



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, June 26, 2019

9:50 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 9:50 a.m. or immediately following the 9:45 a.m. Service Authority for Freeways and Expressways (SAFE) meeting.

1. Roll Call / Confirm Quorum

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

2. Chair's Report (Haggerty)

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

5. Commissioner Comments

6. Consent Calendar:

- 6a. [19-0652](#) Minutes of the May 22, 2019 meeting

Action: Commission Approval

Attachments: [6a Commission Draft Meeting Minutes 05-22-2019.pdf](#)

Programming and Allocations Committee

- 6b. [19-0514](#) MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.

Action: Commission Approval

Attachments: [6b PAC 2b Reso-4272 TCP Revisions.pdf](#)

- 6c.** [19-0515](#) MTC Resolution No. 4333, Revised. Amends the FY2018-19 RM2 Operating and Marketing Program to shift funds between Solano Express Routes and provide an update on WETA's use of Bay Bridge Forward funds.
- Action:** Commission Approval
- Attachments:** [6c_PAC_2c_Reso-4333_SolanoX_WETA_Bay_Forward.pdf](#)
-
- 6d.** [19-0516](#) MTC Resolution Nos. 4334, Revised, and 4335, Revised. Allocation of \$31 million in FY2018-19 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Golden Gate Transit, SFMTA, SMART, and VTA in support of transit operations and capital projects.
- Action:** Commission Approval
- Attachments:** [6d_PAC_2d_Resos-4334-4335_GGT_SFMTA_SMART_VTA_Allocation.pdf](#)
-
- 6e.** [19-0517](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-16.
- Action:** Commission Approval
- Attachments:** [6e_PAC_2e_Reso-4375_TIP_Amendment_2019-16.pdf](#)
-
- 6f.** [19-0518](#) MTC Resolution No. 4377. Adopts the \$17 million FY2019-20 State Transit Assistance (STA) Regional Program of Projects.
- Action:** Commission Approval
- Attachments:** [6f_PAC_2f_Reso-4377_STA_Regional_Program_of_Projects.pdf](#)
-
- 6g.** [19-0519](#) MTC Resolution No. 4383. Allocation of FY2019-20 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.
- Action:** Commission Approval
- Attachments:** [6g_PAC_2g_Reso-4383_TDA_Admin_&_Planning_Allocation.pdf](#)
-
- 6h.** [19-0524](#) MTC Resolution Nos. 3880, Revised, 3881, Revised, and 4347, Revised. Revisions to the Lifeline Transportation Program (LTP) Cycles 2 and 5 Program of Projects and the Proposition 1B - Regional Transit Program.
- Action:** Commission Approval
- Attachments:** [6h_PAC_2h_Resos-3880-3881-4347_Lifeline_Transp_Program_Revisions.pdf](#)

- 6i. [19-0522](#) MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) Program and MTC Exchange Program, including the cancellation of the \$1.2 million exchange agreement with the Santa Clara Valley Transportation Authority (VTA), and various programming revisions within the Contra Costa and San Mateo County Programs.

Action: Commission Approval

Attachments: [6i_PAC_2i_Resos-3989-4202_VTA_Exchange_Agreement.pdf](#)

- 6j. [19-0667](#) MTC Resolution No. 4273, Revised. Project Approval for FY2018-19 Cap and Trade Low Carbon Transit Operations Program.

Action: Commission Approval

Attachments: [6j_PAC_2j_Reso-4273_LCTOP_VTA-ZEB.pdf](#)

Planning Committee

- 6k. [19-0380](#) MTC Resolution No. 4387 - Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program

Action: Commission Approval

Attachments: [6k_Planning_Reso-4387_Final Transportation-Air Quality Conformity Analysis.p](#)

Committee Reports

7. Administration Committee (Glover)

- 7a. [19-0653](#) MTC Resolution No. 4371 - MTC FY 2019-20 Agency Budget

A request for Commission approval of MTC Resolution No. 4371 - MTC FY 2019-20 Agency Budget

Action: Commission Approval

Attachments: [7a_Admin_3a_Reso-4371_FY2019-20_MTC_Budgetx.pdf](#)

8. Programming and Allocations Committee (Josefowitz)

- 8a. [19-0520](#) MTC Resolution No. 4378, Revised. Adopts the FY2019-20 Regional Measure 2 (RM2) Operating Program.

Staff will present the \$48.1 million FY2019-20 operating program for adoption. Staff will also recommend holding funds for two services based on not meeting performance requirements, CCCTA Route 96x and Tri Delta Transit Route 300 and provide the status of routes at risk of losing funding, WETA South San Francisco service and Dumbarton Express DB1.

Action: Commission Approval

Attachments: [8a PAC 3a Reso-4378 FY2019-20 RM2 Operating Program.pdf](#)

- 8b. [19-0521](#) MTC Resolution Nos. 4379, 4380, 4381 and 4384. Allocation of \$215 million in FY2019-20 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to County Connection (CCCTA), MTC, Transbay Joint Powers Authority (TJPA), Santa Clara Valley Transportation Authority (VTA), and WETA to support transit operations and capital projects in the region.

This month begins the annual allocation process of four different funds which are ongoing revenue sources that support the operations and capital projects of the region's transit operators, TJPA, and MTC in the upcoming fiscal year.

Action: Commission Approval

Attachments: [8b PAC 3b Resos-4379-4380-4381-4384 CCCTA-MTC-TJPA-VTA-WETA AI](#)

9. Legislation Committee (Mackenzie)

9a. [19-0640](#) AB 970 (Salas): Grants for Nonemergency Medical Transportation

AB 970 would establish a new grant program within the California Department of Aging (CDA) to fund nonemergency medical transportation (NEMT) for seniors and persons with a disability with the goal of reducing greenhouse gas emissions. Eligible expenditures would include operation of bus service, the purchase, lease and maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12 or 15 passengers. The program would be funded, upon appropriation by the Legislature, with Cap and Trade revenue from the Greenhouse Gas Reduction Fund (GGRF).

Action: Support If Amended / Commission Approval

Attachments: [9a Legislation_3b_AB 970 \(Salas\).pdf](#)

9b. [19-0641](#) AB 352 (Garcia, E.): Transformative Climate Communities

AB 352 would broaden eligibility for the Transformative Climate Communities (TCC) Program, a Cap and Trade-funded state grant program administered by the Strategic Growth Council (SGC), to include low-income communities that do not otherwise fall within the program's strict definition of "disadvantaged communities."

Action: Support If Amended / Commission Approval

Attachments: [9b Legislation_3c_AB 352.pdf](#)

9c. [19-0656](#) AB 784 (Mullin): Zero Emission Bus Sales Tax Exemption

AB 784 would exempt zero-emission buses (ZEBs) from the state portion of the sales and use tax until January 1, 2024. The state sales tax exemption would apply to those transit buses that are eligible for the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Action: Support / Commission Approval

Attachments: [9c Legislation_3d_AB 784 \(Mullin\).pdf](#)

10. Public Comment / Other Business

Correspondence Recieved

Attachments: [10_PublicComment_KramerCorrespondence.pdf](#)

11. Adjournment / Next Meetings:

The next meeting of the Commission will be held on July 24, 2019 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0652 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 5/23/2019 **In control:** Metropolitan Transportation Commission
On agenda: 6/26/2019 **Final action:**
Title: Minutes of the May 22, 2019 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a Commission Draft Meeting Minutes 05-22-2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 22, 2019 meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, May 22, 2019

9:35 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

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

Absent: 2 - Commissioner Liccardo, and Commissioner Ronen

Non-Voting Commissioners Present: Commissioner Giacomini and Commissioner Tavares

Non-Voting Commissioner Absent: Commissioner Jackson

2. Chair's Report (Haggerty)

- 2a. [19-0501](#) MTC Resolution No. 4385 - Resolution of Appreciation for Ellen Griffin upon her retirement after 30 years of service to the Metropolitan Transportation Commission.

Action: Commission Approval

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4385. The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

2b. [19-0468](#) Appointment to the Joint ABAG MTC Governance Committee

Action: Commission Approval

Upon the motion by Commissioner Mackenzie and the second by Commissioner Halsted, the Commission unanimously approved the appointment of Commissioner Haggerty, Commissioner Pedroza, Commissioner Josefowitz, Commissioner Spering, Commissioner Cortese, and Commissioner Worth to the Joint ABAG MTC Governance Committee. The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

5. Commissioner Comments

6. Consent Calendar:

Approval of the Consent Calendar

At the request of staff, agenda item 6h was pulled from the Consent Calendar for discussion.

