit	ADA Set-aside	627,012		
NAP030004	Napa VINE	ADA Set-aside	41,320		
SON150007	Petaluma Transit	ADA Set-aside	84,261		
SM-990026	SamTrans	ADA Set-aside	1,584,235		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	296,800		
SF-990022	SFMTA	ADA Set-aside	4,062,514		
SOL110025	SolTrans	ADA Set-aside	324,344		
SON030005	Sonoma City Transit	Preventive Maintenance	29,452		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,711,401		
CC-990045	WestCat	ADA Set-aside	248,192		
REG090067	WETA	Fixed Guideway Connectors	5,225		
Reserved for Future Programming					
SF-010028	Caltrain	Railcar Replacement (Electrification)		17,174,630	
Total Program Set-asides and Commitments			20,532,810	20,077,008	0
Funds Available for Capital Programming			193,407,738	201,267,298	12,413,659
Capital Projects					
REG110044	ACE	Positive Train Control		1,387,000	
ALA150038	AC Transit	Purchase (10) Double-Deck Diesel Buses	3,636,463	1,500,000	
ALA150040	AC Transit	Replace (10) 40ft Urban Buses - Diesels	4,081,000		
ALA150039	AC Transit	Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell (PM swap)	979,153		
ALA150041	AC Transit	Replace (29) 60ft Artic Urban Buses - Diesels	753,998		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,319,762		
BRT97100B	BART	Rail, Way & Structures program	11,317,223	5,752,805	
REG050020	BART	BART Car Exchange Preventive Maintenance	0	47,116,668	
BRT030004	BART	Train Control		13,000,000	
BRT030005	BART	Traction Power		13,000,000	
ALA090065	BART	Fare Collection Equipment		6,000,000	
REG090037	BART	Railcar Replacement		500,000	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Struct.		11,406,500	
SM-050041	Caltrain	Signal/Communication Rehab. & Upgrades		1,200,000	
NEW	Caltrain	South San Francisco Caltrain Station Improvements		22,620,000	
MTC99002A	Clipper	Replacement of legacy Clipper fare collection system		5,000,000	
CC-070092	ECCTA	Replace (25), Ford Cutaways	1,392,642		411,358
CC-070092	ECCTA	Replace (3), Ford Cutaways	216,480		
SOL010006	Fairfield	Fairfield Operating Assistance	2,470,825		
SOL110041	Fairfield	2 Gillig Bus Replacements			262,709
MRN050025	GGBHTD	Misc Facilities Rehab	1,529,895		
ALA150031	LAVTA	Replacement purchase (11) 40' Hybrids	6,017,771		936,649
ALA150032	LAVTA	Replacement purchase (9) 30' Hybrids	5,357,880		
ALA150033	LAVTA	Service vehicles (2) trucks	0		
ALA150036	LAVTA	Service vehicles (3) road supervisor vehicles	0		
ALA150037	LAVTA	Service vehicles (4) shift trade vehicles	0		
ALA030030	LAVTA	Preventive Maintenance	1,313,720		
ALA150035	LAVTA	Farebox Replacement	398,242		

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
MRN150011	Marin Transit	Replace (2) Cutaways for FR Service	200,080		
MRN150012	Marin Transit	Replacement Purchase (10) 40' Hybrid, (2) 35' electric, and (1) 30' diesel bus	7,899,880		
MRN150003	Marin Transit	On Board Vehicle Equipment for (15) replaced vehicles	172,200		
MRN150013	Marin Transit	Emergency Radio System	285,360		
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,865,913		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	14,635		160,663
SON150014	Petaluma	(2) 35' Diesel Hybrid Bus Replacement	1,072,534		116,982
SON150015	Petaluma	Clipper for (3) FR Buses	14,400		
SON150016	Petaluma	Communication equipment for (3) FR Buses	27,244		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	6,914,860		
SM-110068	Samtrans	Replacement of (55) NABI Articulated Buses	20,157,000		
SM-150010	Samtrans	Replacement of (9) Cutaway Buses	900,360		
SM-150011	Samtrans	Replacement of (10) Minivans	418,200		
SON070020	Santa Rosa	Diesel Bus Purchase	247,595		243,709
SON150017	Santa Rosa	Miscellaneous Capital Equipment	56,000		
SON030012	Santa Rosa	Bus Stop ADA Improvements	16,433		
SON150018	Santa Rosa	Garage Hoist for Bus Repairs	288,000		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,324,057		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventive Maintenance	400,000		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	3,347,163		6,364,945
SF-150006	SFMTA	Replacement of 60' Motor Coaches	45,417,750		
SF-090035	SFMTA	Replacement of (27) Type II Paratransit Vans	1,948,320		
SF-150014	SFMTA	30-Foot Motor Coach Mid-Life Overhaul	13,125,926		
SF-150007	SFMTA	Farebox Replacement	2,228,800		
SF-95037B	SFMTA	Muni Rail Replacement		5,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		6,684,663	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		2,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		988,800	
SF-150004	SFMTA	Station Area and Pedestrian Improvements		500,000	
SF-150015	SFMTA	Replacement of (21) 40' Trolley Coaches		20,000,000	
SOL090034	Soltrans	Bus Purchase (4) 45' CNG Commuter Coaches	2,436,729		357,236
SOL070032	Soltrans	Preventive Maintenance	711,997		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,221,660		
SON150013	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	467,090		176,479
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	0		
ALA150046	Union City	Union City: Midlife Rehab of (2) 35' CNG Vehicles	410,000		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL150019	VTA	Radio System Upgrade	0		
SCL050001	VTA	40' Hybrid Bus Procurement	33,824,944		2,805,456
SCL050049	VTA	Rail Substation Rehab/ Replacement		3,000,000	
SCL050002	VTA	Rail Replacement Program		3,600,000	
SCL110104	VTA	Light Rail Track Crossovers and Switches		777,500	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
CC-150014	WestCat	Replacement of (1) 40-Foot Revenue Vehicle	434,600		
CC-150015	WestCat	Fast Fare Electronic Farebox (1)	14,249		
REG090055	WETA	Ferry Propulsion System Replacement		2,880,000	
REG090057	WETA	Ferry Major Component Rehab/Replacement		7,912,000	
REG090067	WETA	Ferry Passenger Float/Gangway		74,790	
SF-110053	WETA	Ferry Vessel Replacement		11,449,600	
Total Capital Projects			189,634,033	201,267,298	11,836,186
Total Programmed			210,166,843	221,344,306	11,836,186
Fund Balance			3,773,705	0	577,473

Date: 1/27/2016

W.I.: 1512

Referred by: PAC

Revised: 04/27/16-C 05/25/16-C

06/22/16-C 12/21/16-C

05/22/19-C

Attachment A

Resolution No. 4212, Revised

Page 3 of 3

FY2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1.	Program is based on final apportionments issued by FTA in February 2016.
2.	AC Transit: \$6.4M of BATA project savings have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCCGP) projects proportionately according to the CCCCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCCCGP projects in order to resolve the shortfall in the San Francisco - Oakland urbanized area. BATA Project Savings are being programmed in lieu of AB664 plus BATA Project Savings (both part of CCCCCGP funding plan) in order to reduce the number of fund sources. In the next program year, AB664 funds can be programmed in lieu of BATA project savings.
3.	SFMTA: \$8.2M of AB664 funds have been programmed to SFMTA's Core Capacity Challenge Grant Program (CCCCGP) projects proportionately according to the CCCCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCCCGP projects to enable SFMTA to execute a contract option that would result in earlier delivery of buses.
4.	SFMTA: \$15.3M of FY15 FG (Fixed Guideway) Cap deferred by formula based on grant balances to FY18 as SFMTA did not meet their fixed guideway spending target. This deferral is reduced to \$5.3M due to a \$10M voluntary deferral.
5.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
6.	Caltrain: Caltrain did not meet their FG spending target. However, they were exempted from a deferral of their FG Cap because Caltrain's FG Caps were still committed to the Electrification project at the time the preliminary program was adopted. The preliminary program was revised in June 2016 to program the full \$12.6 million FG cap to rehab projects. Caltrain's FY17 FG cap will be adjusted to reflect missing the FG spending target.
7.	Clipper: \$14.2M of Clipper's request for \$19.2M is being deferred to FY17 in order to reduce shortfall in the San Francisco Oakland Urbanized Area, as this would not from a cash flow standpoint impede Clipper's ability to fund current equipment replacement or contracts.
8.	BART Car Exchange PM: \$26.9M of BART's request for \$74.5M for the BART Car Replacement Project is being deferred to future years in order to reduce shortfall in the San Francisco Oakland Urbanized Area.
9.	Caltrain: The program reserved \$39.8M in a vehicle procurement reserve for future programming. \$22.6M of this reserve was reprogrammed to the EMU procurement project in FY16, with the remainder reserved for future programming. Also, by agreement with VTA, SFMTA, and Caltrain, EMUs are being funded from San Jose in this cycle to help address the shortfall. Future EMU programming will come more from SF-O to maintain a 2/3-1/3 split overall. In December 2016, Caltrain requested that \$22.6 million be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward meeting MTC's commitment of \$315M for the railcars.
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY12 through FY16 to FY19. These funds will have priority for programming in FY19 as a prior-year commitment. GGBHTD voluntarily deferred their 67 40' Diesel Bus procurement to FY17; also exercised the Capital Exchange element of the TCP policy by deferring replacement of these vehicles until FY16-17. Total savings to the region equals \$3,529,895, GGBHTD will utilize the option for using these savings towards their ACIS and Miscellaneous Facilities Rehab projects.
11.	LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of seven 2002 40' diesel vehicles for life. Total savings to the region equals \$1,769,700. LAVTA will utilize the option for using these savings towards their Service Vehicle Replacement and Preventive Maintenance projects.
12.	WETA: Voluntarily deferred \$1,517,210 of FG cap to FY17. These funds will have priority for programming in FY17 as a prior-year commitment. WETA also transferred \$5,392,000 from Ferry Vessel Replacement (M/V Vallejo) to two fixed guideway rehab projects, reversing the deferral of \$5,392,000 in FY14 fixed guideway caps. The remaining \$11.5 million programmed for Ferry Vessel Replacement completes the regional share of the M/V Vallejo replacement project.
13.	Union City Transit elected to defer \$130,627 of ADA Set-aside from FY16 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C
12/20/17-C
05/22/19-C

ABSTRACT

Resolution No. 4242, Revised

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria
for FY2016-17 through FY2019-20

This resolution was revised on December 21, 2016 to add double-decker buses and low-floor cut-away vehicles to the vehicle list, correct errors to the ADA set-aside percentages, clarify the process for setting zero emission bus prices and implementing the Transit Asset Management Rule, and adjust the program development schedule.

This resolution was revised on December 20, 2017 to make changes to the time period for the second cycle of the grant spend-down policy.

ABSTRACT

MTC Resolution No. 4242, Revised

Page 2

This resolution was revised on May 22, 2019 to update the ADA Set-Aside tables for FY2018-19 and FY2019-20 consistent with the Policy and Procedures set forth for those tables.

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheets dated July 13, 2016, December 14, 2016, December 13, 2017, and May 8, 2019.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4242

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

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

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on July 27, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C
12/20/17-C
05/22/19-C

Attachment A Resolution
No. 4242
Revised Pages 30 and 31

**San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through
FY2019-20**

**For Development of the FY2016-17 through FY2019-20
Transit Capital Priorities and Transit Performance Initiative Project Lists**

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

New Formula – FY17 and FY18 ADA Set-Aside Percentages by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	29.24%							
ACE	0.10%		1.8%					
BART	12.44%		32.6%	13.3%				
Caltrain	0.28%	3.7%						
CCCTA			56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD ⁴	1.33%							
LAVTA			8.8%			100.0%		
Marin County Transit ⁴	5.32%							
Napa VINE					17.9%			
Petaluma Transit								77.9%
SamTrans	13.45%							
SFMTA	34.81%							
SolTrans					82.1%			
Sonoma Cty Transit								22.1%
SR City Bus	Not Applicable							
Tri-Delta				86.7%				
Union City	1.02%							
Vacaville	Not Applicable							
VTA		96.3%					100.0%	
WestCAT	1.96%							
WETA	0.06%							
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Updated with 2014 NTD reporting
- 2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) GGBHTD share split with Marin County Transit per agreement between the two operators. 20/80 split.
- 5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

Table 7-A: ADA Set-aside Amounts by Urbanized Area and Operator – Updated for FY2019- and FY2020

New Formula – FY19 & FY20 ADA Set-Aside Percentages by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	31.83%							
ACE	0.03%		0.44%					
BART	13.73%		34.66%	13.87%				
Caltrain	0.44%	4.22%						
CCCTA			53.92%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD ⁴	1.24%							
LAVTA			10.98%			100.0%		
Marin County Transit ⁴	4.98%							
Napa VINE					18.82%			
Petaluma Transit								73.01%
SamTrans	13.43%							
SFMTA	31.46%							
SolTrans					81.18%			
Sonoma Cty Transit								26.99%
SR City Bus	Not Applicable							
Tri-Delta				86.13%				
Union City	0.96%							
Vacaville	Not Applicable							
VTA		95.78%					100.0%	
WestCAT	1.77%							
WETA	0.12%							
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- 1) Updated with 2016 NTD reporting
- 2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) GGBHTD share split with Marin County Transit per agreement between the two operators. 20/80 split.
- 5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 04/26/17-C 07/26/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C

ABSTRACT

Resolution No. 4262, Revised

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

The following attachments are provided with this resolution:

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

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

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

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

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

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

Attachments B through D of this resolution were revised on December 20, 2017 to program AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 through FY2019-20 consistent with the Transit Capital Priorities Program and commitments of the Core Capacity

Challenge Grant Program, and to reprogram FY2013-14 funds for AC Transit, SFMTA, and WestCAT that had lapsed due to unforeseen project delays.

Attachments A and B of this resolution were revised on June 27, 2018 to program the remainder of the FY2017-18 AB 664 Bridge Toll funds based on the final revisions to the FY2017-18 Transit Capital Priorities program and make other minor revisions to the FY2016-17 program.

Attachment D of this resolution was revised on January 23, 2019 to add an additional eligible project in FY2019-20 for SFMTA to execute a fund swap for their Central Subway project.

Attachments C and D of this resolution were revised on May 22, 2019 to program the remainder of the FY2018-19 AB66 Bridge Toll funds based on the final revisions to the FY2018-19 Transit Capital Priorities (TCP) program and to make other revisions to the FY2018-19 and FY2019-2020 program consistent with TCP policy and commitments of the Core Capacity Challenge Grant Program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, and May 8, 2019.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4262

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2018-19 Program			East Bay	West Bay
	Revenue Projections		2,300,734	15,450,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		2,300,734	15,450,000
Sponsor	Eligible Capital Projects	Fund Source		
<u>Current Year Programming</u>				
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Replace (24) 60-ft Articulated Urban Buses - Hybrid	§ 5307		
	<i>Subtotal - Core Capacity projects</i>		700,734	-
	Total Amount Programmed to AC Transit		700,734	-
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	Revenue Vehicle Rehab	§ 5337 FG		
	Total Amount Programmed to Caltrain		-	671,517
ECCTA	Transit Bus Replacement (Paratransit)	§ 5339		
	Total Amount Programmed to ECCTA		36,086	-
LAVTA	Hybrid Bus Battery Pack Replacement	§ 5307/§ 5339		
	Total Amount Programmed to LAVTA		11,957	-
SamTrans	Purchase of Replacement Minivans	§ 5307		
	Total Amount Programmed to SamTrans		-	28,483
<u>SFMTA Core Capacity Projects</u>				
SFMTA	Replace 35 Paratransit Cutaway Vans	§ 5307		
SFMTA	40' Motor Coach Mid-Life Overhaul	§ 5307		
	<i>Subtotal - Core Capacity projects</i>		-	14,750,000
	Total Amount Programmed to SFMTA		-	14,750,000
SolTrans	Preventive Maintenance	§ 5307/§ 5339		
SolTrans	Bus Purchase Alternative Fuel	§ 5307/§ 5339		
	Total Amount Programmed to SolTrans		102,711	-
Westcat	AVL & APC System Procurement & Installation	§ 5307		
Westcat	Replacement of (9) 40ft Revenue Vehicles	§ 5307		
Westcat	Purchase of (9) Fast Fare Electronic Fareboxes	§ 5307		
Westcat	Replace (2) Minivans	§ 5307		
Westcat	Purchase of (2) Radio systems for (2) Cut Away Vans	§ 5307		
	Total Amount Programmed to WestCAT		320,875	-
WETA	Ferry Major Component Rehabilitation	§ 5337 FG		
WETA	Ferry Vessel Replacement - Bay Breeze	§ 5337 FG		
	Total Amount Programmed to WETA		1,128,371	-
Fund Balance			-	-

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2019-20 Program				
			East Bay	West Bay
	Revenue Projections		388,240	15,755,174
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		388,240	15,755,174
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
<i>AC Transit Core Capacity Projects</i>				
AC Transit	Replace (27) 40-ft Urban Buses - Hybrid	§ 5307		
	<i>Subtotal - Core Capacity projects</i>		388,240	-
	Total Amount Programmed to AC Transit		388,240	-
SFMTA	Cable Car Vehicle Renovation Program	§ 5307/§ 5337		
SFMTA	Muni Rail Replacement	§ 5307/§ 5337		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	§ 5307/§ 5337		
SFMTA	Potrero Facility Planning	§ 5307/§ 5337		
	Total Amount Programmed to SFMTA (1)		-	15,755,174
Fund Balance			-	-

Notes:

- Resolution 4123 programs AB664 bridge tolls to SFMTA for fleet replacement projects as part of the Core Capacity Challenge Grant Program. Because fleet replacements were funded in earlier years from FTA formula funds due to project timing, bridge tolls in FY20 are programmed to other Score 16 SFMTA projects.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C 07/26/17-C
12/20/17-C 06/27/18-C
05/22/19-C

ABSTRACT

Resolution No. 4263, Revised

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

The following attachments are provided with this resolution:

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

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

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

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

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

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

Attachment B of this resolution was revised on December 20, 2017 to allocate AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 consistent with the Transit Capital

ABSTRACT

MTC Resolution No. 4263, Revised

Page 2

Priorities Program and commitments of the Core Capacity Challenge Grant Program, and to reallocate FY2013-14 funds for AC Transit, SFMTA, SamTrans, and WestCAT that had lapsed due to unforeseen project delays.

Attachment B of this resolution was revised on June 27, 2018 to allocate \$40,771,236 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate the remainder of the FY2017-18 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2017-18 Transit Capital Priorities program.

Attachment C of this resolution was revised on May 22, 2019 to allocate \$2,300,000 to operators based on the final revisions to the FY2018-19 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, June 13, 2018, and May 8, 2019.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 05/22/19-C

Attachment C
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE

FY 2018-19 Program

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
19-4263-01/5840	Caltrain	Capital projects programmed in MTC Resolution No. 4262	\$0	\$671,517	4/24/2019
19-4263-02/5840	ECCTA	Capital projects programmed in MTC Resolution No. 4262	\$36,086	\$0	4/24/2019
19-4263-03/5840	LAVTA	Capital projects programmed in MTC Resolution No. 4262	\$11,957	\$0	4/24/2019
19-4263-04/5840	SamTrans	Capital projects programmed in MTC Resolution No. 4262	\$0	\$28,483	4/24/2019
19-4263-05/5840	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$102,711	\$0	4/24/2019
19-4263-06/5840	WestCat	Capital projects programmed in MTC Resolution No. 4262	\$320,875	\$0	4/24/2019
19-4263-07/5840	WETA	Capital projects programmed in MTC Resolution No. 4262	\$1,128,371	\$0	4/24/2019
			Grand Total		
Total Allocations			\$1,600,000	\$700,000	\$2,300,000

Date: March 22, 2017
W.I.: 1512
Referred By: PAC
Revised: 07/26/17-C 12/20/17-C
06/27/18-C 01/23/19-C
05/22/19-C

ABSTRACT

Resolution No. 4272, Revised

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

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects

Attachment B – FY2017-18 Program of Projects

Attachment C – FY2018-19 Program of Projects

Attachment D – FY2019-20 Program of Projects

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

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

ABSTRACT

MTC Resolution No. 4272, Revised

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Attachments A through E of this resolution were revised on December 20, 2017 to program the remainder of FY2017-18 through FY2019-20 TCP programming and make revisions to two projects in the FY2016-17 program of projects as requested by operators.

Attachments A through E of this resolution were revised on June 27, 2018 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2017-18 FTA apportionments.

Attachments C and E of this resolution were revised on January 23, 2019 to make revisions to the TCP program of projects to reflect a fund exchange with SFMTA for the Central Subway Project and make other revisions to programming as requested by Marin Transit and VTA.

Attachments C through E of this resolution were revised on May 22, 2019 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2018-19 FTA apportionments.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, and May 8, 2019.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C
06/27/18-C
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Attachment C
Resolution No. 4272
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FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			476,223,189	229,832,145	230,892,790	15,498,254
Previous Year Carryover			9,464,371	5,907,190	1,961,180	1,596,001
Funds Available for Programming			485,687,560	235,739,335	232,853,970	17,094,255

MTC Debt Service

REG170023	MTC	TCP Financing Repayment Obligations	-	-	-	
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Lifeline Set-Aside

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,508,001	3,508,001		
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ADA Operating Set-Aside

ALA990076	AC Transit	ADA Paratransit Assistance	4,394,476	4,394,476		
ALA170079	ACE	Railcar Midlife Overhaul	9,920	9,920		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	865,835	865,835		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,623	1,207,623		
MRN130015	GGBHTD	ADA Set-Aside	171,757	171,757		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	406,769	406,769		
MRN110047	MCTD	ADA Paratransit Assistance	687,028	687,028		
NAP030004	Napa Vine	ADA Operating Assistance	68,209	68,209		
SON150007	Petaluma	ADA Set-Aside	86,485	86,485		
SON170003	Santa Rosa	ADA Operating Assistance	245,955	245,955		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,854,074	1,854,074		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,343,542	4,343,542		
SOL110025	SoTrans	ADA Paratransit Operating Subsidy	294,296	294,296		
SON150013	Sonoma County	Replacement Bus Purchase	31,966	31,966		
CC-030035	ECCTA	ADA Operating Assistance	556,469	556,469		
ALA170039	Union City	ADA Set-Aside	133,210	133,210		
SCL050046	VTA	ADA Operating Set-Aside	3,808,721	3,808,721		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	244,729	244,729		

Total Program Set-asides and Commitments	22,919,064	22,919,064	-	-
Funds Available for Capital Programming	462,768,496	212,820,271	232,853,970	17,094,255

Capital Projects

ALA170081	AC Transit	Replace (24) 60ft Artic Urban Buses - Hybrid	13,254,330	5,795,565	-	7,458,765
ALA990052	AC Transit	Paratransit Van Capital Costs	1,580,574	1,580,574		
ALA170080	AC Transit	Replace (10) 24ft Cut-Away Vans	637,000	637,000		
ALA170038	AC Transit	Replace (6) 24ft Cut-Away Vans	382,200	382,200		
ALA170079	ACE	Railcar Midlife Overhaul	3,070,079	1,409,473	1,660,606	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000		1,490,000	
REG090037	BART	Railcar Replacement Program	45,467,236	22,228,344	23,238,892	
ALA090065	BART	Fare Collection Equipment	6,211,000	6,211,000		
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	10,000,000		10,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	1,896,182		1,896,182	
NEW	BART	Elevator Renovation Program	7,000,000		7,000,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	67,582,236	67,582,236		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	222,104		222,104	
CC-070092	ECCTA	Transit Bus Replacements (Paratransit)	512,546			512,546
SOL010006	Fairfield	Operating Assistance	2,597,033	2,597,033		
SOL110041	Fairfield	Bus Replacement	337,469			337,469
MRN050025	GGBHTD	Facilities Rehabilitation	8,600,000	8,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	13,500,000		13,500,000	
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab	500,000		500,000	
MRN170024	GGBHTD	Replace 14 Paratransit Vehicle	1,044,680			1,044,680
NEW	LAVTA	Hybrid Bus Battery Pack Replacement	169,830			169,830
MRN170006	MCTD	Replace Articulated Vehicles	7,216,000	7,216,000		
NAP970010	Napa Vine	Operating Assistance	2,623,951	2,623,951		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	206,388			206,388
NEW	Petaluma	AVL Model Upgrade	60,000	60,000		
SM150011	SamTrans	Purchase of Replacement Minivans	619,920	619,920		
SON090023	Santa Rosa	Operating Assistance	1,095,895	1,095,895		
SON150008	Santa Rosa	Fixed Route Bus Replacement	1,309,308	431,309		877,999
SON090024	Santa Rosa	Preventive Maintenance	611,309	611,309		
SF-170019	SFMTA	40' Motor Coach Mid-Life Overhaul	16,928,241	16,928,241		
SF-170018	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931	19,392,931		
SF-150007	SFMTA	Farebox Replacement	336,000	336,000		
SF-970170	SFMTA	Muni Rail Replacement	16,736,000		16,736,000	

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06/27/18-C
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5/22/19-C

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Resolution No. 4272
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FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	8,640,000		8,640,000	
SF-970170	SFMTA	Overhead Line Rehabilitation	20,000,000		20,000,000	
NEW	SFMTA	LRV Replacement	13,220,000		13,220,000	
SF-99T005	SFMTA	Rehab Historic Streetcars	8,000,000		8,000,000	
NEW	SFMTA	L-Taraval Improvement Project - SGR Project Elements	4,070,000		4,070,000	
NEW	SFMTA	Muni Metro East Facility - Boiler Replacement	4,100,000		4,100,000	
SF 99T002	SFMTA	Cable Car Infrastructure	4,000,000		4,000,000	
NEW	SFMTA	Van Ness BRT - SGR Project Elements	1,830,000		1,830,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,042,907		1,042,907	
SF-030013	SFMTA	Wayside Fare Collection	2,000,000		2,000,000	
NEW	SFMTA	Fixed Guideway Facilities Condition Assessment Implementation Projects	5,900,000	5,000,000	900,000	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	1,000,000		1,000,000	
SOL110040	SoiTrans	Operating Assistance	2,419,610	2,419,610		
SOL070032	SoiTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SoiTrans	Bus Purchase Alternative Fuel	458,859			458,859
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase	220,141			220,141
SON170006	Sonoma County	Replacement Bus Purchase	446,684	446,684		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard & Small Bus Replacement	17,204,124	13,664,526	-	3,539,598
SCL 050002	VTA	Rail Replacement Program	5,692,305		5,692,305	
NEW	VTA	Bus CCTV Replacement	2,640,000	2,640,000		
NEW	VTA	Transit Center Park & Ride Rehabilitation	1,600,000	1,600,000		
NEW	VTA	Gigabit Ethernet Network	960,000	960,000		
NEW	VTA	HVAC Replacement	1,448,265	1,448,265		
NEW	VTA	Chaboya Yard Well Removal	120,000	120,000		
SCL110099	VTA	LRV Bridge Repair/Hamilton Structural Stabilization	1,080,000		1,080,000	
SCL090044	VTA	OCS Rehabilitation Program	12,520,000		12,520,000	
SCL170010	VTA	Replace Guadalupe Train Wash	800,000		800,000	
SCL150008	VTA	Track Intrusion Abatement	4,000,000		4,000,000	
CC-170010	WestCAT	Replacement of (9) 40ft Revenue Vehicles	3,877,781	3,877,781		
NEW	WestCAT	AVL & APC System Procurement & Installation	294,105	294,105		
CC-170020	WestCAT	Replace (2) Minivans	255,840	255,840		
CC-170011	WestCAT	Purchase of (9) Fast Fare Electronic Fareboxes	128,241	128,241		
CC-170013	WestCAT	Purchase of (2) Radio systems for (2) Cut Away Vans	1,600	1,600		
SF-110053	WETA	Ferry Vessel Replacement - Bay Breeze	15,306,920		15,306,920	
REG090057	WETA	Ferry Major Component Rehabilitation	720,000		720,000	
Total Capital Projects			443,750,824	202,365,633	226,558,916	14,826,275
Total Programmed			466,669,888	225,284,697	226,558,916	14,826,275
Fund Balance			19,017,672	10,454,638	6,295,054	2,267,980

Date: March 22, 2017
W.I.: 1512
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06/27/18-C
05/22/19-C

Attachment D
Resolution No. 4272
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FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Estimated Apportionments			452,519,976	228,462,093	210,941,101	13,116,782
Previous Year Carryover			19,017,672	10,454,638	6,295,054	2,267,980
Funds Available for Programming			471,537,648	238,916,731	217,236,155	15,384,762

MTC Debt Service

REG170023	MTC	TCP Financing Repayment Obligations	35,070,000	3,900,000	31,170,000	
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Lifeline Set-Aside

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439		
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ADA Operating Set-Aside

ALA990076	AC Transit	ADA Paratransit Assistance	4,461,934	4,461,934		
ALA170079	ACE	Railcar Midlife Overhaul	14,346	14,346		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,800,403	2,800,403		
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	62,350	62,350		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,218,311	1,218,311		
MRN110047	GGBHTD	ADA Set-Aside	174,393	174,393		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	412,325	412,325		
MRN110047	MCTD	ADA Paratransit Assistance	697,574	697,574		
NAP030004	Napa Vine	ADA Operating Assistance	70,704	70,704		
SON150007	Petaluma	ADA Set-Aside	89,821	89,821		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,882,536	1,882,536		
SON170003	Santa Rosa	ADA Operating Assistance	251,035	251,035		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,410,218	4,410,218		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	305,060	305,060		
SON170006	Sonoma County	SCT Replacement Bus Purchase	33,199	33,199		
CC-030035	ECCTA	ADA Operating Assistance	571,422	571,422		
ALA170039	Union City	ADA Set-Aside	135,255	135,255		
SCL050046	VTa	ADA Operating Set-Aside	3,970,716	3,970,716		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	248,485	248,485		
REG090057	WETA	Ferry Major Component Rehabilitation	17,418	17,418		

Total Program Set-asides and Commitments	60,477,945	29,307,945	31,170,000	-
Funds Available for Capital Programming	411,059,702	209,608,786	186,066,155	15,384,762

Capital Projects

ALA170031	AC Transit	Replace (27) 40ft Urban Buses - Hybrid	14,400,164	7,464,518		6,935,646
ALA990052	AC Transit	Paratransit Van Capital Costs	1,523,374	1,523,374		
ALA170049	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,770,000	1,439,102	330,898	
ALA170079	ACE	Railcar Midlife Overhaul	2,800,000		2,800,000	
REG090037	BART	Railcar Replacement Program	75,104,713	26,234,439	48,870,274	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	17,000,000		17,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	97,987,868	97,987,868		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	167,653		167,653	
REG170022	Clipper	Clipper Next Gen Fare Collection System	14,127,879	14,127,879		
SOL010006	Fairfield	Operating Assistance	2,646,501	2,646,501		
SOL110041	Fairfield	Bus Replacement	286,829			286,829
MRN170010	GGBHTD	Replace 6 Fixed Route 45' Buses with 7 40' Hybrids	5,183,220	5,183,220		
MRN050025	GGBHTD	Facilities Rehab	3,750,000	3,750,000		
SF-170022	GGBHTD	Replace 2 Paratransit Vehicles	150,880	150,880		
MRN990017	GGBHTD	Ferry Dredging	17,000,000		17,000,000	
MRN030010	GGBHTD	Fixed Guideway Connectors	6,060,000		6,060,000	
NEW	MCTD	Replace Paratransit Vehicles	1,207,040	1,207,040		
MRN150011	MCTD	Replace Nine (9) Shuttle Vehicles	952,020	952,020		
MRN170007	MCTD	Replace 2- 35ft diesel vehicles	697,000	697,000		
MRN110040	MCTD	Preventative Maintenance	70,520	70,520		
NAP970010	Napa Vine	Operating Assistance	1,620,432	1,620,432		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	175,414			175,414
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528	90,528		
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	150,881	23,157		127,723
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140	1,375,140		
SON090023	Santa Rosa	Operating Assistance	1,535,279	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	636,242	636,242		