Upon the motion by Commission Vice Chair Pedroza and the second by Commissioner Mackenzie, the remaining items on the Consent Calendar were unanimously approved by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

6a. [19-0441](#) Minutes of the April 24, 2019 meeting

Action: Commission Approval

Administration Committee

6b. [19-0394](#) MTC Resolution No. 4373 - MTC Agency FY 2019-20 Pay Schedules

Action: Commission Approval

Presenter: Robin James

Programming and Allocations Committee

6c. [19-0336](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-14.

Action: Commission Approval

Presenter: Adam Crenshaw

6d. [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

Legislation Committee

6e. [19-0477](#) AB 69 (Ting): Small Home Building Standards

AB 69 would require the Department of Housing and Community Development (HCD) to propose small home building standards governing ADUs smaller than 800 square feet, junior ADUs and detached dwelling units smaller than 800 square feet. The standards must be submitted to the California Building Standards Commission (CBSC) for adoption by January 1, 2021.

Action: Support and Seek Amendments

Presenter: Rebecca Long

6f. [19-0478](#) AB 1483 (Grayson): Housing Data/Transparency

This bill seeks to make housing fee and zoning standards more transparent by requiring that they be posted on local agency and state web sites, requires local agencies to provide additional reporting of housing permit requests, production and permitting data annually, and requires the Department of Housing and Community Development (HCD) to develop an online database of housing production data accessible to the public.

Action: Support and Seek amendments

Presenter: Rebecca Long

6g. [19-0486](#) SB 6 (Beall): Statewide Housing Site Inventory

SB 6 would require that the Department of Housing and Community Development (HCD) add to the statewide surplus lands inventory locally-identified sites available for housing development as identified in a local agency's housing element site inventory.

Action: Support

Presenter: Georgia Gann Dohrmann

6h. [19-0510](#) AB 68 (Ting): Accessory Dwelling Units

AB 68 would prohibit local Accessory Dwelling Unit (ADU) standards from including certain requirements related to minimum lot size and replacement parking and would require an ADU (attached or detached) of at least 800 square feet and 16 feet in height to be allowed. The bill would also reduce the allowable time to issue an ADU permit to 60 days after an agency receives a completed application.

Action: Support and Seek Amendments

Presenter: Georgia Gann Dohrmann

Upon the motion by Commissioner Mackenzie and the second by Commissioner Rabbitt, the Commission adopted a support position on AB 68 (Ting). The motion carried by the following vote:

Aye: 12 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Nay: 2 - Commissioner Bruins and Commissioner Papan

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

Abstain: 1 - Commissioner Dutra-Vernaci

6i. [19-0545](#) AB 1485 (Wicks): Workforce Housing

AB 1485 would modify affordability requirements applicable to a developer who wants to take advantage of current law's by-right provisions in Senate Bill 35 (Wiener, 2017) such that a project could either dedicate 10 percent of the total number of units to housing affordable to households making below 80 percent of the area median income (AMI)-as provided for in current law-or 20 percent to households earning below 120 percent AMI with an average income of units at or below 100 percent-which the bill would add as a new option.

Action: Support

Presenter: Rebecca Long

Committee Reports

7. Administration Committee (Glover)

7a. [19-0284](#) MTC Resolution No. 4370 - FY 2019-20 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreements for Federal and State Planning Grants.

A request for approval of the FY 2019-2020 OWP, which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, Caltrans, and other local transportation partners and for authorization to enter into agreements for transportation planning funds.

Action: Commission Approval

Presenter: Brian Mayhew

Upon the motion by Commissioner Glover and the second by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4370. The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

8. Programming and Allocations Committee (Josefowitz)

- 8a. [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

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263, Revised; and 4272, Revised. The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

9. Legislation Committee (Mackenzie)

- [19-0544](#) Housing Legislative Working Group Update

Report on the work of the ABAG-MTC Housing Legislative Working Group, convened to provide input into staff's analysis of key housing bills under consideration in Sacramento this year.

Action: Information

Presenter: Rebecca Long

Housing: Protection

- 9a.i. [19-0483](#) AB 1481 (Bonta) and AB 1697 (Grayson) - Tenancy Termination: Just Cause

Prohibits eviction of a tenant without just cause stated in writing. Requires tenant be provided a notice of a violation of lease and opportunity to cure violation prior to issuance of notice of termination.

Action: Support

Presenter: Rebecca Long

Upon the motion by Commissioner Mackenzie and the second by Commissioner Worth, the Commission adopted a support position on AB 1481, now authored by Grayson, and action on AB 1697 was deferred. The motion carried by the following vote:

Aye: 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperring and Commissioner Worth

Nay: 1 - Commissioner Papan

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

- 9a.ii. [19-0511](#) AB 1482 (Chiu) - Statewide Annual Cap on Rent Increases

Caps annual rent increases by five percent above the percent change in the cost of living and limits the total rental rate increase within a 12 month period to 10 percent.

Action: Support

Presenter: Rebecca Long

Upon the motion by Commissioner Mackenzie and the second by Commissioner Halsted, the Commission adopted a support position on AB 1482 (Chiu). The motion carried by the following vote:

Aye: 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperring and Commissioner Worth

Nay: 1 - Commissioner Papan

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

9a.iii. [19-0512](#) SB 18 (Skinner) - Keep Californians Housed Act

Authorizes a competitive grant program to be administered by Department of Housing and Community Development (HCD) to provide emergency rental assistance and legal aid for tenants facing eviction, mediation between landlords and tenants and legal education.

Action: Support

Presenter: Rebecca Long

Upon the motion by Commissioner Mackenzie and the second by Commissioner Halsted, the Commission unanimously adopted a support position for funding of new neutral assistance and legal aid in the FY 2019-20 state budget. The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

Housing: Production + Preservation

9b.i. [19-0508](#) SB 330 (Skinner): Housing Crisis Act of 2019

SB 330 is a wide reaching bill that aims to accelerate housing development, provide project proponents more certainty and lower fees, and reduce displacement of existing residents from substandard buildings.

Action: Seek Amendments

Presenter: Rebecca Long, MTC and Robert Gammon, Communications Director /
Policy Advisor for Senator Nancy Skinner

Upon the motion by Commissioner Mackenzie and the second by Commission Chair Haggerty, the Commission unanimously adopted a seek amendments position on SB 330 (Skinner), with an added amendment to provide some exceptions where needed for public safety on narrow public streets. The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

- 9b.ii.** [19-0479](#) SB 50 (Wiener): Equitable Communities Incentives - Upzoning Near Transit & Jobs-Rich Areas & By Right Allowance for Small Residential Projects in Specified Areas

SB 50 would allow varying degrees of higher-density multifamily housing to be built within ½-mile of transit stations, ¼-mile of high-quality bus corridors and in areas designated as “jobs-rich” by the Department of Housing and Community Development. The bill also provides for smaller, by-right residential development on vacant parcels in urbanized areas.

Action: Support if Amended

Presenter: Rebecca Long

Upon the motion by Commissioner Mackenzie and the second by Commissioner Rabbitt, the Commission directed staff to continue to work with the author of SB 50 (Wiener) to address concerns raised by the Commission to date and to report back to the Commission with updates. The motion carried by the following vote:

Aye: 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Nay: 1 - Commissioner Papan

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

Abstain: 1 - Commissioner Dutra-Vernaci

9b.iii. [19-0480](#) AB 1487 (Chiu): Housing Alliance for the Bay Area

AB 1487 (Chiu) would establish the Housing Alliance for the Bay Area (HABA) to increase funding for affordable housing in the nine-county region. The bill authorizes HABA to place on the ballot a series of revenue raising measures, subject to certain return to source provisions, to provide funding and technical assistance to local jurisdictions and affordable housing developers to help produce and preserve affordable housing and pay for tenant protection services. The bill provides that HABA would have the authority to buy and lease land for affordable housing purposes, but not the ability to purchase land by eminent domain or regulate or enforce local land use decisions.

Action: Seek Amendments

Presenter: Rebecca Long

Heather Hood, Enterprise Community, was called to speak.

Laura Foot Clark, YIMBY, was called to speak.

Nicholas Nagle, San Francisco Housing Action Coalition, was called to speak.

Rodney Nickens, Non Profit Housing, was called to speak.

Upon the motion by Commissioner Mackenzie and the second by Commissioner Cortese, the Commission adopted a seek amendments position on AB 1487 (Chiu). The motion carried by the following vote:

Aye: 11 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum and Commissioner Spering

Nay: 3 - Commissioner Bruins, Commissioner Connolly and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

Abstain: 1 - Commissioner Dutra-Vernaci

9b.iv. [19-0509](#) AB 11 (Chiu): Community Redevelopment Law of 2019

AB 11 would restore to cities and counties the option to form an entity that can use “tax-increment financing” to pay for affordable housing and other local infrastructure priorities, subject to approval of the Strategic Growth Council.

Action: Support and Seek Amendments

Presenter: Rebecca Long

Upon the motion by Commissioner Mackenzie and the second by Commissioner Papan, the Commission unanimously adopted a support and seek amendments position on AB 11 (Chiu). The motion carried by the following vote:

Aye: 15 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

Absent: 3 - Commissioner Liccardo, Commissioner Josefowitz and Commissioner Ronen

9b.v. [19-0481](#) SB 13 (Wieckowski): Accessory Dwelling Units

SB 13 would revise ADU law to require that a local government allow studio and one-bedroom ADUs of at least 850 square feet and two-bedroom or more ADUs of up to 1,000 square feet, and would prohibit ADU owner-occupancy requirements. The bill would limit impact fees imposed by local governments, special districts or water corporations to 25 percent of the impact fees otherwise charged for a new single-family dwelling for ADUs 750 square feet or greater and would waive impact fees for ADUs less than 750 square feet. The bill would also limit to 60 days the time a local agency has to issue an ADU permit after receiving an application and create a 10-yearly amnesty program to incentivize owners of existing unpermitted ADUs to obtain the permits and inspections necessary to legalize the units.

Action: Support if Amended

Presenter: Rebecca Long

Laura Foot Clark of YIMBY was called to speak.

Commissioner Josefowitz arrived during discussion of agenda item 9b. v.

Upon the motion by Commissioner Mackenzie and the second by Commissioner Halsted, the Commission adopted a support if amended position on SB 13 (Wieckowski). The motion carried by the following vote:

Aye: 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Nay: 2 - Commissioner Dutra-Vernaci and Commissioner Papan

Absent: 2 - Commissioner Liccardo and Commissioner Ronen

9b.vi. [19-0482](#) AB 1486 (Ting): Surplus Lands Act Expansion and Revision

AB 1486 would revise the Surplus Lands Act (SLA) - the state law that requires local agencies to prioritize affordable housing, as well as parks and open space, when disposing of land no longer necessary for the agency's use - and other state laws related to making surplus public land available for affordable housing development.

Action: Support if Amended

Presenter: Rebecca Long

Upon the motion by Commissioner Mackenzie and the second by Commissioner Halsted, the Commission adopted a support if amended position on AB 86 (Ting). The motion carried by the following vote:

Aye: 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Nay: 2 - Commissioner Connolly and Commissioner Papan

Absent: 2 - Commissioner Liccardo and Commissioner Ronen

10. Planning Committee (Spering)

10a. [19-0375](#) Plan Bay Area 2050 - Regional Growth Framework Revisions

Attached are the proposed revisions to the Regional Growth Framework (Priority Development Area, Priority Conservation Area and proposed new Priority Production Area pilot) for approval.

Action: Commission Approval

Presenter: Mark Shorett and Christy Leffall

Jane Kramer was called to speak.

Upon the motion by Commissioner Halsted and the second by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4386 with an amendment that if there are programs specifically designated for PPAs they also become available to PDAs where there is a similar level of industrial jobs in those PDAs. The motion carried by the following vote:

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

Absent: 2 - Commissioner Liccardo and Commissioner Ronen

11. Public Comment / Other Business

12. Adjournment / Next Meetings:

The next meeting of the Commission will be held on June 26, 2019 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

Scott Haggerty, Chair



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0514 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 5/3/2019 **In control:** Programming and Allocations Committee
On agenda: 6/26/2019 **Final action:**
Title: MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.

Sponsors:

Indexes:

Code sections:

Attachments: [6b PAC 2b Reso-4272 TCP Revisions.pdf](#)
[2b Reso-4272 TCP Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 12, 2019

Agenda Item 2b

MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions

Subject: Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.

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 recently released final FY2018-19 FTA apportionment amounts for the Section 5339 Bus and Bus Facilities Formula Program for the region's small urbanized areas (UZAs). Balancing the program to account for differences in the final apportionments from the projections requires only minor revisions including transferring some costs between UZAs and FTA programs to keep the total amounts received by the operators at the same level where possible. The net effect to the program was a reduction of \$4,975 in the Section 5339 program.

This item also proposed to correct an error in the amount programmed to the Golden Gate Bridge, Highway, and Transportation District's Facilities Rehabilitation Project in FY2019-20, reducing the Section 5307 amount from \$3.8 million to \$2.2 million. In the preliminary program, they were programmed the full project cost from the Section 5307 program, as opposed to the federal share of the project cost (80%). A portion of the 5307 funds that were made available from this correction are proposed to be programmed to two Petaluma Transit projects, described below. The balance remains available for future programming.

In addition, this item also proposes minor project revisions to operator programming at their request:

- Petaluma: Add two new projects in the FY2019-20 Section 5307 Program for Security Systems Upgrades (\$40,000) and AVL Systems Upgrades (\$100,000); and
- VTA: Reprogram the SCADA Hardware, Software, and Network Upgrade project from FY2019-20 to FY2018-19.

Issues: None

Recommendation: Refer Resolution No. 4272, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 4272, Revised


Therese W. McMillan

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 06/26/19-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

Page 2

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.

Attachments C and D of this resolution were revised on June 26, 2019 to make revisions to the TCP program of projects as requested by operators, correct errata in GGBHTD's FY2019-20 programming, and reconcile the small urbanized area Section 5339 formula programming with 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, May 8, 2019, and June 12, 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.

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	476,218,214	229,832,145	230,892,790	15,493,279
		Previous Year Carryover	9,464,371	5,907,190	1,961,180	1,596,001
		Funds Available for Programming	485,682,585	235,739,335	232,853,970	17,089,280

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	SolTrans	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	462,763,521	212,820,271	232,853,970	17,089,280

Capital Projects

ALA170081	AC Transit	Replace (24) 60ft Artic Urban Buses - Hybrid	13,254,330	5,795,984	-	7,458,346
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	45,466,817	22,227,925	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	336,529			336,529
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	205,812			205,812
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	

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	SolTrans	Operating Assistance	2,419,610	2,419,610		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SolTrans	Bus Purchase Alternative Fuel	457,580			457,580
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	13,665,061	-	3,539,063
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	
NEW	VTA	SCADA Hardware, Software, & Network Upgrade	4,447,296		4,447,296	
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			448,194,906	202,366,168	231,006,212	14,822,526
Total Programmed			471,113,970	225,285,232	231,006,212	14,822,526
Fund Balance			14,568,615	10,454,103	1,847,758	2,266,754

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

Attachment D
Resolution No. 4272
Page 1 of 2

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			14,568,615	10,454,103	1,847,758	2,266,754
Funds Available for Programming			467,088,591	238,916,196	212,788,859	15,383,536

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	406,610,645	209,608,251	181,618,859	15,383,536

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	2,219,491	2,219,491		
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
NEW	Petaluma	Upgrade Security System	40,000	40,000		
NEW	Petaluma	AVL System Upgrades	100,000	100,000		
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
Referred by: PAC
Revised: 12/20/17-C
06/27/18-C
05/22/19-C
06/26/19-C

Attachment D
Resolution No. 4272
Page 2 of 2

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	-		-	
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			391,356,705	199,741,838	180,432,917	11,181,950
Total Programmed			451,834,651	229,049,784	211,602,917	11,181,950
Fund Balance			15,253,940	9,866,413	1,185,941	4,201,586



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0515 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/3/2019 **In control:** Programming and Allocations Committee

On agenda: 6/26/2019 **Final action:**

Title: MTC Resolution No. 4333, Revised. Amends the FY2018-19 RM2 Operating and Marketing Program to shift funds between Solano Express Routes and provide an update on WETA's use of Bay Bridge Forward funds.