Date: February 22, 2017
W.I.: 1512
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Resolution No. 4272
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FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-970170	SFMTA	Muni Rail Replacement	4,288,000		4,288,000	
SOL110040	SolTrans	Operating Assistance	2,216,981	2,216,981		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	390,035			390,035
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	SCT Replacment Bus Purchase	660,545	474,265		186,280
ALA170092	Union City	Replacement of Heavy-Duty Transit Vehicles	1,251,960	1,251,960		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTa	Standard and Small Bus Replacement	10,312,842	7,232,821		3,080,021
SCL170047	VTa	Paratransit Fleet Program	3,978,116	3,978,116		
NEW	VTa	Mobile Router/Passenger WiFi	1,200,000	1,200,000		
NEW	VTa	Facilities ADA Upgrades	2,560,000	2,560,000		
NEW	VTa	Fuel Dispenser & UDC Replacement	1,920,000	1,920,000		
NEW	VTa	Replace UPSs & PDU in OCC/EOC	377,361	377,361		
NEW	VTa	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	1,200,000	1,200,000		
NEW	VTa	Newwork & Gigabit Fiber Upgrade	1,200,000	1,200,000		
NEW	VTa	Guadalupe Entrance Security Improvements	1,000,000	1,000,000		
NEW	VTa	Cameras for VTA ACCESS Paratransit Vehicles	1,804,850	1,804,850		
NEW	VTa	Rehabilitation of LRV System Elevators & Escalators	7,440,000		7,440,000	
NEW	VTa	Downtown San Jose Speed Improvements (LRV)	4,920,000		4,920,000	
NEW	VTa	LRV Station Rehabilitation	776,000		776,000	
NEW	VTa	SCADA Hardware, Software, & Network Upgrade	4,447,296		4,447,296	
NEW	VTa	PA System Hardware & Software Upgrade	2,216,352		2,216,352	
NEW	VTa	LRV Station Platform CCTV System Replacement	445,600		445,600	
NEW	VTa	Pedestrian Backgates - non-Vasona	6,560,000		6,560,000	
NEW	VTa	Guadalupe Roll-up Doors	2,000,000		2,000,000	
NEW	VTa	Guadalupe Steam Rack Improvements & Liner Replacement	2,400,000		2,400,000	
CC-170008	WestCAT	Replacement of 6 40' Revenue Vehicles	2,745,360	2,745,360		
CC-170009	WestCAT	Purchase of 6 Fast Fare Electronic Fareboxes	85,494	85,494		
REG090067	WETA	Ferry Fixed Guideway Connectors	6,000,000		6,000,000	
REG090057	WETA	Ferry Major Component Rehabilitation	3,554,140		3,554,140	
Total Capital Projects			397,194,510	201,132,347	184,880,213	11,181,950
Total Programmed			457,672,456	230,440,293	216,050,213	11,181,950
Fund Balance			13,865,192	8,476,439	1,185,941	4,202,812

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	FY17, FY18, & FY19 Programs are based on final apportionments. FY20 Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCCG) projects, proportionately, according to the CCCCCG funding plan from FY2016-17 through FY2019-20. AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses (\$3,003,000), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for \$780,640.
3	Caltrain's FY17 FG cap reduced by \$3,264,826 (\$1,570,770 from FY16 and \$1,694,056 from FY17) to \$11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16. Programming of 5337 funds to the South San Francisco Station and Revenue Vehicle Rehab projects in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects. In July 2017, \$5.2M of 5337 reprogrammed from Systemwide Track Rehab to the South San Francisco Station project to offset an equal reprogramming from the station project to track rehab in the FY15 program. Also, \$5.2 million of 5337 reprogrammed from South San Francisco station project (to be replaced with San Mateo local funds) to the Revenue Vehicle Rehab project; there is no net decrease in funding to the station project from these actions.
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 (\$45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCCCG projects, proportionately, according to the CCCCCG funding plan in FY2016-17 through FY2019-20. Additionally, CCCCCG Funds totalling \$152 million (\$69,443,401 of AB 664 and \$83,000,000 of BATA Project Savings) have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. Allocation of these funds will be committed upon the execution of financing. In FY17, SFMTA's FG cap reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16.
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored through FY20.
8	VTA requested and was granted a waiver to program \$5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.
9	GGBHTD: \$23,628,000 of FG caps voluntarily deferred from FY11 through FY16 are being restored in FY19.
10	In FY20, MCTD will request less than bus list price for 2 35-ft diesel buses, and apply 1/12 of savings to a PM project.
11	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY15 to FY18 and another from FY16 to FY18. They are applying compensation to purchase a service vehicle in FY18 (\$28,000). Petaluma is using compensation for deferred replacement of two paratransit vehicles from FY17 to FY20. They are applying compensation to Transit Yard Facility Project in FY20 (\$90,528).
12	VTA and Caltrain are executing a local fund swap in FY18 and FY19, with VTA applying \$300K of local sales tax funds on a Score 16 FG project for Caltrain and Caltrain directing \$300K of FTA funds for a FG project for VTA. Caltrain's FY18 programming for Systemwide Track Rehab was reduced by \$300K in the San Jose UZA, and VTA's FY19 programming for their Rail Replacement Program was increased by \$300K.
13	WestCat is deferring replacement of 4 40-ft diesel buses from FY17 to FY19. They are applying compensation from deferred replacement to supplement funding for the replacement of 4 40-ft diesel buses with 4 40-ft TBD buses in FY19. The FY19 TCP program will need to be revised to specify the type of buses being procured before WestCAT includes these funds in an FTA grant.
14	WETA is exercising a fund swap, using local funds for ferry vessel replacement purchases and applying FTA funds in the same amount to Richmond Ferry Service expansion in FY18.
15	BART's FY18 FG cap reduced by \$436,918 to \$49,774,082 due to failure to meet grand spend-down goals in FY17.
16	Caltrain's FY18 FG cap reduced by \$380,691 to \$14,012,309 due to failure to meet grand spend-down goals in FY17.
17	SFMTA's FY18 FG cap reduced by \$14,023,663 to \$20,002,337 due to failure to meet grand spend-down goals in FY17.
18	WETA is voluntarily deferring \$11,801,652 of FG caps during the 4-year programming period, to be restored after FY20.
19	In FY19, \$20.75M of SFMTA's \$25M voluntary deferred FG cap funding from FY15 and FY16 is being restored as part of the funding exchange for Central Subway discussed in Note 20.
20	In FY19, SFMTA, SFCTA, and MTC executed a funding swap to provide \$61.75 million in funding for SFMTA's Central Subway to make up for a delay in receipt of State Transportation Improvement Program (STIP) funds. The swap consists of \$20 million of funds from SFMTA, \$21 million from SFCTA, and \$20.75 million from MTC. MTC's share is reprogrammed from the FTA 5337 portion of the Debt Service Repayment project to Muni Rail Replacement, Wayside/Central Train Control & Trolley Signal Systems Rehab, Muni Metro East Facility - Boiler Replacement, L-Taraval Improvement Project - SGR Project Elements, Van Ness BRT - SGR Project Elements, and FG Facilities Condition Assessments Implementation Projects in exchange for local funds from those projects being reprogrammed to Central Subway. Future STIP funds will be repaid to the TCP Program to make up for this programming action.
21	\$13.2 million of FTA Section 5337 funds programmed to SFMTA's LRV replacement in FY19 are conditioned on resolution of mechanical issues with the replacement LRVs that came to light in April 2019. These funds will not be amended into the TIP until resolved.
22	FG Caps for FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 19-0412 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/12/2019 **In control:** Programming and Allocations Committee
On agenda: 5/8/2019 **Final action:**
Title: Draft Transportation-Air Quality Conformity Analysis (Redetermination) for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program (TIP).

Federal air quality regulations require an air quality conformity determination that demonstrates that the amended Plan Bay Area 2040 and the amended 2019 TIP conform to the 2015 Ozone National Ambient Air Quality Standards (NAAQS). The draft Transportation-Air Quality Conformity Analysis has been released for public review. The written comment period ends at 5:00 p.m. on May 26, 2019. The draft document is available at the Bay Area Metro Center and on the internet at mtc.ca.gov/our-work/fund-invest/transportation-improvement-program.

Sponsors:

Indexes:

Code sections:

Attachments: [3b_2019TIP_AmdPBA2040_Reconform_x.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Draft Transportation-Air Quality Conformity Analysis (Redetermination) for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program (TIP).

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Presenter:

Harold Brazil

Recommended Action:

Information / Receive Comments

Metropolitan Transportation Commission Programming and Allocations Committee

May 8, 2019

Agenda Item 3b

Draft Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* and the 2019 Transportation Improvement Program

Subject: Draft Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* and the 2019 Transportation Improvement Program

Background: On October 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 parts per billion (ppb) (from 75 ppb previously), based on extensive scientific evidence about ozone's effects on public health and welfare. The updated 2015 ozone standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants, and ecosystems.

On June 4, 2018, EPA published a final rule that designated 51 areas (including the San Francisco Bay Area) as nonattainment for the 2015 ozone NAAQS (83 FR 25776). These designations were effective 60 days after the Federal Register publication (August 3, 2018). Nonattainment areas must demonstrate conformity of transportation plans and transportation improvement programs (TIPs) for the 2015 ozone NAAQS by the end of the grace period (August 3, 2019).

EPA's transportation conformity guidance allows 2015 ozone NAAQS nonattainment areas to rely on a regional emissions analysis completed for a previous ozone NAAQS if the analysis meets the requirements in 40 CFR 93.122(g) for the 2015 ozone NAAQS:

- Regionally significant projects in the transportation plan/TIP must be consistent with those assumed in the previous regional emissions analysis, and the design concept and scope of each regionally significant project cannot be significantly different from that assumed in the previous regional emissions analysis.
- In addition, the previous regional emissions analysis must be consistent with the requirements of 40 CFR 93.118 or 93.119, as appropriate.
- If the budget test is being performed, the 2015 ozone NAAQS attainment year must be included as an analysis year, and the regional emissions analysis must demonstrate conformity to the most recent adequate or approved ozone NAAQS budgets.

MTC meets all above criteria, and the region's plans rely on the federally approved Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* and the 2019 TIP to demonstrate conformity for the 2015 ozone NAAQS.

Public Comment Period and Next Steps

Federal regulations also require an opportunity for public comment prior to TIP approval. The draft Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* and the 2019 TIP documents were released for public review and comment beginning on April 26, 2019. These documents are available on the internet at <https://mtc.ca.gov/draft-transportation-air-quality-conformity-analysis-redetermination-amended-plan-bay-area-2040-and>, at the Hub at 375 Beale St. in San Francisco, CA, and will be sent to major libraries throughout the Bay Area upon request.

The close of the comment period is scheduled for 5:00 pm on May 26, 2019. MTC staff will review and respond to comments submitted during the public comment period.

Staff consulted with the Air Quality Conformity Task Force on the development of the conformity analysis and the draft Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* at their meeting on April 25, 2019. The Task Force will also review comments received on the draft conformity analysis and MTC's response prior to final recommendations to the Commission for approval, as outlined in the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757).

The final documents, comments received, and the agency's responses will be presented at the June Joint MTC Planning Committee with the ABAG Administrative Committee meeting. The final documents are scheduled to be presented for approval at the June 28, 2019 Commission meeting. Final federal approval of the Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* and the 2019 TIP is expected in August 2019.

Issues: None.

Recommendation: Receive Public Comment.

Attachments: Draft Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* and the 2019 Transportation Improvement Program can be found at the following link: <https://mtc.ca.gov/draft-transportation-air-quality-conformity-analysis-redetermination-amended-plan-bay-area-2040-and>, at the Hub at 375 Beale St. in San Francisco, CA, and will be sent to major libraries throughout the Bay Area upon request.


Therese W. McMillan

**Draft Transportation-Air Quality Conformity Analysis (Redetermination) for
the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement
Program**

Draft: June 6, 2018

Final: September 11, 2018

Draft Redetermination: April 26, 2019

April 2019



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Appendix A1. List of Projects in the 2019 Transportation Improvement Program

**Appendix A2. List of Projects in the 2019 Transportation Improvement Program with Updated
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Appendix B. List of Projects in Amended Plan Bay Area 2040

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I. Introduction

The Metropolitan Transportation Commission (MTC) prepares a transportation-air quality conformity analysis ("conformity analysis") when it amends or updates its Regional Transportation Plan (RTP), and/or updates its Transportation Improvement Program (TIP), or adds or deletes regionally significant, non-exempt projects into the TIP.

The purpose of this conformity analysis is to reconfirm the Amended RTP ("Plan Bay Area 2040") and to conform the 2019 TIP in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Conformity State Implementation Plan (Conformity SIP), which is also known as the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). This conformity analysis addresses the 2008 and 2015 national ambient air quality standard (NAAQS) for 8-hour ozone and the 2006 national 24-hour fine particulate matter (PM_{2.5}) standard.

This report explains the basis for the conformity analysis and provides the results used by MTC to make a positive conformity finding for the Amended Plan Bay Area 2040 and the 2019 TIP. This conformity analysis also serves to reconfirm the Amended Plan Bay Area 2040 and 2019 TIP for the federal 2015 ozone NAAQS.

Purpose of Conformity Analysis

The Federal Clean Air Act, as amended in 1990 (CAAA) outlines requirements for ensuring that federal transportation plans, programs, and projects are consistent with ("conform to") the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. A conformity finding demonstrates that the total emissions projected for a transportation plan ("RTP") or program ("TIP") are within the emissions limits ("budgets") established by the SIP, and that transportation control measures (TCMs) are implemented in a timely fashion.

Conformity requirements apply in all non-attainment and maintenance areas for transportation-related criteria pollutants and related precursor emissions. For the Bay Area, the criteria pollutants to be addressed are ground-level ozone, carbon monoxide, and PM_{2.5}; and the precursor pollutants to be addressed include volatile organic compounds (VOC) and oxides of nitrogen (NOX) for ozone and for PM_{2.5}. EPA's most recent revisions to its transportation conformity regulations to implement the 1990 Federal Clean Air Act section 176 were published in the Federal Register on March 14, 2012¹.