Sponsors:

Indexes:

Code sections:

Attachments: [6c PAC 2c Reso-4333 SolanoX WETA Bay Forward.pdf](#)
[2c Reso-4333 SolanoX WETA Bay Forward.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4333, Revised. Amends the FY2018-19 RM2 Operating and Marketing Program to shift funds between Solano Express Routes and provide an update on WETA's use of Bay Bridge Forward funds.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****June 12, 2019****Agenda Item 2c****MTC Resolution No. 4333, Revised**

Subject: Amends the FY2018-19 RM2 Operating and Marketing Program to shift funds between Solano Express Routes and provide an update on WETA's use of Bay Bridge Forward funds.

Background: As the fiscal year draws to a close, Solano Transportation Authority (STA) and the transit operators in Solano have evaluated the performance of the Phase I implementation of revised Solano Express service. Based on their review, STA, with concurrence from the operators, requests that \$150,000 in RM2 operating be moved from the Green Express route to the Blue Line.

This fiscal year, the Blue Line underwent a large service increase while the Green Express had a small reduction in service. The Green Express has a farebox recovery of almost 60%, and the service reduction made the service even more productive, therefore, not all the RM2 operating revenue that was programmed to the route will be needed. Shifting the funds to the Blue Line will help support the service changes on the Solano Express which is intended to provide better intra- and inter-county express bus service.

STA has requested that this shift in funds be made permanent going forward. Staff recommends that Solano Transportation Authority provide an update on the performance of the express service before moving the funds in FY2019-20 and beyond. Therefore, the programming recommendation for these routes in FY2019-20 (Agenda Item 3a) will be the same as the original amounts for this year.

WETA has been programmed \$1.2 million in Bay Bridge Forward Funding since FY2016-17, however their costs have remained less than their original RM2 programming amount of \$15.3 million even with their added Bay Bridge Forward service. This year, WETA has requested that \$675,000 in RM2 operating funds be shifted from Alameda/Oakland and Vallejo to Harbor Bay. Significant budget savings in both the Alameda/Oakland and Vallejo services has prompted WETA to make this request in order to preserve other funds that do not expire. Staff recommends allowing WETA to use Bay Bridge Forward funds to support expanded Harbor Bay service for this fiscal year. No programming changes are necessary.

Issues: None

Recommendation: Refer MTC Resolution No. 4333, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4333, Revised


Therese W. McMillan

Date: May 23, 2018
W.I.: 1255
Referred by: PAC
Revised: 11/28/18-C 02/27/19-ED
03/27/19-C 05/22/19-ED
06/26/19-C

ABSTRACT

Resolution No. 4333, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2018-19.

This resolution was revised on November 28, 2018 to program RM2 marketing funds to WETA, AC Transit, and MTC.

This resolution was revised on February 27, 2019 by Executive Director's Administrative Action to rescind marketing funds from 511 Real Time and reallocate those funds plus the unprogrammed marketing balance to four projects—Solano Express, NVRTA's Route 29, AC Transit Transbay Service, and regional campaign for Bike to Work, Trails, and Transit Week.

This resolution was revised on March 27, 2019 to program \$2 million in marketing funds for a carpool incentive program.

This resolution was revised on May 22, 2019 by Executive Director's Administrative Action to reprogram \$30,000 in marketing funds from the Seamless Transit Map to the Blue Line.

This resolution was revised on June 26, 2019 to make move operating funds from the Solano Green Express to the Blue Line.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 9, 2018 November 14, 2018, March 6, 2019, and June 12, 2019.

Date: May 23, 2018
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2018-19 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4333

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

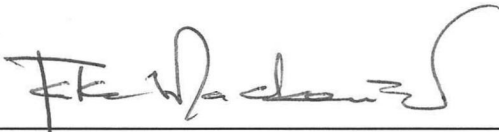
WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

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 FY2018-19, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$100,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on May 23, 2018.

FY 2018-19 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Route	Programmed (notes 1,2)
1	Richmond Bridge Express	Golden Gate Transit	Route 40	2,473,725
			Total	2,473,725
2	Napa VINE Service	NCTPA	Route 29	426,400
			Total	426,400
3	Express Bus North	SolTrans	Yellow Line	762,567
		SolTrans	Route 80	578,000
		SolTrans	Route 85	201,741
		ECCTA	Route 300	531,835
		Fairfield/Suisun Transit	Blue Line	463,967
				613,967
		Fairfield/Suisun Transit	Green Express	636,600
				486,600
		Golden Gate Transit	Route 72x	101,264
		Golden Gate Transit	Route 101	195,339
		WestCat	Route JPX	249,294
		SolTrans	Route 82 Pilot	30,000
			Total	3,750,608
4	Express Bus South	AC Transit	Route F	890,865
		AC Transit	Route LA	146,761
		AC Transit	Route NL/BA	2,678,379
		AC Transit	Route NX1	91,779
		AC Transit	Route NX2	88,191
		AC Transit	Route O	779,077
		AC Transit	Route P	385,034
		AC Transit	Route U - Dumbarton Corridor	311,238
		AC Transit	Route W	56,580
		CCCTA	Route 96X	145,339
		WestCat	Hercules LYNX/JX	869,550
		WestCat	Bay Bridge Forward Service Start-up	50,000
		LAVTA	Rapid	580,836
			Total	7,073,629
5	Dumbarton Bus	AC Transit	Routes DB	1,432,828
		AC Transit	Route DB1	1,534,148
			Total	2,966,976
6	Ferry Service	WETA	Alameda Harbor Bay	1,325,000
		WETA	Alameda/Oakland	4,732,000
		WETA	Vallejo	6,975,000
		WETA	South San Francisco	2,268,000
		WETA	Bay Bridge Forward Service Expansion	1,200,000
			Total	16,500,000
7	Owl Service	AC Transit	Route 800	665,771
		AC Transit	Route 801	667,852
		MUNI	Route 14	187,501
		SamTrans	Route 397	305,876
		AC Transit	Route 800 Service Enhancements	177,000
		TBD	Owl Service	50,000
			Total	2,054,000
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/ Oakland/San Leandro Corridor	3,000,000
11	WETA planning	WETA	Planning and operations	3,000,000
12	Clipper	MTC	Operations	2,000,000
13	Transbay Transit Center	TJPA	Terminal Operations	3,000,000
			Grand Total	48,745,338

RM2 Marketing Assistance Program (note 3)

Project Name	Operator	Description	Programmed
Clipper®	MTC	Public Information and Marketing	2,600,000
Seamless Transit Map	MTC	Public Information	680,000
The Hub Regional Resource Center	MTC	Center Operations	178,439
AC Transit Services	AC Transit	Public Information and Marketing	500,000
Transbay Service	AC Transit	Public Information and Marketing	101,561
Richmond Service Outreach	WETA	Public Information and Marketing	200,000
Solano Express	FAST, Solano TA, Soltrans	Public Information and Marketing	80,000
Route 29	NVTA	Public Information and Marketing	20,000
Bike to Work, Trails, and Transit Week Awareness	MTC	Public Information and Marketing	100,000
Carpool Incentive Program	MTC	Public Information and Marketing	2,000,000
Grand Total			6,460,000

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
 2. Amounts shown are subject to approval of the FY 2018-19 BATA Budget.
 3. 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 #:	19-0516	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	5/3/2019	In control:		Programming and Allocations Committee	
On agenda:	6/26/2019	Final action:			
Title:	MTC Resolution Nos. 4334, Revised, and 4335, Revised. Allocation of \$31 million in FY2018-19 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Golden Gate Transit, SFMTA, SMART, and VTA in support of transit operations and capital projects.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6d PAC 2d Resos-4334-4335 GGT SFMTA SMART VTA Allocation.pdf 2d Resos-4334-4335 GGT SFMTA SMART VTA Allocation.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4334, Revised, and 4335, Revised. Allocation of \$31 million in FY2018-19 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Golden Gate Transit, SFMTA, SMART, and VTA in support of transit operations and capital projects.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 12, 2019

Agenda Item 2d

MTC Resolution Nos. 4334, Revised and 4335, Revised

Subject: Allocation of \$31 million in FY2018-19 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Golden Gate Transit, SFMTA, SMART, and VTA in support of transit operations and capital projects.

Background: Because Golden Gate Transit and SFMTA generally try to claim all STA funds apportioned to them at the start of the fiscal year, these operators submitted their initial claim for STA funds before the FY2018-19 Fund Estimate was updated to increase revenue projections for the current fiscal year. Moreover, the status of these additional funds were in question due to the Proposition 6 ballot measure which would have repealed the Road Repair and Accountability Act [aka SB1 (2017)], the source of this additional funding. They now request the additional STA funds, \$4.8 million and \$16.1 million, respectively, in support of their transit operations.