Metropolitan Planning Organizations (MPOs) such as MTC are required to follow these regulations, and any other procedures and criteria contained in the EPA-approved Conformity SIP (Transportation-Air Quality Conformity Protocol) for the Bay Area. In the Bay Area, procedures were first adopted in September 1994 to comply with the 1990 CAAA. Four subsequent amendments to the transportation conformity procedures in August 1995, November 1995, August 1997, and July 2006 have been adopted by the three co-lead agencies (MTC, Association of Bay Area Governments (ABAG), and Bay Area Air Quality Management District (BAAQMD)). MTC Resolution 3757 represents the latest San Francisco Bay Area Transportation-Air Quality Conformity Protocol adopted by the three agencies in July 2006. Acting on behalf of the three agencies, the BAAQMD submitted this latest Protocol to California Air Resources Board (CARB) as a revision to the Bay Area Conformity SIP. CARB approved this proposed revision to the

¹ The current version of the regulations is available on EPA's Transportation Conformity website at: <https://www.epa.gov/state-and-local-transportation/current-law-regulations-and-guidance-state-and-local-transportation>

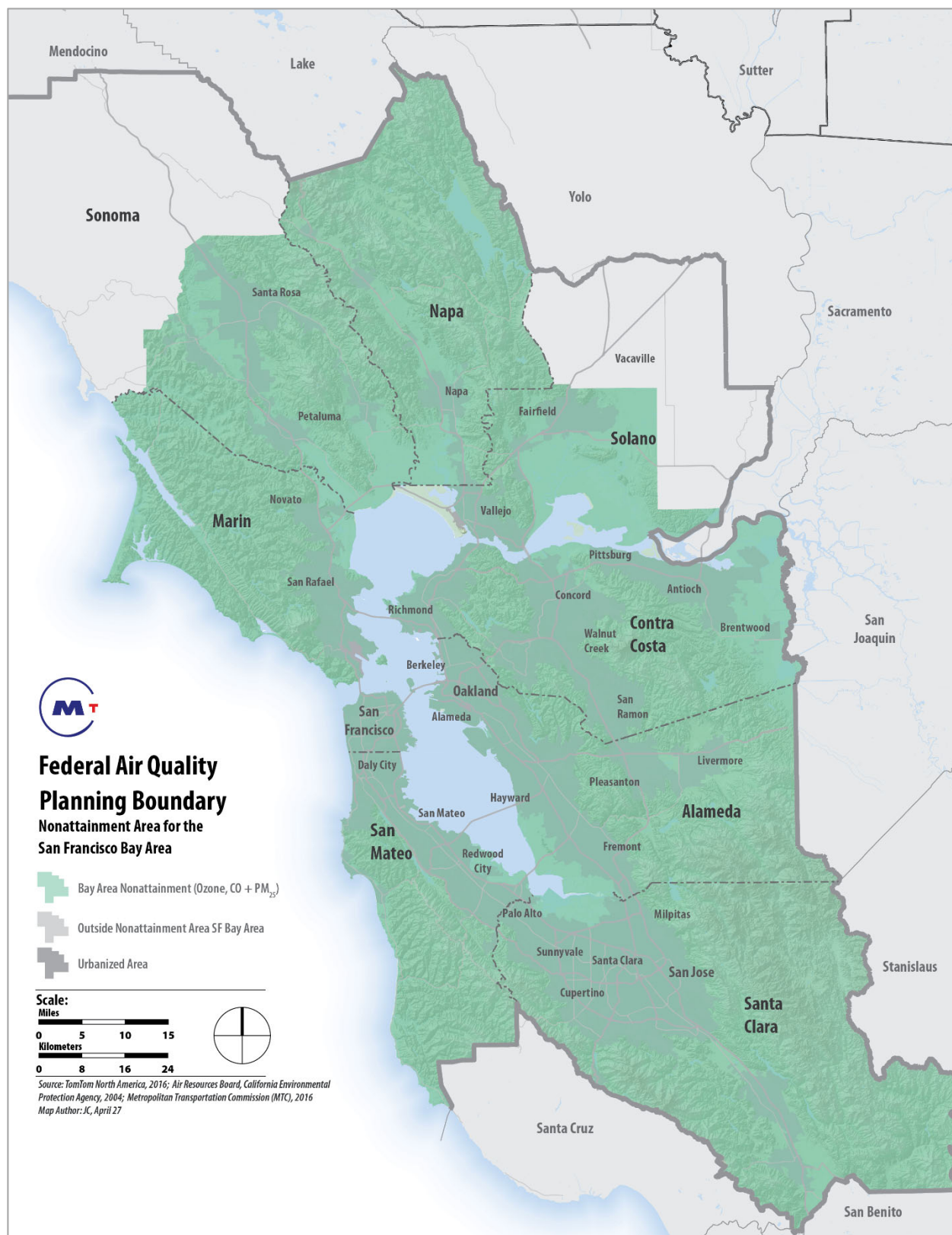


Figure 1: Map of the Non-Attainment Area for the San Francisco Bay Area

Bay Area's Conformity SIP in December 2006 and transmitted it to EPA for final action. EPA approved the Bay Area Conformity SIP in December 2007 (40 CFR Part 52).

These regulations and resolutions state in part that, MTC cannot approve any transportation plan, program, or project unless these activities conform to the purpose of the federal air quality plan. "Transportation plan" refers to the RTP. "Program" refers to the TIP, which is a financially realistic set of highway and transit projects to be funded over the next four years. A "transportation project" is any highway or transit improvement, which is included in the RTP and TIP and requires funding or approval from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Conformity regulations also affect regionally significant non-federally funded projects which must be included in a conforming transportation plan ("RTP") and program ("TIP").

Status of Regional Transportation Plan

A regional transportation plan, or RTP, is a plan which includes both long-range and short-range strategies and actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. State law requires that RTP's include a Sustainable Communities Strategy (SCS) to identify a forecasted land use development pattern that when integrated with the future transportation system will meet the region's greenhouse gas reduction target set by CARB. As required by federal and state planning regulations, the RTP covers a minimum planning horizon of 20 years and is updated every four years in areas which do not meet federal air quality standards ("non-attainment"). The RTP is financially constrained to ensure project costs do not exceed regionally expected transportation revenues over the planning horizon. Once adopted, the RTP guides the development of the TIP for the region.

The San Francisco Bay Area's RTP/SCS-Plan Bay Area 2040 ("the Plan")- was originally adopted in July 2017, and is an update to Plan Bay Area (2013). Plan Bay Area 2040 sets forth a strategic investment strategy to maintain existing transportation infrastructure, service, and system performance for Bay Area travelers through horizon year 2040. It includes a regional transportation investment strategy and subsequent list of highway, transit, local roadway, bicycle, and pedestrian projects identified through regional and local transportation planning processes. In addition, Plan Bay Area 2040 includes a focused growth land use pattern designed to reduce passenger vehicle travel to achieve the region's greenhouse gas reduction target set by CARB.

Starting with the current state of the region, Plan Bay Area 2040 describes its goals, a proposed growth pattern and supporting transportation investment strategy, and key actions needed to address ongoing and long-term regional challenges. The Plan also includes supplemental reports for additional details. These documents and the adopted Plan can be found at <http://2040.planbayarea.org/reports>.

In March 2018, MTC and ABAG amended Plan Bay Area 2040 to modify the scope and project cost of the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007). The amendment updated the cost, clarified the project description, and modified lane configuration assumptions along the U.S. Highway 101 corridor to accommodate an Express Lane. In addition, the amendment increased the total project cost to \$534 million. The Commission approved the Transportation-Air Quality Conformity Analysis for Amended Plan Bay Area 2040 and Amended 2017 Transportation Improvement Program on March 28, 2018 (MTC Resolution No. 4325). The FHWA and FTA approved MTC's conformity determination for the Amended Plan Bay Area 2040 and the Amended 2017 TIP on May 17, 2018.

This conformity analysis will serve to demonstrate that the Amended Plan Bay Area 2040 conforms to the SIP. Refer to Appendix B for a detailed list of projects included in the Amended Plan Bay Area 2040.

Status of Transportation Improvement Program

The federally required transportation improvement program, or TIP, is a comprehensive listing of surface transportation projects for the San Francisco Bay Area that receive federal funds, are subject to a federally required action, or are regionally significant. MTC, as the federally designated MPO, prepares and adopts the TIP at least once every four years. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred to as “programmed”) must not exceed the amount of dollars estimated to be available. Adoption of the TIP must be accompanied by an air quality conformity analysis and finding, and all projects included in the TIP must be derived from and/or be consistent with the RTP. MTC prepared and completed the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 TIP, which was approved by the Commission in September 2018. FHWA and FTA issued joint approval of this conformity determination in December 2018.

The 2019 TIP contains approximately 800 projects totaling about \$13.2 billion over the four-year period from fiscal year 2018-19 to 2021-22.

Refer to Appendix A1 for a detailed listing of projects/programs in the 2019 TIP. Note that specific funding sources are identified in the TIP itself. Appendix A2 list the projects in the 2019 TIP with updated conformity analysis years.

II. Bay Area Air Pollutant Designations

National 1-Hour Ozone Standard

The Bay Area was initially designated as nonattainment for ozone on March 3, 1978. On November 6, 1991, the EPA designated the Bay Area as a moderate ozone non-attainment area. Based on “clean” air monitoring data from 1990 to 1992, the co-lead agencies—BAAQMD, MTC, and ABAG—determined that the Bay Area was attaining the 1-hour ozone standard and requested that CARB forward a re-designation request and an ozone maintenance plan to EPA.

On May 25, 1995, after evaluating 1990-1992 monitoring data and determining that the Bay Area had continued to attain the standard, the EPA re-designated the Bay Area as an ozone maintenance area. Shortly thereafter, the area began violating the standard again and on July 10, 1998, the EPA published a Notice of Final Rulemaking re-designating the Bay Area back to an ozone non-attainment area. This action became effective on August 10, 1998.

The re-designation to nonattainment triggered an obligation for the State to submit a SIP revision designed to provide for attainment of the 1-hour ozone NAAQS by November 15, 2000. This revision (the San Francisco Bay Area Ozone Attainment Plan for the 1-hour National Ozone Standard – June 1999 or “1999 Plan”) was partially approved and partially disapproved by EPA on September 20, 2001 in conjunction with a determination that the area had failed to attain by the November 2000 deadline. The attainment demonstration and its associated motor vehicle emissions budgets were among the plan elements that were disapproved.

As a result of the EPA's finding of failure to attain and partial disapproval of the 1999 Plan, the State was required to submit a SIP revision for the Bay Area to EPA by September 20, 2002 that included an updated volatile organic compounds (VOC) and nitrogen oxides (NOX) emissions inventory, new transportation conformity budgets, and provided for attainment of the 1-hour ozone standard no later than September 20, 2006. On November 1, 2001, CARB approved the San Francisco Bay Area 2001 Ozone Attainment Plan for the 1-Hour National Ozone Standard (2001 Plan) as a revision to the SIP. The BAAQMD and its co-lead agencies, (MTC and ABAG) adopted the 2001 Plan on October 26, 2001.

The 2001 Plan contains a control strategy with seven stationary source measures, five transportation control measures (TCMs), and eleven further-study measures. In the 2001 Plan, the District also committed to strengthening the then existing Smog Check program by requesting the State Bureau of Automotive Repair to implement two VOC-reducing program elements. The new measures and on-going programs provided 271 tons per day of combined VOC and NOx emission reductions between 2000 and 2006. The 2001 Plan also included an attainment assessment based on Bay Area data.

On November 30, 2001, ARB submitted the 2001 Plan, which included VOC and NOx motor vehicle emissions budgets (164.0 tons per day (tpd) and 270.3 tpd, respectively) for the 2006 attainment year, to EPA for approval as a revision to the California SIP. To support the on-road motor vehicle emission inventory and transportation conformity budgets in the Plan, CARB also transmitted the San Francisco Bay Area-EMFAC2000 model to EPA for approval for the Bay Area ozone non-attainment area. On February 14, 2002, the EPA found the motor vehicle emissions budgets in the 2001 Plan adequate for transportation conformity purposes, based on its preliminary determination that the plan provided for timely attainment of the 1-hour ozone standard.

On April 22, 2004, based on air quality monitoring data from the 2001, 2002, and 2003 ozone season, EPA determined that Bay Area had attained the national 1-hour ozone standard. Because of this determination, requirements for some of the elements of the 2001 Ozone Attainment Plan, submitted to EPA to demonstrate attainment of the 1-hour standard, were suspended. The determination of attainment did not mean the Bay Area had been re-designated as an attainment area for the 1-hour standard. To be re-designated, the region would have had to submit a formal re-designation request to EPA, along with a maintenance plan showing how the region would continue to attain the standard for ten years. However, this re-designation request was no longer necessary upon the establishment of the new national 8-hour ozone standard.

National 8-Hour Ozone Standard

In July 1997, EPA revised the ozone standard, setting it to 80 parts per billion (ppb) in concentration-based specifically on the 3-year average of the annual 4th highest daily maximum 8-hour ozone concentrations. In April 2004, EPA issued final designations for attainment and non-attainment areas. In June 2004, EPA formally designated the Bay Area as a non-attainment area for national 8-hour ozone and classified the region as "marginal" based on five classes of non-attainment areas for ozone, ranging from marginal to extreme.

In March 2008, EPA lowered the national 8-hour ozone standard from 80 ppb to 75 ppb. On March 12, 2009, CARB submitted its recommendations for area designations for the revised national 8-hour ozone standard. These recommendations were based on ozone air quality data collected during 2006 through 2008. The CARB recommended that the Bay Area be designated as non-attainment for the national 8-hour ozone standard. EPA had one year to review the recommendations and were to notify states by

November 12, 2009, if they planned to modify the state-recommended areas. EPA issued final designations by March 12, 2010, based on more up to date monitoring data.

On October 1, 2015, EPA strengthened the NAAQS for ground-level ozone to 70 ppb, based on extensive scientific evidence about ozone's effects on public health and welfare. The updated standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants and ecosystems. The proposed implementation rule for the 2015 ozone standard was published November 17, 2016 and proposed a framework for nonattainment area classifications and SIP requirements. In addition, the proposed rule follows the approach adopted for the previous Classifications Rule and SIP Requirements Rule (SRR) for the 2008 ozone NAAQS.

In September 2016, CARB recommended to EPA that the San Francisco Bay Area be designated in nonattainment for the 70 ppb 2015 ozone NAAQS. EPA concurred with CARB's recommendation and on April 30, 2018, EPA completed area designations for most of the United States (including the San Francisco Bay Area). On June 4, 2018, EPA published a final rule that designated 51 areas as nonattainment for the 2015 ozone NAAQS. These final designations took effect on August 3, 2018, 60 days after the notice was published in the *Federal Register*. Nonattainment areas must demonstrate conformity of transportation plans and transportation improvement programs (TIPs) to the 2015 ozone NAAQS by August 3, 2019², the end of the grace period.

In addition, because marginal 8-hour ozone areas are not required to submit an attainment demonstration SIP (containing on-road motor vehicle emission budgets required to demonstrate conformity), the conformity finding in this report is based on the approved 1-hour ozone on-road motor vehicle emission budgets contained in the Bay Area's 2001 Plan.

National PM_{2.5} Standard

In 1987, the EPA established a standard for particle pollution equal to or smaller than 10 micrometers in diameter. A decade later, the 1997 revision to the standard set the stage for change, when a separate standard was set for fine particulate matter (particles that are 2.5 micrometers in diameter and smaller). Citing the link between serious health problems and premature death in people with heart or lung disease, the 1997 revision ultimately distinguished and set forth regulation on particle pollutants known as particulate matter 2.5 (PM_{2.5}) and particulate matter 10 (PM₁₀). Based on air quality monitoring data, the Bay Area was found to be attaining the 1997 PM_{2.5} standards.

In 2006, the EPA revised the air quality standards for particle pollution. The 24-hour PM_{2.5} standard was strengthened by lowering the level from 65 micrograms per cubic meter (µg/m³) to 35 µg/m³. The annual fine particle standard at 15 µg/m³ remained the same. Also, in 2006, the EPA published a final rule that established transportation conformity criteria and procedures to determine transportation projects that required analysis for local air quality impacts for PM_{2.5} in non-attainment and maintenance areas. The established criteria and procedures require that those areas designated as nonattainment areas must undergo a regional conformity analysis for PM_{2.5}. Furthermore, the procedures also mandate

² Transportation Conformity Guidance for 2015 Ozone Nonattainment Areas at: <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UN3X.pdf>

that areas designated as non-attainment must complete an additional project-level PM_{2.5} hot-spot analysis of localized impacts for transportation projects of air quality concern.

On December 14, 2009, EPA designated the Bay Area as non-attainment for the national 24-hour PM_{2.5} standard based upon violations of the standard over the three-year period from 2007 through 2009. Pursuant to the Clean Air Act, the Bay Area and MTC were subject to the requirement (beginning on December 14, 2010) to demonstrate that the RTP and TIP conformed to the SIP. In addition, beginning on December 14, 2010, certain roadway and transit projects that involve significant levels of diesel vehicle traffic needed to prepare PM_{2.5} hot-spot analyses.

National 8-Hour Carbon Monoxide Standard

In April 1998, the Bay Area became a “maintenance area” for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

Under 40 CFR 93.102(b)(4) of EPA’s regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the transportation conformity requirements apply for a longer time period. Pursuant to the CAAA’s section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to areas that are designated nonattainment or are subject to a maintenance plan approved under the CAAA section 175A. The section 175A maintenance planning period is 20 years, unless the applicable implementation plan specifies a longer maintenance period³. The EPA further clarified this conformity provision in its January 24, 2008 final rule⁴.

The approved maintenance plan for the San Francisco-Oakland-San Jose Carbon Monoxide nonattainment area did not extend the maintenance plan period beyond 20 years from re-designation. Consequently, transportation conformity requirements for CO ceased to apply after June 1, 2018 (i.e., 20 years after the effective date of the EPA’s approval of the first 10-year maintenance plan and re-designation of the area to attainment for CO NAAQS). As a result, as of June 1, 2018, transportation conformity requirements no longer apply for the CO NAAQS in the San Francisco-Oakland-San Jose CO nonattainment area for Federal Highway Administration/Federal Transit Association projects as defined in 40 CFR 93.101.