Additionally, SMART requests \$1.7 million in STA Revenue-based funds. These funds comprise less than 2% of their \$95 million operating budget for the year. Revenue hours in FY2018-19 are expected to be about 4% higher than in the previous year primarily due to limited service in the first two months of FY2017-18. In January 2019, SMART celebrated carrying 1 million passengers.

Lastly, VTA requests \$2.5 million in STA Lifeline funds in support of their bus stop enhancement program. They also request the additional \$5.6 million in TDA revenue projected for this fiscal year when the current year's forecasted revenue was updated through the FY2019-20 Fund Estimate, in support of their transit operations.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4334, Revised and 4335, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 4334, Revised and 4335, Revised



Therese W. McMillan

Date: June 27, 2018
W.I.: 1514
Referred by: PAC
Revised: 07/25/18-C 09/26/18-C
10/24/18-C 11/28/18-C
12/19/18-C 03/27/19-C
06/26/19-C

ABSTRACT

Resolution No. 4334, Revised

This resolution approves the allocation of fiscal year 2018-19 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA), AC Transit, and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on July 25, 2018 to allocate funds to the Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, Vacaville, and WestCAT (WCCTA).

This resolution was revised on September 26, 2018 to allocate funds to Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Golden Gate Bridge, Highway, and Transportation District (GGBTD), Napa Valley Transportation Authority (NVTA), and Solano County Transit (SolTrans).

This resolution was revised on October 24, 2018 to allocate funds to Marin Transit and Santa Rosa.

This resolution was revised on November 28, 2018 to allocate funds to VTA.

This resolution was revised on December 19, 2018 to allocate funds to AC Transit, Fairfield, and Union City.

This resolution was revised on March 27, 2019 to allocate funds to SamTrans.

This resolution was revised on June 26, 2019 to allocate funds to VTA.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018, July 11, 2018, September 12, 2018, October 10, 2018, November 14, 2018, December 12, 2018, March 6, 2019, and June 12, 2019.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4334

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2018-19 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2018-19 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it


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

RESOLVED, that MTC approves the allocation of fiscal year 2018-19 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: June 27, 2018
 Referred by: PAC
 Revised: 07/25/18-C 09/26/18-C
 10/24/18-C 11/28/18-C
 12/19/18-C 03/27/19-C
 06/26/19-C

Attachment A
 MTC Resolution No. 4334
 Page 1 of 2

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2018-19

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	3,805,829	01	06/27/18	Alameda County	
SamTrans	Transit Operating	2,090,825	28	03/27/19	San Mateo County	
	Subtotal	5,896,654				
5802 - 99260A Transit - Operations						
VTA	Transit Operations	94,688,913	02	06/27/18	VTA	
VTA	Transit Operations	4,983,627	03	06/27/18	Santa Clara County	1
CCCTA	Transit Operations	17,985,379	04	06/27/18	CCCTA	
AC Transit	Transit Operations	51,143,012	05	06/27/18	AC Transit Alameda D1	
AC Transit	Transit Operations	13,464,678	06	06/27/18	AC Transit Alameda D2	
AC Transit	Transit Operations	6,953,146	07	06/27/18	AC Transit Contra Costa	
LAVTA	Transit Operations	9,107,101	09	07/25/18	LAVTA	
WCCTA	Transit Operations	2,974,384	10	07/25/18	WCCTA	
Sonoma County	Transit Operations	6,514,056	11	07/25/18	Sonoma County	
Sonoma County	Transit Operations	217,974	11	07/25/18	Petaluma	
Vacaville	Transit Operations	1,305,807	12	07/25/18	Vacaville	
SFMTA	Transit Operations	2,308,135	13	07/25/18	San Francisco County	1
SFMTA	Transit Operations	43,854,568	14	07/25/18	SFMTA	
ECCTA	Transit Operations	7,549,319	17	09/26/18	ECCTA	
SolTrans	Transit Operations	4,519,689	18	09/26/18	Vallejo/Benicia	
NVTA	Transit Operations	3,472,705	19	09/26/18	NVTA	
GGBHTD	Transit Operations	7,760,055	20	09/26/18	GGBHTD (Marin)	
GGBHTD	Transit Operations	6,003,623	21	09/26/18	GGBHTD (Sonoma)	
Marin Transit	Transit Operations	5,109,399	23	10/24/18	Marin Transit	
Santa Rosa	Transit Operations	6,170,000	24	10/24/18	Santa Rosa	
VTA	Transit Operations	3,559,443	02	11/28/18	VTA	
VTA	Transit Operations	187,339	03	11/28/18	Santa Clara County	1
Fairfield	Transit Operations	1,253,301	25	12/19/18	Fairfield	
Fairfield	Transit Operations	1,011,532	25	12/19/18	Suisun City	
Union City	Transit Operations	2,021,063	26	12/19/18	Union City	
AC Transit	Transit Operations	491,136	05	12/19/18	AC Transit Alameda D1	
AC Transit	Transit Operations	129,014	06	12/19/18	AC Transit Alameda D2	
AC Transit	Transit Operations	56,776	07	12/19/18	AC Transit Contra Costa	
SamTrans	Transit Operations	39,725,672	29	03/27/19	Samtrans	

5802 - 99260A Transit - Operations (continued)

VTA	Transit Operations	5,334,962	02	06/26/19	VTA	
VTA	Transit Operations	280,787	03	06/26/19	Santa Clara County	1
Subtotal		350,136,595				

5803 - 99260A Transit - Capital

CCCTA	Transit Capital	2,558,316	08	06/27/18	CCCTA	
Sonoma County	Transit Capital	1,089,888	16	07/25/18	Sonoma County	
Subtotal		3,648,204				

5807 - 99400C General Public - Operating

Sonoma County	Transit Operating	1,643,653	15	07/25/18	Sonoma County	
Sonoma County	Transit Operating	43,595	15	07/25/18	Petaluma	
Subtotal		1,687,248				

5812 - 99400D Planning & Admin - Operating

NVTA	Planning and Administration	4,444,231	22	09/26/18	NVTA	
Subtotal		4,444,231				

5809 - 99400C Elderly & Handicapped - Operations

Fairfield	Transit Operations	1,171,243	27	12/19/18	Fairfield	
Subtotal		1,171,243				

TOTAL 366,984,175

Note:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 27, 2018
Referred by: PAC

Attachment B
Resolution No. 4334
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2018-19
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC
Revised: 07/25/18-C 09/26/18-C
10/24/18-C 11/28/18-C
12/19/18-C 01/23/19-C
03/27/19-C 03/27/19-DA
06/26/19-C

ABSTRACT

Resolution No. 4335, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2018-19.

This resolution allocates funds to AC Transit, County Connection (CCCTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on July 25, 2018 to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

This resolution was revised on September 26, 2018 to allocate funds to AC Transit, Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Golden Gate Bridge, Highway, and Transportation District (GGBHTD), and Napa Valley Transportation Authority (NVTa).

This resolution was revised on October 24, 2018 to allocate funds to Santa Rosa.

This resolution was revised on November 28, 2018 to allocate funds to VTA.

This resolution was revised on December 19, 2018 to allocate funds to AC Transit, BART, CCCTA, LAVTA, and Solano Transportation Authority (Solano TA).

This resolution was revised on January 23, 2019 to allocate funds to MTC and VTA.

This resolution was revised on March 27, 2019 to allocate funds to SamTrans. On this date, this resolution was also revised by Delegated Authority to allocate funds to MTC for the Means-based Fare Project.

This resolution was revised on June 26, 2019 to allocate funds to SFMTA, GGBHTD, Sonoma Marin Area Rail Transit (SMART), and VTA.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018, July 11, 2018, September 12, 2018, October 10, 2018, November 14, 2018, December 12, 2018, January 9, 2019, March 6, 2019, and June 12, 2019.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4335

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2018-19 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2018-19 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4304 and 4321, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); and

WHEREAS, the California State Legislature is currently considering revisions to the TDA, which may change the administration of STA funds; now, therefore, be it

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

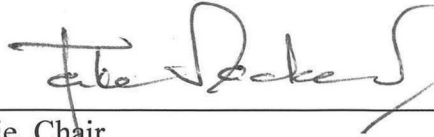
RESOLVED, that MTC approves the allocation of fiscal year 2018-19 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION

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

Jake Mackenzie, Chair

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

Date: June 27, 2018
 Referred by: PAC
 Revised: 07/25/18-C 09/26/18-C
 10/24/18-C 11/28/18-C
 12/19/18-C 01/23/19-C
 03/27/19-C 03/27/19-DA
 06/26/19-C

Attachment A
 MTC Resolution No. 4335
 Page 1 of 2

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2018-19

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operations - Population-based Lifeline					
AC Transit	Cycle 5: Preserve service in CoC	1,026,000	13	09/26/18	Alameda County
	Subtotal	1,026,000			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	22,849,419	01	06/27/18	VTA
AC Transit	Transit Operations	16,618,328	02	06/27/18	AC Transit
WCCTA	Transit Operations	2,526,931	09	07/25/18	BART
SFMTA	Transit Operations	50,121,811	10	07/25/18	SFMTA
ECCTA	Transit Operations	2,685,749	14	09/26/18	BART
GGBHTD	Transit Operations	3,051,151	15	09/26/18	GGBHTD
VTA	Transit Operations	6,694,679	01	11/28/18	VTA
BART	Transit Operations	32,542,747	20	12/19/18	BART
AC Transit	Transit Operations	3,614,559	02	12/19/18	AC Transit
SamTrans	Transit Operations	5,669,191	23	03/27/19	SamTrans
SamTrans	Transit Operations	8,989,853	24	03/27/19	Caltrain
SFMTA	Transit Operations	14,604,816	10	06/26/19	SFMTA
GGBHTD	Transit Operations	4,847,476	15	06/26/19	GGBHTD
SMART	Transit Operations	1,668,428	25	06/26/19	SMART
	Subtotal	176,485,138			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	8,500,000	03	06/27/18	MTC
	Subtotal	8,500,000			
5820 - 6730A Operating Costs - County Block Grant					
AC Transit	Transit Operations	4,255,033	04	06/27/18	Alameda County
AC Transit	Transit Operations	1,203,390	05	06/27/18	Contra Costa County
CCCTA	Transit Operations	3,942,065	06	06/27/18	Contra Costa County
LAVTA	Transit Operations	1,433,960	11	07/25/18	Alameda County
Sonoma County	Transit Operations	2,541,674	12	07/25/18	Sonoma County
ECCTA	Transit Operations	2,512,726	16	09/26/18	Contra Costa County
NVTA	Transit Operations	1,313,035	17	09/26/18	Napa County
GGBHTD	Transit Operations	1,147,207	18	09/26/18	Marin County
Santa Rosa	Transit Operations	2,017,022	19	10/24/18	Sonoma County
AC Transit	Transit Operations	847,281	04	12/19/18	Alameda County
AC Transit	Transit Operations	239,625	05	12/19/18	Contra Costa County
CCCTA	Transit Operations	784,964	06	12/19/18	Contra Costa County
LAVTA	Transit Operations	285,537	11	12/19/18	Alameda County
	Subtotal	22,523,519			

5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties

LAVTA	Transit Operations	1,077,176	08	07/25/18	LAVTA
	Subtotal	1,077,176			

5822 - 6731C Paratransit - Operating - County Block Grant

VTA	Transit Operations	5,300,829	07	06/27/18	Santa Clara County
VTA	Transit Operations	1,055,526	07	01/23/19	Santa Clara County
SFMTA	Paratransit Operations	1,525,575	26	06/26/19	San Francisco County
	Subtotal	7,881,930			

5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties

Solano TA	Planning and Admin	2,249,994	21	12/19/18	Solano County
	Subtotal	2,249,994			

5821 - 6730B Capital Costs

MTC	Means-based Project	2,125,004	22	01/23/19	Means-based
MTC	Means-based Project	750,000	22	3/27/19-DA	Means-based
	Subtotal	2,875,004			

5821 - 6730B Capital Costs - Population-based Lifeline

VTA	Cycle 5: Bus Stop Enhancement Program	2,547,661	27	06/26/19	Santa Clara County
	Subtotal	2,547,661			

TOTAL 225,166,422

Date: June 27, 2018
Referred by: PAC

Attachment B
Resolution No. 4335
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2018-19 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0517 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 5/3/2019 **In control:** Programming and Allocations Committee
On agenda: 6/26/2019 **Final action:**
Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-16.

Sponsors:

Indexes:

Code sections:

Attachments: [6e PAC 2e Reso-4375 TIP Amendment 2019-16.pdf](#)
[2e Reso-4375 TIP Amendment 2019-16.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-16.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 12, 2019

Agenda Item 2e

MTC Resolution No. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-16.

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 2019-16 makes revisions to eight projects with a net funding increase of approximately \$21 million. Among other changes, this revision:

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) Collision Reduction program to reflect the latest information from Caltrans including the addition of \$11.7 million in SHOPP funds;
- Archives three projects as they have been completed or all federal funding for the project has been obligated; and
- Adds one new exempt project.

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: None.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-16
MTC Resolution No. 4375, Revised



Therese W. McMillan

TIP Revision Summary 2019-16

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
SCL110107	San Jose	San Jose: Road Rehab and Ped. Facilities	Archive project as all federal funds have been obligated	\$0	0.0%
SCL130037	Santa Clara County	Capitol Expressway ITS and Bike/Ped Improvements	Archive project as it has been completed	\$0	0.0%
SOL070012	Solano County	Cordelia Hills Sky Valley	Archive project as funding has been obligated	\$0	0.0%
System: State Highway					
NAP090003	Napa Valley Transportation Authority	SR 12/29/221 Soscol Junction Interchange Imps.	Update the project description to match the description included in Plan Bay Area 2040	\$0	0.0%
VAR170007	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$11.7M in SHOPP funds	\$11,715,000	1.5%
System: Transit					
ALA150052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: SFOBB Forward	Update the project description to include the construction of a double-decker bus washer at the Oakland Maintenance Facility	\$0	0.0%
CC-190002	San Joaquin Regional Rail Commission (SJRR)	Oakley Station Platform	Update project funding to include \$4.1M in TIRCP funds in FY21 for Construction and Construction Support.	\$4,061,383	89.0%
SCL190027	Santa Clara Valley Transportation Authority (VTA)	VTA: SCADA Hardware, Software, Network Upgrade	Amend a new exempt project into the TIP with \$4.4M in 5337 and \$1.1M in Local funds	\$5,559,120	~%
Total Funding Change:				\$21,335,503	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$39,780,928	\$790,712,973	\$0	\$29,003,167	\$859,497,068	\$516,360,973
Proposed:	\$44,228,224	\$806,489,356	\$0	\$30,114,991	\$880,832,571	\$537,696,476
Delta:	\$4,447,296	\$15,776,383	\$0	\$1,111,824	\$21,335,503	\$21,335,503

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
 06/26/19-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, May 8, 2019, and June 12, 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.	7	\$1,547,102	5/6/2019	5/6/2019
2019-10	Amendment	4	-\$18,724,000	3/27/2019	4/24/2019
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

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-15	Admin. Mod.	Pending	Pending	Pending	Pending
2019-16	Amendment	8	\$21,335,503	6/26/2019	Pending
Net Funding Change		198	\$1,048,229,146		
Absolute Funding Change			\$1,136,703,798		

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
06/26/19-C

Attachment B
Resolution No. 4375, Revised
Page 1 of 6

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 an administrative modification that revises seven projects with a net funding increase of approximately \$1.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 6, 2019. Among other changes, this revision:

- Updates the funding plan of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules; and
- Updates the funding plans of two Road Repair and Accountability Act (SB1) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.77 million in SB1 funds and \$165,452 in CalRecycle funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on April 24, 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.

Revision 2019-15 is a pending administrative modification.

Revision 2019-16 is an amendment that revises eight projects with a net funding increase of approximately \$21.3 million. The revision was referred by the Programming and Allocations Committee on June 12, 2019, and approved by the MTC Commission on June 26, 2019.

Caltrans approval is expected in late July 2019, and final federal approval is expected in mid-August 2019. Among other changes, this revision:

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) Collision Reduction program to reflect the latest information from Caltrans including the addition of \$11.7 million in SHOPP funds;
- Archives three projects as they have been completed or all federal funding for the project has been obligated; and
- Adds one new exempt project.

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 #: 19-0518 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/3/2019 **In control:** Programming and Allocations Committee

On agenda: 6/26/2019 **Final action:**

Title: MTC Resolution No. 4377. Adopts the \$17 million FY2019-20 State Transit Assistance (STA) Regional Program of Projects.