Approved Motor Vehicle Emissions Budgets and Conformity Tests

The Bay Area has conformity requirements for national ozone and PM_{2.5} standards. Under the ozone standard, the Bay Area has to meet an on-road motor vehicle emission “budget” test. Because the Bay Area does not have on-road motor vehicle emission budgets for PM_{2.5} that have been determined to be adequate by EPA, it has to meet an emission interim test for the PM_{2.5} standard. To make a positive conformity finding for ozone MTC must demonstrate that the calculated on-road motor vehicle emissions in the region are lower than the approved budgets. To make a positive “interim” conformity finding for PM_{2.5}, MTC must meet “build not greater than no build” or “build not greater than baseline year” tests based on PM_{2.5} exhaust, tire wear, and brake wear, and NO_x as a PM_{2.5} precursor, emissions.

On-road motor vehicle emissions budgets for VOC and NO_x, which are ozone precursors, were developed for the 2006 attainment year as part of the 2001 1-hour Ozone Attainment Plan. The VOC

³ See 58 FR 62188, 62206 (November 24, 1993)

⁴ See 73 FR 4420, at 4434-5 (January 24, 2008)

and NO_x budgets were found to be adequate by EPA on February 14, 2002 (67 FR 8017), and were subsequently approved by EPA on April 22, 2004 (69 FR 21717). Note that under EPA's conformity rule for the national 8-hour ozone standard, the existing 1-hour on-road motor vehicle emission budgets are to be used for conformity analyses until they are replaced.

The on-road motor vehicle emission budgets are listed below:

- VOC: 164 tons per day (2006 and beyond)
- NO_x: 270.3 tons per day (2006 and beyond)

For PM_{2.5}, initially the Bay Area was required to prepare a SIP by December 2012 to show how the region would attain the standard by December 2014. In addition, although the Bay Area was designated as non-attainment for the national 24-hour PM_{2.5} standard based on monitoring data for the 2006-2008 period, the region exceeded the standard by only a slight margin.

Monitoring data shows that the Bay Area currently meets the national standards for both annual and 24-hour PM_{2.5} levels. However, because the health effects of PM are serious and far-reaching, and no safe threshold of exposure to PM has yet been identified, it is important efforts continue to further reduce PM emissions and concentrations.⁵

Under US EPA guidelines, a region with monitoring data showing that it currently attains an air quality standard can submit a "re-designation request" and a "maintenance plan" in lieu of a SIP attainment plan. However, the BAAQMD believes that it would be premature to submit a PM_{2.5} re-designation request for the Bay Area at this time. Instead, the BAAQMD has pursued another option provided by US EPA guidelines for areas with monitoring data showing that they currently meet the PM_{2.5} standard. In December 2011, CARB submitted a "clean data finding" request on behalf of the Bay Area. On January 9, 2013, EPA took final action to determine that the Bay Area attained the 2006 24-hour PM_{2.5} standard. EPA's determination was based on complete, quality-assured, and certified ambient air monitoring data showing that the area monitored attainment based on the 2009-2011 monitoring period. Based on EPA's determination, the requirements for the Bay Area to submit an attainment demonstration, together with RACMs, an RFP plan, and contingency measures for failure to meet RFP and attainment deadlines are suspended for so long as the region continues to attain the 2006 24-hour PM_{2.5} standard.

Since an approved on-road motor vehicle emissions budget for PM_{2.5} is not available for use in this conformity analysis, MTC must complete one of the two interim emissions tests:

- the build-no-greater-than-no-build test ("build/no-build test") found at 40 CFR 93.119(e)(1), or
- the no-greater-than-baseline year emissions test ("baseline year test"), described at 40 CFR 93.119(e)(2).

Per the interagency consultation via the Air Quality Conformity Task Force meeting dated May 28, 2015, MTC elected to use the "baseline year test". In this test, conformity is demonstrated if in each analysis year, the RTP or TIP (the "build" scenarios) on-road motor vehicle emissions are less than or equal to

⁵ See BAAQMD's 2017 *Clean Air Plan: Spare the Air, Cool the Climate* at: http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

emissions in the “baseline year” emission inventory. The “baseline year” for the 2006 24-hour PM_{2.5} standard is the year 2008⁶.

Under a determination of conformity, the following criteria are applied:

1. The latest planning assumptions and emission models are used.
The transportation plan (“RTP”) and program (“TIP”) pass an emissions budget test using a budget that has been found adequate by EPA or an interim emissions test when budgets have not been established.
2. The transportation plan (“RTP”) and program (“TIP”) provide for the timely implementation of TCMs.
3. Interagency and public consultation is part of the process.

III. Conformity Analysis & Results

Approach to Conformity Analysis

The latest planning assumptions were used when preparing this conformity analysis. Regional estimates of future travel data were estimated using MTC’s land use model (referred to as “*Bay Area UrbanSim*”) and travel model (referred to as “*Travel Model One*”). This integrated model framework allows for analysis of how transportation projects affect the surrounding land use pattern, as well as how changes to residential and commercial activity affect transportation demand. *Travel Model One* (version 0.6) released in July 2016, is calibrated to year 2000 conditions and validated against year 2000, year 2005, and year 2010 conditions. The model generates spatially- and temporally- specific estimates of travel data—roadway usage and speed. This travel data is input into CARB’s latest Emission FACTors (EMFAC2014) model to estimate on-road motor vehicle emissions.

In 2016, MTC updated the method by which Amended Plan Bay Area 2040 programmatic category projects are assessed and represented in Travel Model One in the analysis years between the year 2040 (the Horizon Year for the Amended Plan Bay Area) and the 2019 TIP. Please see Appendix C for the complete approach (for regional conformity modeling purposes) description.

The EMFAC2014 model shows how California on-road motor vehicle emissions have changed over time and are projected to change in the future. This information helps CARB evaluate prospective control programs and determine the most effective, science-based proposals for protecting the environment. EMFAC2014 includes the latest data on California’s car and truck fleets and travel activity. The model also reflects the emissions benefits of CARB’s recent rulemakings, including on-road diesel fleet rules, Advanced Clean Car Standards, and the Smartway/Phase I Heavy Duty Vehicle Greenhouse Gas Regulation. The model includes updates to truck emission factors based on the latest test data. More details about the updates in emissions calculation methodologies and data are available in the EMFAC2014 Technical Support Document.⁷

*Bay Area UrbanSim*⁸ and *Travel Model One* are responsive to numerous inputs, including demographic, pricing, travel behavior, and highway and transit network assumptions. For this conformity analysis, the

⁶ Additional information is available here: <https://www.epa.gov/state-and-local-transportation/baseline-year-baseline-year-test-40-cfr-93119>

⁷ Additional information is available here: <http://www.arb.ca.gov/msei/categories.htm>

⁸ Additional information is available here: http://2040.planbayarea.org/sites/default/files/2017-07/Land_Use_Modeling_PBA2040_Supplemental%20Report_7-2017.pdf

two models use demographic and highway and transit network assumptions consistent with the Amended Plan Bay Area 2040⁹. Highway and transit networks were updated for each analysis year to reflect investments in the Amended Plan Bay Area 2040 (see Appendix B) and the 2019 TIP (see Appendix A1 and A2). Pricing assumptions applied in *Travel Model One* include projected parking prices, gasoline and non-gasoline auto operating costs, fuel economy, bridge tolls, transit fares, and express lanes. Travel behavior assumptions include trip peaking factors, vehicle occupancy factors, and estimates of interregional commuters. Refer to Appendix D for detailed travel modeling assumptions used in this conformity analysis.¹⁰

Regional vehicle miles traveled (VMT) and engine starts (which are needed for emission calculations) are forecasted using a combination of output from *Travel Model One* and base year (2010) EMFAC2014 default VMT information provided by the CARB. For conformity purposes, MTC continues to employ the agreed to protocol for estimating VMT with updated 2010 base year data.

A separate process was used to develop demographic assumptions for the PM_{2.5} “baseline year” of 2008. *Bay Area UrbanSim* generates Transportation Analysis Zone (TAZ)-level data set in 5-year increments. The calculation of data for the interim year 2008 requires a multi-stop process. First, regional control totals for each attribute are calculated using straight-line extrapolations between the two adjacent 5-year increments (2005 and 2010). Next, each TAZ's share of the regional total is calculated by extrapolation of the two adjacent 5-year increments. Finally, individual TAZ totals are calculated by multiplying the interim year TAZ share of the regional total by the regional control total.

Analysis Years

The analysis years for the budget and baseline year tests are to be within five years from the date the analysis is done, the horizon year of the RTP and intermediate years as necessary so that analysis years are not more than ten years apart. For this conformity analysis, the analysis years are 2020, 2030 and 2040 for the 2008 and 2015 ozone and 2006 PM_{2.5} standards. MTC used *Travel Model One* to forecast travel data for the 2020, 2030 and 2040 analysis years. The forecasted travel data for each analysis year were then input into the EMFAC2014 model to calculate on-road motor vehicle emissions.

Consultation Process

MTC has consulted on the preparation of this conformity analysis and other conformity related issues with the Bay Area's Air Quality Conformity Task Force. The Conformity Task Force is composed of representatives of EPA, CARB, FHWA, FTA, Caltrans, MTC, BAAQMD, ABAG, the nine county Congestion Management Agencies, and Bay Area transit operators. The Conformity Task Force reviews the analysis assumptions, consults on TCM implementation issues, and reviews the results of the conformity analysis. The task force meetings are open to the public. Topics covered in past meetings of the Air Quality Conformity Task Force include the following:

March 2019

- PM_{2.5} Project-Level Conformity Interagency Consultations
- Approach to Conformity Redetermination for the 2019 Transportation Improvement Program

⁹ Additional information is available here: <http://www.planbayarea.org/2040-plan/final-preferred-scenario>

¹⁰ Additional information is available here: http://2040.planbayarea.org/sites/default/files/2017-07/Travel_Modeling_PBA2040_Supplemental%20Report_7-2017_0.pdf

This document is part of the Final Amended Plan Bay Area 2040 scenario planning/development effort and the technical methods and assumptions used in this effort are consistent with what is applied in this conformity analysis.

and Amended Plan Bay Area 2040

- Projects with Regional Air Quality Conformity Concerns (Discussion)

Comparison of Motor Vehicle Emissions to Budgets

As explained earlier, on-road motor vehicle emissions budgets are established in the SIP for VOCs and NO_x. To make a positive conformity finding, the regional on-road motor vehicle emissions must be equal to or less than these budgets. The results of the vehicle activity forecasts and on-road motor vehicle emission calculations are described in the following section.

Ozone Motor Vehicle Emission Budgets

For VOC and NO_x, the on-road motor vehicle emission budgets also reflect emission reductions from five Transportation Control Measures (TCMs) incorporated in the 2001 Ozone Attainment Plan (Table 1).

Table 1: VOC and NO_x Emissions Budgets from 2001 Ozone Attainment Plan (tons/day)

VOC	
2006 On Road Motor Vehicle Emissions	168.5
2006 Mobile Source Control Measure Benefits	(4.0)
2006 TCM Benefits	(0.5)
2006 Emissions Budget	164.0
NO _x	
2006 On Road Motor Vehicle Emissions	271.0
2006 TCM Benefits	(0.7)
2006 Emissions Budget	270.3

The vehicle activity forecasts by analysis year for the Amended Plan Bay Area 2040 and the 2019 TIP (the “build” scenarios) are shown in Table 2. Travel data (from MTC’s *Travel Model One*) was input into CARB’s EMFAC2014 emissions model, thereby generating regional vehicle activity and emissions estimates.

In addition, MTC will use the 1-hour motor vehicle emissions budget from the 2001 Ozone Attainment Plan as the 8-hour motor vehicle emissions budget to demonstrate conformity to both the 2008 and 2015 8-hour ozone standards. The ozone budgets for VOCs and NO_x were compared to quantified emissions for analysis years 2020, 2030 and 2040.

EPA designated¹¹ the San Francisco Bay Area as “Marginal” for nonattainment of the 2008 and 2015 ozone standards with the applicable attainment year of 2021. CFR 93.118(d)(2) requires the regional emissions analysis to be performed for the attainment year for the 2015 ozone NAAQS, if it is within the timeframe of the transportation plan and conformity determination – and the CAAA requires areas to attain the national ambient air quality standards as expeditiously as practicable, but no later than specified dates. To demonstrate attainment, an area must predict that emissions during the “season” preceding the attainment date will meet the level of the standard. In general, the attainment dates for 8-hour ozone are in June. Therefore, the relevant ozone season for predicting attainment will be the

¹¹ See Nonattainment and Unclassifiable Area Designations for the 2015 Ozone Standards -- April 30, 2018; https://www.epa.gov/sites/production/files/2018-04/documents/placeholder_1.pdf

ozone season in the calendar year preceding the attainment date which means the 2020 year will be the applied attainment date/year (for the 2015 ozone standard only) in this conformity analysis.

Table 2: Vehicle Activity Forecasts

	2020	2030	2040
Vehicles in use	4,699,352	5,503,145	6,227,537
Daily VMT (1000s)	167,420	182,510	195,533
Daily Engine Starts	29,309,833	34,101,662	38,493,145

Comparison of Estimated Regional On-Road Motor Vehicle Emissions to the Ozone Precursor Budgets

The vehicle activity forecasts for the Amended Plan Bay Area 2040 and the 2019 TIP, Table 2, are converted to emission estimates by MTC using EMFAC2014. Tables 3 compare the results of the various analyses with the applicable budgets. The analyses indicate that the on-road motor vehicle emissions are substantially below the budget, due in large part to the effects of cleaner vehicles in the California fleet and the enhanced Smog Check program now in effect in the Bay Area and reflected in the EMFAC2014 model.

Table 3: Emissions Budget Comparisons for Ozone Precursors – Summertime Conditions (tons/day)

Year	VOC Budget ¹	On-Road Motor Vehicles VOC	TCMs ²	Net Emissions
2020	164.0	36.00	(0.3)	35.70
2030	164.0	24.04	(0.3)	23.74
2040	164.0	18.51	(0.3)	18.21

Year	NO _x Budget	On-Road Motor Vehicles NO _x	TCMs ²	Net Emissions
2020	270.3	65.14	(0.5)	64.64
2030	270.3	32.88	(0.5)	32.38
2040	270.3	28.94	(0.5)	28.44

¹ 2001 Ozone Attainment Plan

² The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NO_x emission inventories for 2006 and beyond.

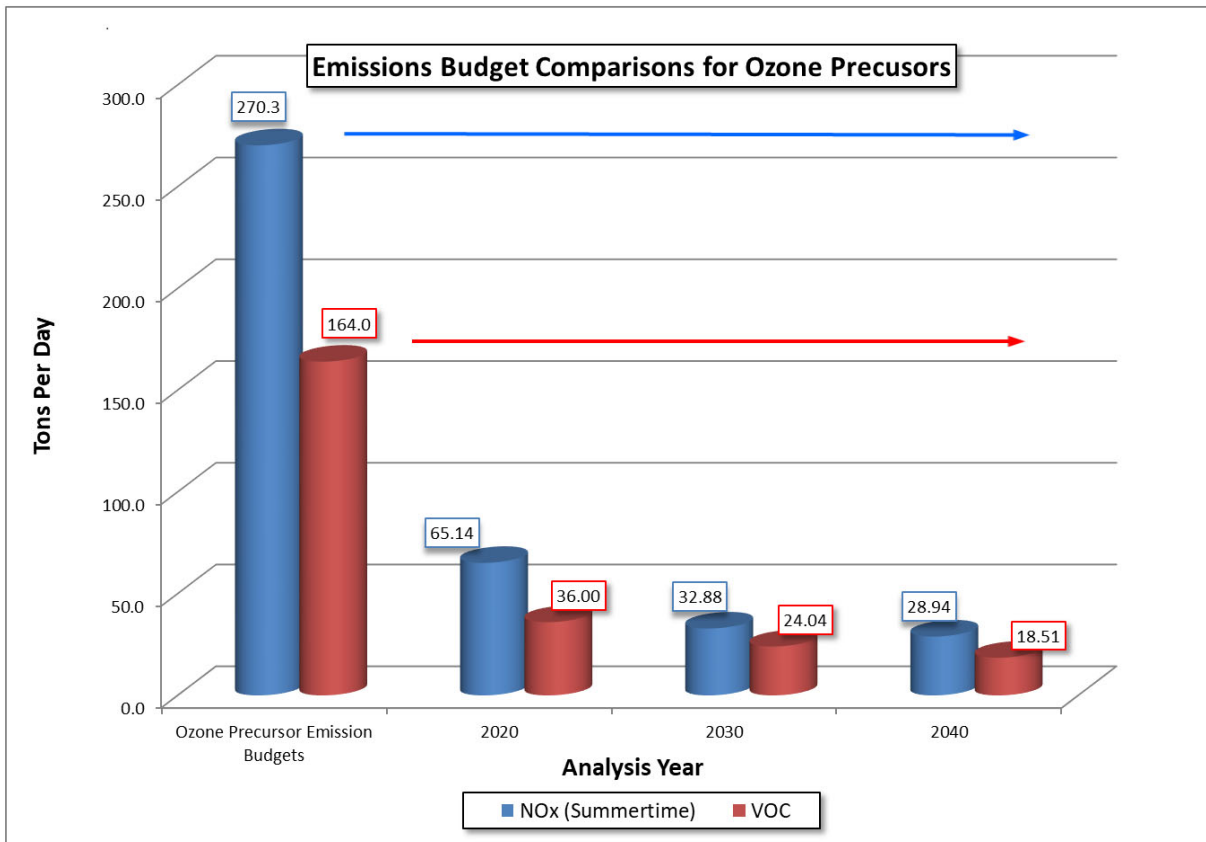


Figure 2: Emissions Budget Comparisons for Ozone Precursors

The estimated effectiveness of the various TCMs, given their current implementation status, is shown in Table 4. TCMs A through E are fully implemented. They have achieved the required cumulative total emission reductions of 0.5 tons per day of VOC and 0.7 tons per day of NO_x by 2006.

Table 4: Emission Reductions for Transportation Control Measures A – E in State Implementation Plan (tons/day)

TCM	VOC Emission Reductions through December 2006	NO _x Emission Reductions through December 2006
TCM A: Regional Express Bus Program	0.20	0.20
TCM B: Bicycle/Pedestrian Program	0.04	0.03
TCM C: Transportation for Livable Communities	0.08	0.12
TCM D: Expansion of Freeway Service Patrol	0.10	0.25
TCM E: Transit Access to Airports	0.09	0.13
Total Reductions	0.5	0.7

Baseline Year Emissions Test for PM_{2.5}

For the baseline year test, emissions for both directly emitted PM_{2.5} and NO_x (as the precursor to PM_{2.5} emissions) were compared to the analysis years of 2020, 2030 and 2040. The analysis used inputs for the winter season, during which the Bay Area experiences its highest levels of PM_{2.5} concentrations.

The vehicle activity forecasts by analysis year for the Amended Plan Bay Area 2040 and the 2019 TIP (the “build” scenarios) are shown in Table 5. Travel data (from MTC’s *Travel Model One*) was input into CARB’s EMFAC2014 emissions model, thereby generating regional vehicle activity and emissions estimates.

Table 6 presents the results of the Baseline Year test for the PM_{2.5} emissions and the NO_x precursor for the 2006 24-hour PM_{2.5} standard. Regional conformity analyses must be completed for directly emitted PM_{2.5} (40 CFR 93.102(b)(1)). Directly emitted PM_{2.5} includes exhaust, brake and tire wear emissions.

Table 5: Vehicle Activity Forecasts for the PM_{2.5} Baseline Year Test

	2008	2020	2030	2040
<i>Baseline Year</i>				
Vehicles in Use	4,631,001	4,699,352	5,503,145	6,227,537
Daily VMT (1000s)	154,100	167,420	182,510	195,533
Engine Starts	29,299,933	29,309,833	34,101,662	38,493,145

Table 6: Emissions Comparison for the PM_{2.5} Baseline Year Test

	2008	2020	2030	2040
<i>Baseline Year</i>				
PM _{2.5}	8.26	4.53	4.44	4.60
NO _x	194.58	60.09	27.12	23.06

¹ Emissions for wintertime only

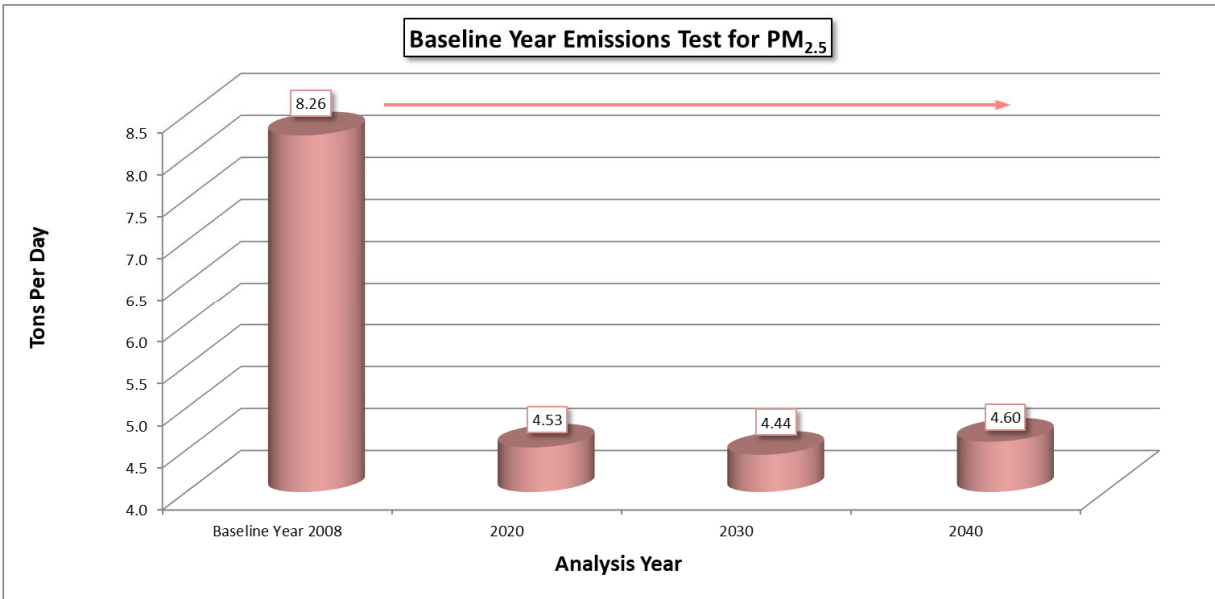


Figure 3: Baseline Year Emissions Test for PM_{2.5}

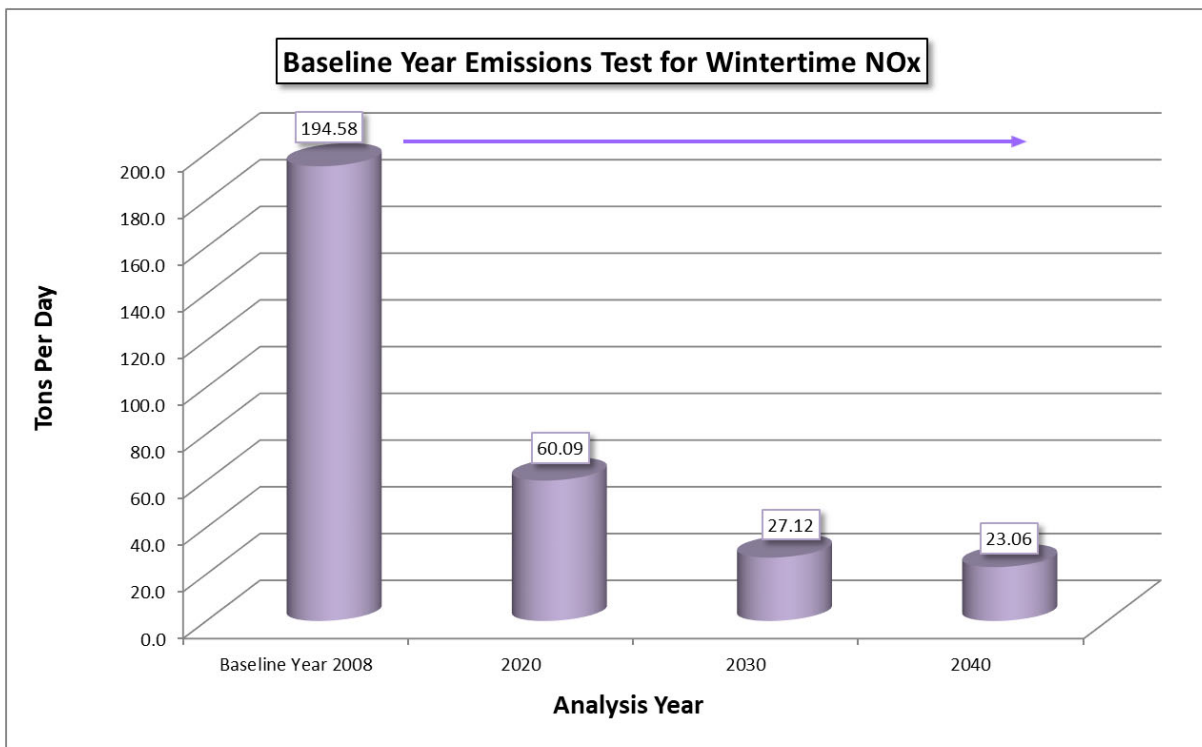


Figure 4: Baseline Year Emissions Test for Wintertime NO_x

IV. Transportation Control Measures

History of Transportation Control Measures

TCMs are strategies to reduce vehicle emissions. They include such strategies as improved transit service and transit coordination, ridesharing services and new carpool lanes, signal timing, freeway incident management, increased gas taxes and bridge tolls to encourage use of alternative modes, etc. The original set of TCMs plus the five most recent TCMs (A-E) have been fully implemented. The TCMs were added over successive revisions to the SIP (see Table 7). For more information on TCMs 1-28, which are completed, see the *Transportation-Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002)*. This report can be found in the MTC/ABAG Library.

- Twelve (12) ozone measures were originally listed in the 1982 Bay Area Air Quality Plan.
- In response to a 1990 lawsuit in the federal District Court, sixteen (16) additional TCMs were subsequently adopted by MTC in February 1990 as contingency measures to bring the region back on the “Reasonable Further Progress” (RFP) line. The Federal District order issued on May 11, 1992, found that these contingency TCMs were sufficient to bring the region back on the RFP track anticipated in the SIP. These measures became part of the SIP when EPA approved the 1994 Ozone Maintenance Plan.
- Two (2) transportation control measures from the 1982 Bay Area Air Quality Plan apply to Carbon Monoxide control strategies, for which the region is in attainment with the federal standard, and primarily targeted downtown San Jose (which had the most significant CO problem at that time.) MTC also adopted a set of TCM enhancements in November 1991 to eliminate a shortfall in regional carbon monoxide emissions identified in the District Court’s April 19, 1991, order. Carbon monoxide standards have been achieved primarily through the use of oxygenated/reformulated fuels in cars and with improvements in the Smog Check program.
- As part of EPA’s partial approval/partial disapproval of the 1999 Ozone Attainment Plan, four (4) TCMs were deleted from the ozone plan (but two of these remain in the Carbon Monoxide Maintenance Plan).
- Five (5) new TCMs were adopted as part of the new 2001 1-Hour Ozone Attainment Plan and were fully funded in the 2001 TIP and 2001 Regional Transportation Plan.

With respect to TCM 2 from the 1982 SIP, there was a protracted debate, leading to a citizens lawsuit in federal court, about the obligations associated with this TCM. On April 6, 2004, MTC prevailed in the U.S. Court of Appeals for the Ninth Circuit which concluded that TCM 2 does not impose any additional enforceable obligation on MTC to increase ridership on public transit ridership by 15% over 1982-83 levels by November 2006 (*Bayview Hunters Point Community Advocates v. Metropolitan Transportation Com’n*, (2004 WL 728247, 4 Cal. Daily Op. Serv. 2919, 2004 Daily Journal D.A.R. 4209, 9th Cir.(Cal.), Apr 06, 2004)). Thus TCM 2 has been resolved, and there are no further implementation issues to address in this TCM.

Table 7: Transportation Control Measure in the State Implementation Plan

TCM	Description
Original TCMs from 1982 Bay Area Air Quality Plan	
TCM 1	Reaffirm Commitment to 28 percent Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	High Occupancy Vehicle (HOV) Lanes and Ramp Metering
TCM 5	Support RIDES Efforts
TCM 6 ¹	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives Program
TCM 10	Information Program for Local Governments
TCM 11 ²	Gasoline Conservation Awareness Program (GasCAP)
TCM 12 ²	Santa Clara County Commuter Transportation Program
Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)	
TCM 13	Increase Bridge Tolls to \$1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of \$1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16 ¹	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Ticket Distribution
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs
TCM 26	Incident Management on Bay Area Freeways
TCM 27	Update MTC Guidance on Development of Local TSM Programs
TCM 28	Local Transportation Systems Management (TSM) Initiatives
New TCMs in 2001 Ozone Attainment Plan	
TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit Access to Airports

¹ Deleted by EPA action from ozone plan

² Deleted by EPA action from ozone plan, but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 8). TCMs A-E are now fully implemented.

Table 8: Implementation Status of Federal Transportation Control Measures for Ozone (A – E)

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
A	Regional Express Bus Program	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable CARB standards, and will include particulate traps or filters. MTC will approve \$40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five-year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once \$40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators	\$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations. TCM A is fully implemented.
B	Bicycle / Pedestrian Program	Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004 – 2006. Complete once \$15 million in TDA Article 3 is allocated by MTC.	MTC allocated over \$20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006. TCM B is fully implemented.
C	Transportation for Livable Communities (TLC)	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission	FY 2004 – 2006. Complete once \$27 million in TLC grant funding is approved by MTC	In December 2003, the Commission reaffirmed its commitment of \$27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan. MTC and the county Congestion Management Agencies (CMAs) have approved over \$27 million in TLC grant funding by FY 2006. In November 2004, MTC approved \$500,000 for regional TLC

reductions will be based on the projects funded.

Community Design Planning Program, and in December 2004, MTC approved \$18.4 million in TLC funding for the regional TLC Capital program. As of December 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional \$12.4 million in their county-level TLC Capital programs for a regional total of \$31.2 million.

TCM C is fully implemented.

D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable CARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006	FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas. TCM D is fully implemented. .
E	Transit Access to Airports	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART – SFO service to start in FY 2003. Complete by maintaining service through December 2006	Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued. TCM E is fully implemented.

V. Response to Public Comments

To be updated

VI. Conformity Findings

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with EPA's transportation conformity regulations and with the Bay Area Air Quality Conformity Protocol adopted by MTC as Resolution No. 4374.
- The Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program, as amended by Revision Number 2019-00, provide for implementation of TCMs pursuant to the following federal regulation:
 - (1) *An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.*
 - (2) *If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.*
 - (3) *Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).*
- For the two ground-level ozone precursors (VOC and NO_x), motor vehicle emissions in the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program, as amended by Revision Number 2019-00 are lower than the applicable motor vehicle emission budgets for the 2008 and 2015 national 8- hour ozone standards.

For PM_{2.5} and NO_x, the Baseline Year test shows that the motor vehicle emissions are lower under the Build scenario for the various analysis years when compared to the baseline year emissions scenario.

Appendix A1

Appendix A2

Appendix B

Appendix C

Appendix D

Appendix E

Appendix F



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0461	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/23/2019	In control:		Programming and Allocations Committee	
On agenda:	5/8/2019	Final action:			
Title:	MTC Resolution No. 4378 -- FY2019-20 RM2 Marketing Program				

A request to adopt the \$6.9 million FY2019-20 Regional Measure 2 (RM2) Marketing Program, an element of the annual RM2 operating program.

Sponsors:

Indexes:

Code sections:

Attachments: [4a_Reso-4378_FY2019-20_RM2_Marketing_Assistance_Program_x.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4378 -- FY2019-20 RM2 Marketing Program

A request to adopt the \$6.9 million FY2019-20 Regional Measure 2 (RM2) Marketing Program, an element of the annual RM2 operating program.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 8, 2019

Agenda Item 4a

MTC Resolution No. 4378

Subject: FY 2019-20 Regional Measure 2 (RM2) Marketing Assistance Program

Background: RM2 legislation provides for the annual allocation of a portion of RM2 funding for public information and advertising to support the services and projects funded with RM2 toll revenues.