Sponsors:

Indexes:

Code sections:

Attachments: [6f PAC 2f Reso-4377 STA Regional Program of Projects.pdf](#)
[2f Reso-4377 STA Regional Program of Projects.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4377. Adopts the \$17 million FY2019-20 State Transit Assistance (STA) Regional Program of Projects.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****June 12, 2019****Agenda Item 2f****MTC Resolution No. 4377**

Subject: Adopt the \$17 million FY2019-20 State Transit Assistance (STA) Regional Program of Projects

Background: In accordance with the STA Population-Based Consolidated Policy (MTC Resolution No. 4321, Revised), MTC is apportioned 30% of the estimated population-based STA revenue. MTC has historically received a similar share of the program for regional transit coordination efforts and annually presents to the Commission a program of projects.

The proposed program of projects for FY2019-20 includes:

- Clipper® operations for \$7 million;
- Regional Means-based Fare Discount Pilot Program for \$8 million; and
- Other regional transit efforts such as 511 Transit, and the Hub Signage project for \$1.4 million.

Attachment A to MTC Resolution No. 4321 summarizes the program of projects proposed for FY2019-20. Attachment B provides more detailed information about each of these projects.

The STA regional program is projected to have a significant revenue balance over the next several years as a result of additional funding from the Road Repair and Accountability Act of 2017 (aka SB1). However, STA revenue has always been volatile since it is tied to the price of diesel fuel and staff has taken a conservative approach to programming funds since the projected level of funding is uncertain. Should this higher level of revenue continue, staff may recommend adding other regional coordination projects to the program in the future.

Issues: None

Recommendation: Refer MTC Resolution No. 4377 to the Commission for approval.

Attachments: MTC Resolution No. 4377



Therese W. McMillan

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

ABSTRACT

Resolution No. 4377

This resolution establishes the FY 2019-20 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

Attachment A – FY 2019-20 STA Regional Coordination Program

Attachment B – Project Descriptions

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 12, 2019.

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

RE: FY 2019-20 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4377

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 4321; and

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY 2019-20 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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 June 26, 2019.

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

Attachment A
MTC Resolution No. 4377
Page 1 of 1

**STA Regional Coordination Program
FY 2019-20**

STA Regional Discretionary Funds ^(note 1)	\$ 41,098,876
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Project Name	Claimant	Amount
Clipper [®]	MTC	\$ 7,100,000
Clipper [®]	GGBHTD	\$ 10,000
Regional Transit Mapping and Wayfinding	MTC	\$ 350,000
Hub Signage	AC Transit	\$ 306,000
Hub Signage	MTC	\$ 20,000
511 Transit	MTC	\$ 350,000
Regional Paratransit Program	CCCTA	\$ 75,000
RTC Program	MTC	\$ 100,000
Means-based Fare Pilot Program	MTC	\$ 8,000,000
Transit Projects Contingency	MTC	\$ 200,000
	Total	\$ 16,511,000

Balance after Programming	\$ 24,587,876

Estimated Funds Remaining	\$ 24,587,876
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Notes:

1. This amount is from the FY2019-20 Fund Estimate, MTC Resolution No. 4366, and is comprised of the estimated carryover at the end of FY2018-19 of \$18,549,887 and new revenue of \$22,548,989 for FY2019-20.

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

Attachment B
MTC Resolution No. 4377
Page 1 of 3

STA Regional Coordination Program Summary FY 2019-20

STA Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY 2019-20 STA Regional Coordination Program is approximately \$16.5 million and generally focuses on operating Clipper® with \$1.4 million programmed to implement other MTC regional transit projects such as 511 Transit, and Regional Wayfinding consistent with the Commission's Plan Bay Area and other regional planning documents. \$8 million will be held in reserve for the Means-based Transit Fare Pilot Project. More detail about the specific projects and the amount of STA funds programmed to each follows.

Clipper®

Programmed to MTC: \$7,100,000

Programmed to GGBHTD: \$ 10,000

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® may be used on most transit systems in the San Francisco Bay Area. MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In FY 2019-20, \$7.1 million of STA will support the \$31 million total operating costs. GGBHTD is programmed \$10,000 for assisting in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program to reallocate in future years.

Regional Transit Mapping

Programmed to MTC: \$350,000

As approved at the January 2019 Commission meeting, staff is developing regional mapping and wayfinding prototypes at various scales (regional to local) as well as a digital proof-of-concept which could eventually lead to implementation of regional standardization of information and wayfinding to transit riders and the public. Next spring, staff expects to better understand the costs and propose options for implementation. These funds will be available for potential future phases of work along with past programming of \$540,000 in STA funds in FY 2017-18 and FY 2018-19 that was not needed due to other funds being available. Should these funds not be needed, they will return to the regional program.

Hub Signage

Programmed to AC Transit: \$306,000

Programmed to MTC: \$ 20,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs. MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region. The agreement with AC Transit was recently renewed and it documents the scope of work in exchange for the direct allocation of STA funds. The agreement extends through FY 2021-22 and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to Commission programming and allocation actions.

MTC will use STA funds for ongoing operations, maintenance of other hub signage, and transit connectivity projects.

511 Transit

Programmed to MTC: \$350,000

STA funds will be used to supplement federal STP and CMAQ funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners.

Regional Paratransit Program

Programmed to CCCTA: \$75,000

STA funds will support the 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

Regional Transit Connections (RTC) Program

Programmed to MTC: \$100,000

The RTC program issues Clipper cards to disabled persons in order to provide discounted transit fares. AC Transit currently administers the program on behalf of the transit operators, but the operators have expressed a desire to have MTC take a greater role in the program's administration. Staff will explore the level of effort needed to provide upgrades and modernization to certain aspects of the RTC Program including upgrading the database and developing an online application portal. An appropriate cost-sharing framework will also be considered. Around \$20,000 will be used to help support immediate changes to the RTC Program.

Transit Project Contingency

Programmed to MTC: ***\$200,000***

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional operations projects such as Clipper®, 511 Transit, Regional Transit Mapping, and mobility management. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.

Regional Means-based Fare Discount Pilot Program

Programmed to MTC: ***\$8,000,000***

In accordance with MTC Resolution 4321, Revised, approximately \$8 million per year may be used for the administrative costs as well as to help offset transit fare revenue loss of the Means-based Fare Program. These funds will be transferred to a separate account and held in reserve to be used toward future costs of the program.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0519 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/3/2019 **In control:** Programming and Allocations Committee

On agenda: 6/26/2019 **Final action:**

Title: MTC Resolution No. 4383. Allocation of FY2019-20 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Sponsors:

Indexes:

Code sections:

Attachments: [6g PAC 2g Reso-4383 TDA Admin & Planning Allocation.pdf](#)
[2g Reso-4383 TDA Admin & Planning Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4383. Allocation of FY2019-20 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****June 12, 2019****Agenda Item 2g****MTC Resolution No. 4383**

Subject: Allocation of FY 2019-20 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Background: Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and all nine Bay Area counties for the administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. As allowed by statute, it is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.

Based on the current adopted FY 2019-20 Fund Estimate, the allocation to the county auditors is approximately \$2.5 million and the amount to MTC is approximately \$14.7 million.

Issues: None

Recommendation: Refer MTC Resolution No. 4383 to the Commission for approval.

Attachments: MTC Resolution No. 4383



Therese W. McMillan

Date: June 26, 2019
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4383

This resolution approves an allocation of FY 2019-20 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 12, 2019.

Date: June 26, 2019
W.I.: 1514
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2019-20.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4383

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2019-20; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2019-20; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2019-20, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2019-20, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2019-20.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 26, 2019.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0524 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/3/2019 **In control:** Programming and Allocations Committee

On agenda: 6/26/2019 **Final action:**

Title: MTC Resolution Nos. 3880, Revised, 3881, Revised, and 4347, Revised. Revisions to the Lifeline Transportation Program (LTP) Cycles 2 and 5 Program of Projects and the Proposition 1B - Regional Transit Program.

Sponsors:

Indexes:

Code sections:

Attachments: [6h PAC 2h Resos-3880-3881-4347 Lifeline Transp Program Revisions.pdf](#)
[2h Resos-3880-3881-4347 Lifeline Transp Program Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 3880, Revised, 3881, Revised, and 4347, Revised. Revisions to the Lifeline Transportation Program (LTP) Cycles 2 and 5 Program of Projects and the Proposition 1B - Regional Transit Program.