The RM2 Marketing Assistance Program is typically paired with the annual RM2 Operating Program that will be brought to the Commission for approval in June.

FY 2019-20 RM2 Marketing Assistance Program

The RM2 Marketing Assistance Program includes \$6.9 million for marketing and public information of RM2 projects including:

- \$3 million will be used by Clipper® for customer service at San Francisco and Oakland locations and other customer education, communication, and outreach activities.
- \$2 million is being reprogrammed from the FY 2018-19 budget to FY 2019-20 to support the Bay Area Commute Challenge Pilot. As the express lane network expands, MTC seeks to engage employers and equip them with a commute management tool to encourage HOV2+ and HOV3+ carpooling among their employees. With a commute technology platform, employers can manage transportation options, provide incentives directly to employees that carpool, and track behavior change.
- \$1.1 million for miscellaneous coordination efforts including regional transit mapping and wayfinding, 511 Real Time Transit, the Regional Resource Center and Bike to Work, Trails, and Transit campaigns.
- \$500,000 of marketing support for AC Transit for RM2-funded service. Like last year, these funds will free up funds for AC Transit to use in support of school bus service.
- \$300,000 for new or expanded transit service.

The RM2 marketing program is also included in the proposed FY2019-20 BATA budget and is subject to its approval.

Issues: None.

Recommendation: Refer MTC Resolution No. 4378 to the Commission for approval.

Attachments: MTC Resolution No. 4378



Therese W. McMillan

Date: May 22, 2019
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4378

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2019-20.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 8, 2019.

Date: May 22, 2019
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2019-20 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4378

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

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

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2019-20, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California on May 22, 2019.

FY 2019-20 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

The RM2 Operating Program will be presented for approval in June 2019.

RM2 Marketing Assistance Program (note 1 and 2)

Project Name	Operator	Programmed
Clipper®	MTC	\$ 3,000,000
Bay Area Commute Challenge Pilot	MTC	\$ 2,000,000
Regional Map and Wayfinding	MTC	\$ 780,000
511 Real Time Transit	MTC	\$ 110,000
The Hub Regional Resource Center	MTC	\$ 200,000
AC Transit Services	AC Transit	\$ 500,000
Bike to Work, Trails, and Transit Week Awareness	MTC	\$ 50,000
New or Expanded Transit Services	TBD	\$ 300,000
Grand Total		\$ 6,940,000

- Notes:
1. Amounts shown are subject to approval of the FY 2019-20 BATA Budget.
 2. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0306	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	3/19/2019	In control:		Programming and Allocations Committee	
On agenda:	5/8/2019	Final action:			
Title:	Caltrain Business Plan				

An overview of the Caltrain Business Plan presented by Caltrain.

Sponsors:

Indexes:

Code sections:

Attachments: [5a Caltrain Business Plan Overview x.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Caltrain Business Plan

An overview of the Caltrain Business Plan presented by Caltrain.

Presenter:

Melanie Choy and Caltrain Staff

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 8, 2019

Agenda Item 5a

Caltrain Business Plan

- Subject:** An overview of the Caltrain Business Plan presented by Caltrain.
- Background:** With the construction of the Peninsula Corridor Electrification Project underway, Caltrain has the opportunity to articulate a long-term business strategy for the future of its system. In 2018, Caltrain initiated the Business Plan to develop a 2040 vision and the path towards achieving it.
- The Business Plan includes long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses. This planning project is a joint effort with agency partners and communities along the corridor and includes outreach in multiple venues. The plan is anticipated for completion in late 2019.
- Additional information can be found at: <https://www.caltrain2040.org/>
- Issues:** None.
- Recommendation:** Information Item.
- Attachments:** Caltrain Business Plan presentation.



Therese W. McMillan

Caltrain Business Plan

Presentation to:
MTC's Programming and Allocations Committee

May 2019



What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.

What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



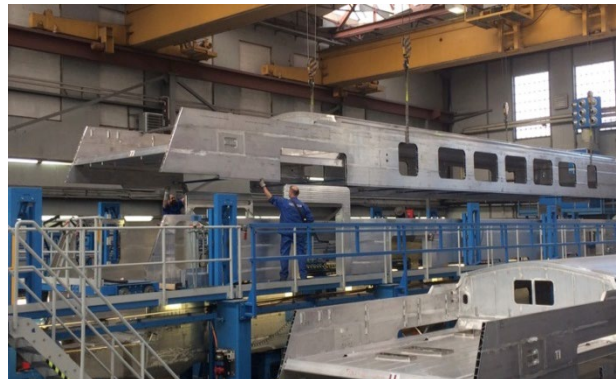
Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service

Where Are We in the Process?



Electrification is the Foundation for Growth with Plans for More



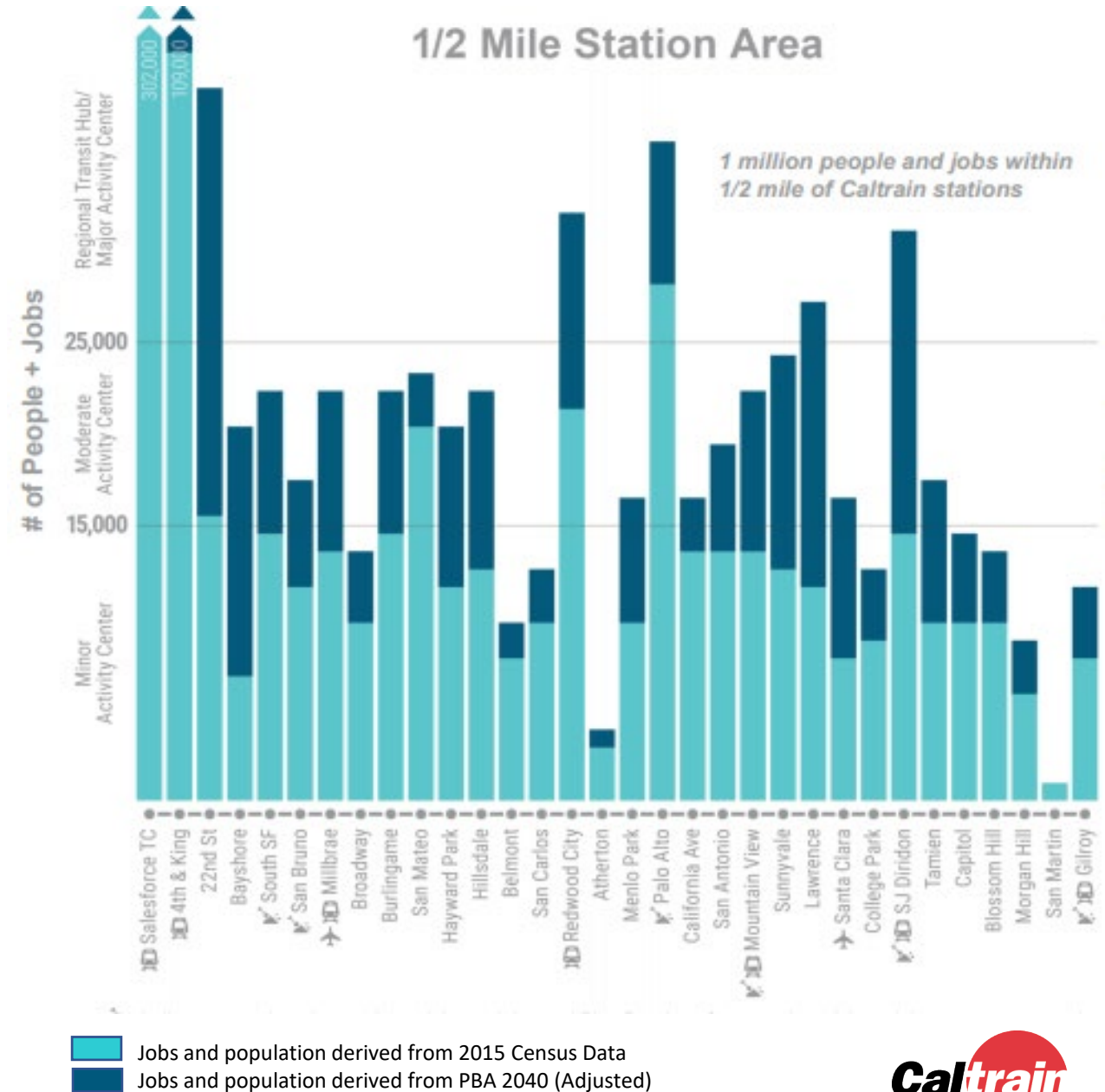
2040 Demand

The Caltrain corridor is growing

- By 2040 the corridor expected to add 1.2 million people and jobs within 2 miles of Caltrain (+40%)¹
- 80% growth expected in San Francisco and Santa Clara Counties

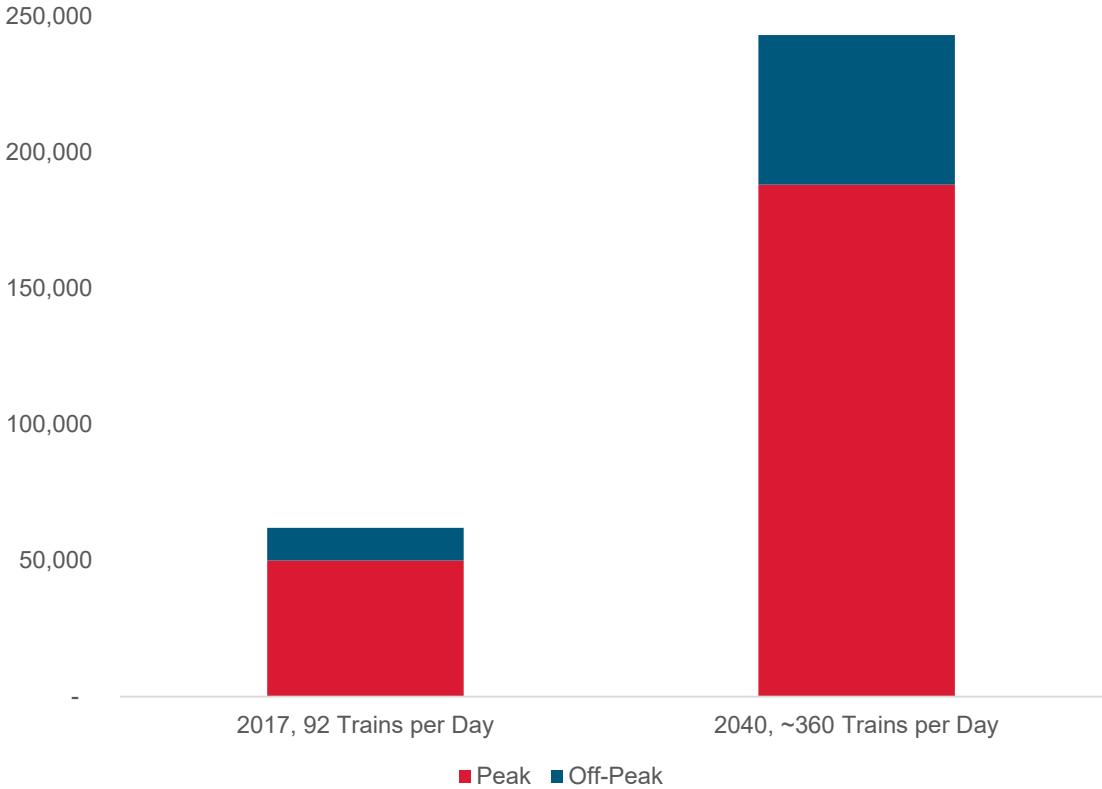
Major transit investments are opening new travel markets to Caltrain

- Downtown Extension and Central Subway
- Dumbarton Rail, BART to San Jose, and improvements to Capitol Corridor and ACE
- HSR and Salinas rail



Exploring the Potential Long Term Demand for Caltrain Service

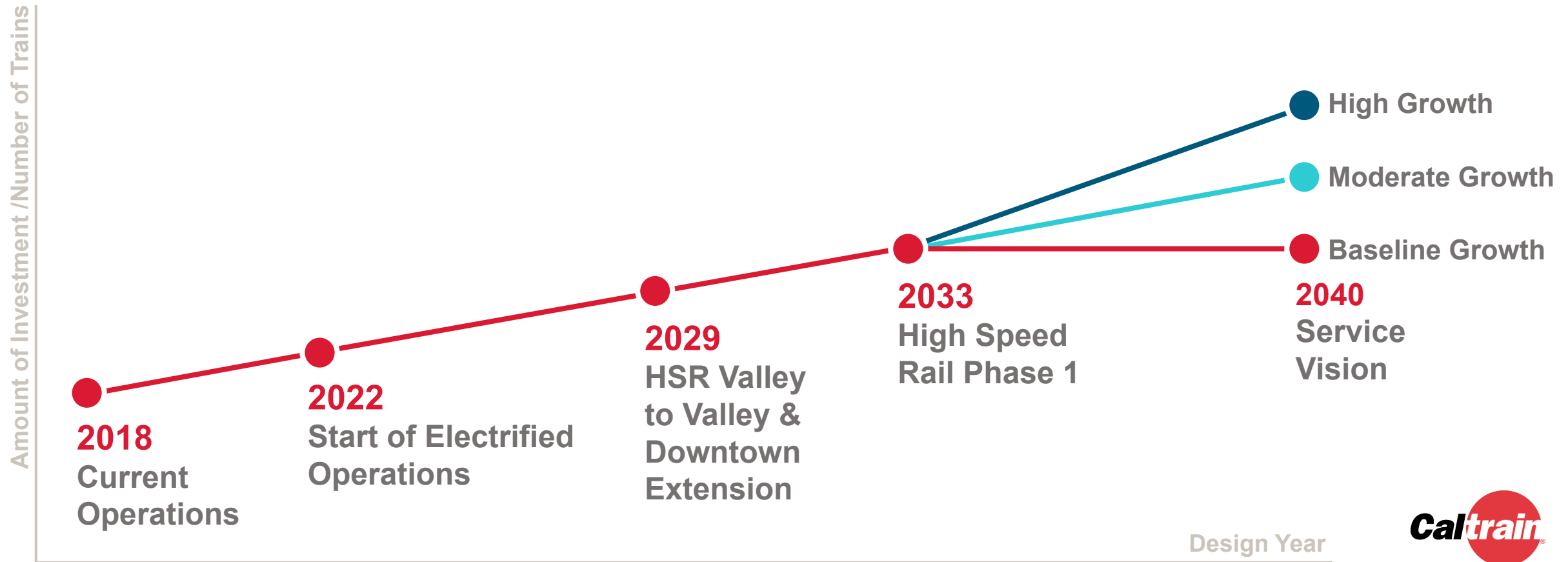
Using Plan Bay Area numbers for projected growth in jobs and housing, an unconstrained model run of high frequency, all-day BART-like service in the Caltrain corridor suggests that by 2040 there could be underlying potential demand for up to 240,000 daily trips on the system



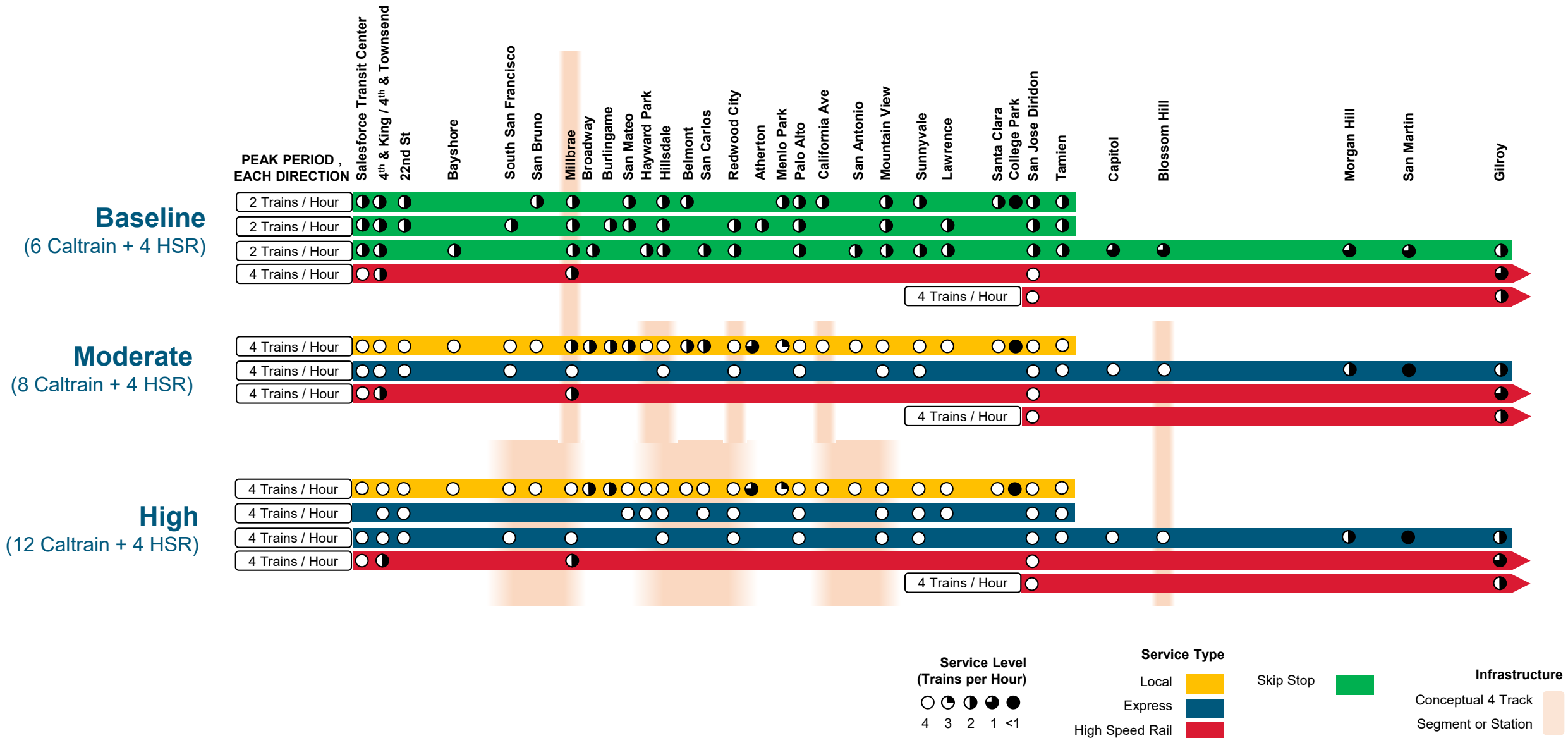
Description	2017: 92 Trains/Day	2040: ~360 Trains/Day
Daily	62,000	240,000
Peak	50,000	185,000
Off-Peak	12,000	55,000



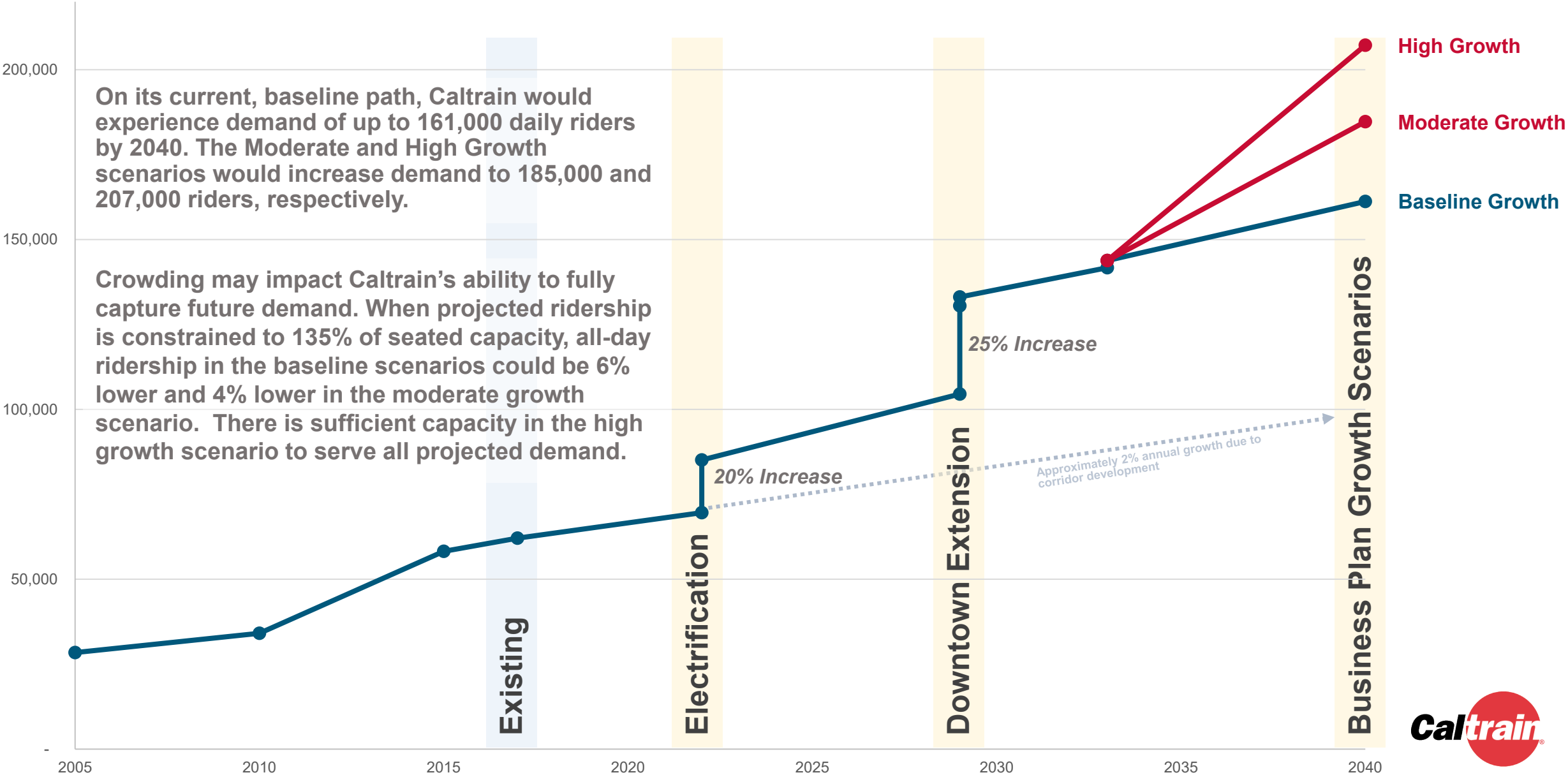
2040 Service Scenarios: Different Ways to Grow



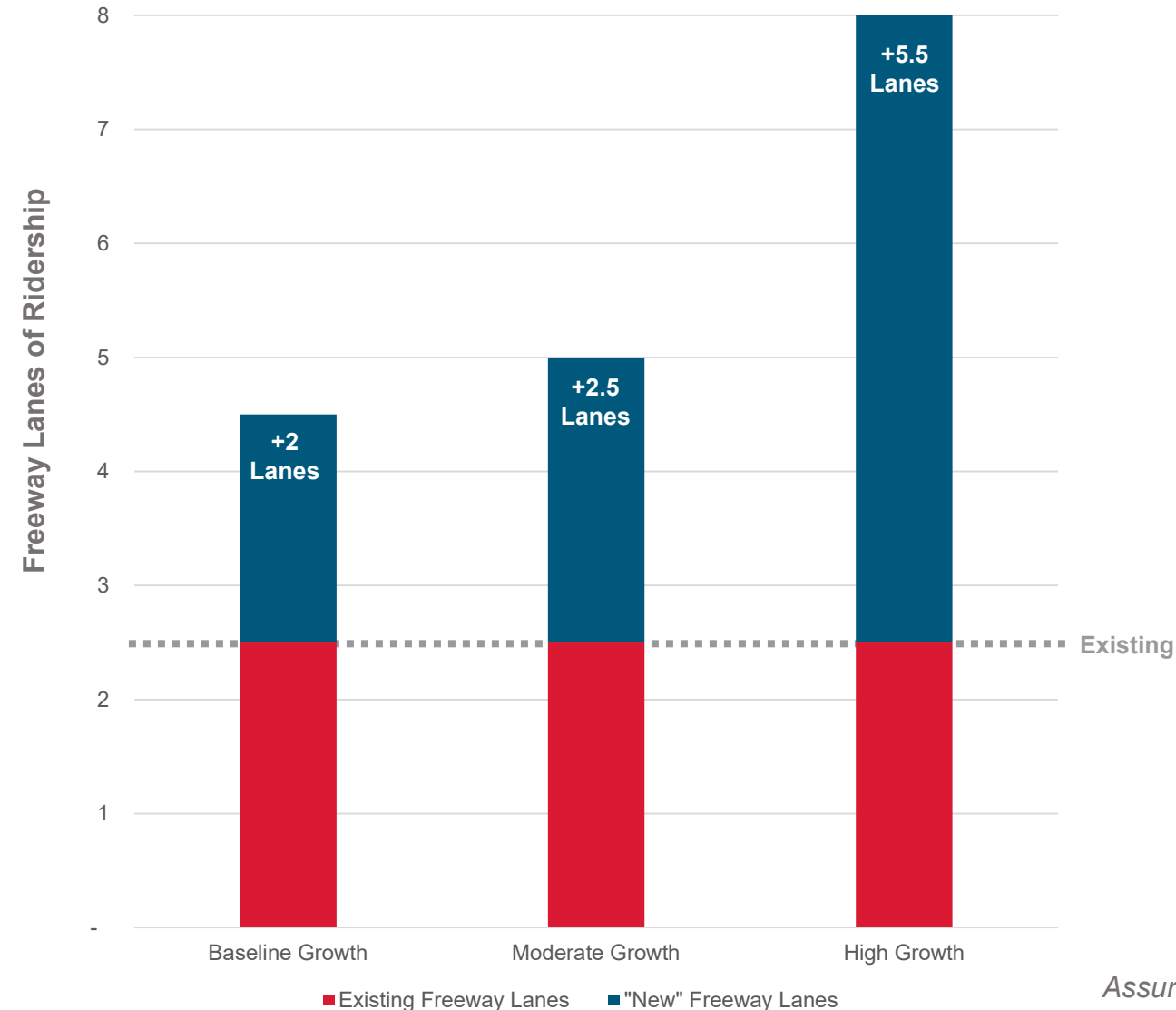
2040 Growth Scenarios – Illustrative Concepts



Ridership Projections



Peak Hour Throughput as Freeway Lanes



Caltrain's peak load point occurs around the mid-Peninsula. Today, Caltrain serves about 3,900 riders per direction during its busiest hour at this peak load point. This is equivalent to 2.5 lanes of freeway traffic.

The **Baseline Growth Scenario** increases peak hour ridership to about 6,400 riders at the peak load point – equivalent to widening US-101 by 2 lanes. Peak hour demand exceeds capacity by about 40%.

The **Moderate Growth Scenario** increases peak hour ridership to about 7,500 riders at the peak load point – equivalent to widening US-101 by 2.5 lanes. Peak hour demand exceeds effective capacity by about 35% due to higher demand for express trains.

The **High Growth Scenario** increases peak hour ridership to over 11,000 at the peak load point – equivalent to widening US-101 by 5.5 lanes. All ridership demand is served.

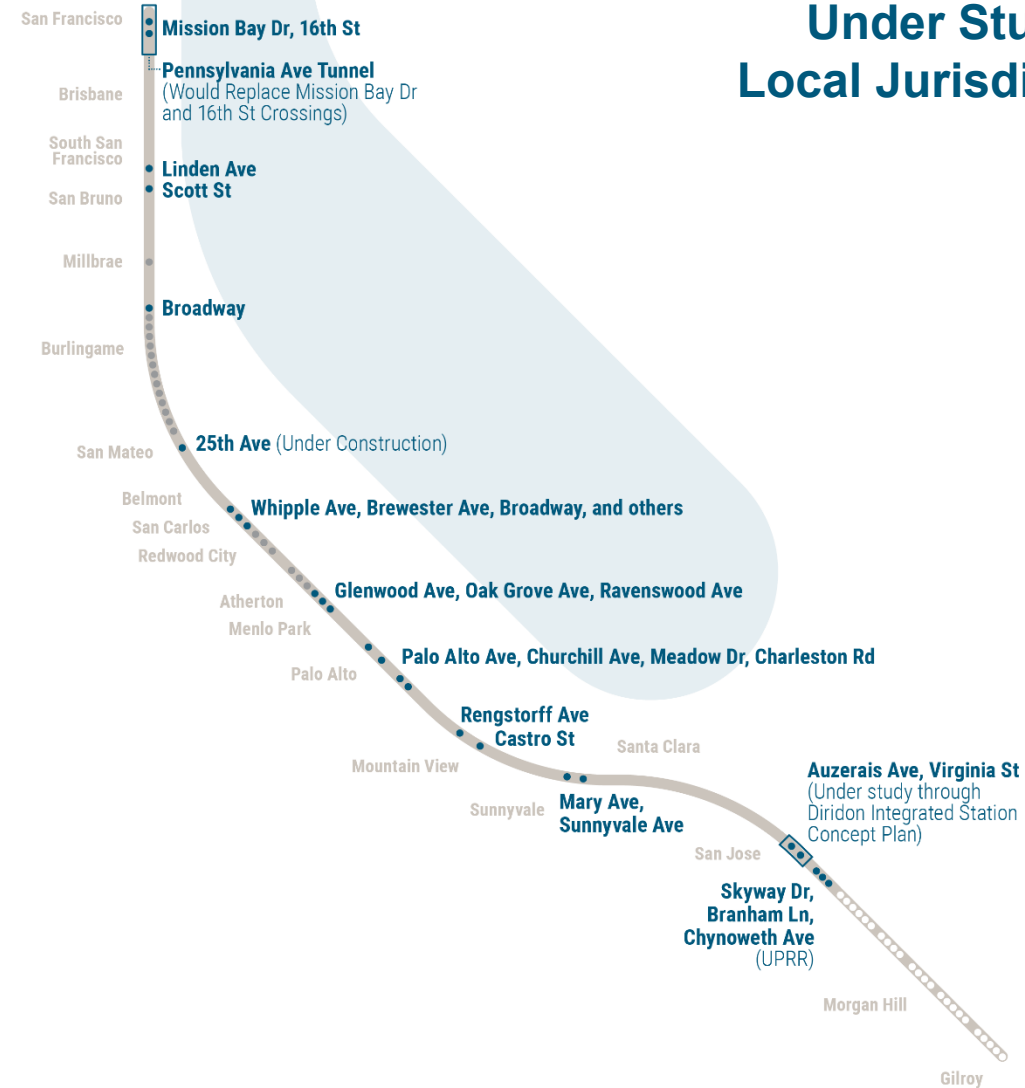
Assumes capacity constrained to a 135% max occupancy load

Grade Separations are Critical

All of the scenarios being considered involve significant increases in the number of trains per hour operating in the corridor

The Business Plan will consider the costs and challenges associated with grade separations and improvements to at-grade crossings as part of the overall plan

**Crossings
With Grade Separations
or Closures Planned or
Under Study by
Local Jurisdictions**



How do we Choose a Service Vision?

Choosing a long range “Service Vision” is not just about picking which service pattern looks the best- it requires evaluating which package of service and investments will deliver the best value to the corridor and the region

Service



This update describes different illustrative 2040 service concepts that underlie each Growth Scenario. The different concepts shown are not proposals or recommendations. They represent an indicative range of options for how Caltrain service could grow given different levels of investment in the corridor

Business Case



During the spring of 2019 the Business Plan team will develop a detailed “Business Case” analysis for each of the different growth scenarios. The Business Case will quantify the financial implications and wider costs and benefits of each growth scenario

Outreach Activities to Date

July 2018 – March 2019 by the Numbers

Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

113

Stakeholder
Meetings

93

Organizations in Stakeholder
Advisory Group

Public Outreach

30

Public Meetings
and Presentations

1000+

Survey Responses

8,500

Website Hits

27,000

Social Media Engagements

FOR MORE INFORMATION

WWW.CALTRAIN.COM