Presenter:

Judis Santos

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 12, 2019

Agenda Item 2h

Resolution Nos. 3880, Revised, 3881, Revised, and 4347, Revised

Subject: Revisions to the Lifeline Transportation Program (LTP) Cycles 2 and 5 Program of Projects and the Proposition 1B – Regional Transit Program.

Background: MTC's Lifeline Transportation Program funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County.

Staff recommends the following changes to the county programs, as requested by the CMAs:

1) Cycle 5 Program Additions (MTC Resolution No. 4347, Revised)

- a. Programming of additional State Transit Assistance (STA) and 5% STA contingency funds for Alameda, Contra Costa, Marin, Napa, and Solano Counties

The Cycle 5 Lifeline Transportation Program received nearly \$900,000 in additional STA funds due to the higher than anticipated diesel sales tax revenue as a result of Senate Bill 1. Today's item proposes programming approximately \$450,000 in STA funds for Alameda, Contra Costa, Marin, Napa, and Solano Counties, to projects requested by those counties. Generally the funds are being used to support transit operations.

- b. Marin County

Last year, the Transportation Authority of Marin (TAM) selected four projects from their Community-Based Transportation Plan to fund under Lifeline Cycle 5. One of these projects has been programmed and is underway. The remaining three projects (\$75,151 for the School Transportation Service in Novato, \$68,000 for the Drake/Cole Pedestrian Improvements, and \$248,000 for the Canal Neighborhood Crosswalk Improvements) however, were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding exchange with Marin Transit. Marin Transit will receive \$391,151 in STA funds for the Route 36 project, serving communities of concern between Marin City and the Canal area of San Rafael, and in exchange, Marin Transit will give TAM Measure AA Sales Tax Strategy 4: Local Bus funds to fully fund the three remaining Lifeline projects.

2) Cycle 2 Program Changes (MTC Resolution Nos. 3880, Revised and 3881, Revised)

- a. Santa Clara County – This item proposes to waive LTP requirements for the approximately \$470,000 in Proposition 1B funds and reprogram the funds to the Santa Clara Valley Transportation Authority's (VTA) Non-Revenue Vehicle project. In 2016, VTA served as a pass-through for the Outreach and Escort. Twenty-six Toyota Mirai hydrogen-electric sedans were purchased for approximately \$470,000 using Proposition 1B funds under Lifeline Cycle 2 as part of the Paratransit Vehicle and Equipment Purchase Project under Outreach and Escort, which is now a discontinued project and program. In the last year, VTA has been evaluating ways to utilize these 26 vehicles for current paratransit or access and mobility services, and has found the configuration of the vehicles to be a poor fit for VTA's programs. Based on discussions between VTA and MTC staff, the options for using the vehicles on an LTP project are limited. VTA has requested that the vehicles be used as part of its non-revenue fleet (a Proposition 1B eligible use but non-compliant with LTP). However, these Prop 1B funds are from several years ago, and therefore the options are limited as to any reprogramming, and therefore staff supports VTA's request.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 3880, Revised, 3881, Revised, and 4347, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 3880, Revised, 3881, Revised, and 4347, Revised



Therese W. McMillan

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

ABSTRACT

Resolution No. 3880, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment A of this resolution was amended through Commission action on October 24, 2012 to reflect programming changes to projects, which include the BART's Earthquake Safety Program and

Oakland Airport Connector; AC Transit's Bus Purchase and Procurement projects; CCCTA's Bus Stop Access and Amenity Improvements and Bus Purchase projects; and SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements and Central Subway projects.

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

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

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

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

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

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

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

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

Attachment A of this resolution was amended through Executive Director Administrative Authority on June 24, 2015 to include an allocation of \$8,421 in population-based Lifeline funds to the City of Dixon for the purchase of a replacement transit vehicle, and to reduce the SolTrans population-Based Lifeline allocation by \$8,421.

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

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

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

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

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

Attachment A of this resolution was amended through Commission action on May 24, 2017 to reflect programming changes in the Lifeline Transportation Cycle 4 Program for AC Transit to add the East

Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project to the FY 2014-15 Proposition 1B project list and Lifeline Transportation Cycle 4 project list, and to transfer \$1,000,000 in cost savings from AC Transit's Vehicle Replacement project to AC Transit's BRT project. The BRT is a Lifeline Transportation Cycle 3 project.

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

Attachment A of this resolution was amended through Executive Director Administrative Authority on July 26, 2017 to redirect \$200,000 in population-based PTMISEA funds from Regional Transit Connectivity project to Clipper Equipment Replacement project due to project savings.

Attachment A of this resolution was amended through Executive Director Administrative Authority on September 27, 2017 to redirect \$28,023 in Golden Gate Bridge Highway & Transportation District Proposition 1B Transit (PTMISEA) population-based funds from the Purchase of 15 ADA Paratransit Vehicles project to the Marin County Bus Stop Improvements project.

Attachment A of this resolution was amended through Executive Director Administrative Authority on March 28, 2018 to redirect \$80,000 Proposition 1B Transit (PTMISEA) population-based funds from the Transit Connectivity project to the Clipper project.

Attachment A of this resolution was amended through Commission action on June 27, 2018 to reflect Third Cycle Lifeline Transportation Program revisions for FY2010-11 redirecting \$500,000 in Proposition 1B Transit (PTMISEA) funds from AC Transit's Contra Costa Community College Transit Center Improvement project to the San Pablo and Telegraph Rapid Bus Upgrade project and redirecting \$2,100,000 from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design and Construction Project. Additionally, Second Cycle Lifeline Transportation Program revisions to redirect \$18,010 in FY2009-10 Proposition 1B Transit funds from the Daly City Bayshore Bus Stop Improvements to the SamTrans replacement of the articulated bus fleet project.

Attachment A of this resolution was amended through Commission action on June 26, 2019 to redirect \$470,425 Proposition 1B Transit (PTMISEA) population-based funds from Santa Clara Valley

Transportation Authority's Paratransit Vehicle and Equipment Purchase project to the Non-Revenue Vehicle project.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 10, 2008 and the PAC summary sheets dated April 8, 2009, November 4, 2009, February 10, 2010, April 14, 2010, February 9, 2011, May 11, 2011, June 8, 2011, February 8, 2012, May 9, 2012, June 13, 2012, October 10, 2012, December 12, 2012, February 13, 2013, December 11, 2013, July 9, 2014, December 10, 2014, March 11, 2015, April 8, 2015, September 9, 2015, March 9, 2016, June 8, 2016, October 12, 2016, May 10, 2017, July 12, 2017, September 27, 2017, March 28, 2018, June 13, 2018, and June 12, 2019.

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

RE: Proposition 1B Transit Population-based Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3880

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

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

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

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

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

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

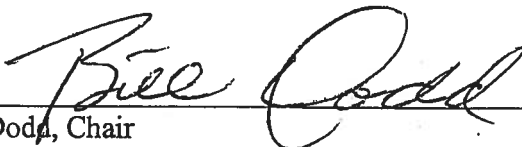
WHEREAS, staff has prepared a Proposition 1B – Transit population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolution 3814, said attachment attached hereto and incorporated herein as though set forth at length;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Bill Doda, Chair

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

		Category				
Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2007-08 Allocations						
MTC	TransLink® *	2,420,000			2,420,000	12/19/07
						12/19/2007
MTC	Regional Transit Connectivity*	9,578,000			9,578,000	7/26/17 3/28/18
						7/26/2017
MTC	Clipper® Equipment Replacement	280,000			280,000	3/28/18
BART	BART Earthquake Safety Program		11,000,000		11,000,000	12/19/07, 7/22/09
BART	BART Earthquake Safety Program		199,000		199,000	09/26/12
CCCTA	Diablo Valley Transit Center			1,089,177	1,089,177	12/19/07
CCCTA	Diablo Valley Transit Center			(584,094)	(584,094)	10/26/11
CCCTA	Bus Purchase			305,146	305,146	10/26/11
CCCTA	Bus Purchase**			278,948	278,948	10/26/11
ECCTA	Bus Purchase			607,111	607,111	12/19/07
Fairfield/Suisun Transit	Bus Purchase			400,000	400,000	12/19/07
GGBHTD	Maintenance Facility Improvements			414,019	414,019	12/19/07
LAVTA	Bus Rapid Transit - Route 10			429,294	429,294	12/19/07
Marin Transit	Shuttle Vehicles			151,610	151,610	12/19/07
NCTPA	Bus Purchase			300,170	300,170	12/19/07
VTA	Line 522/523 Bus Rapid Transit		9,726,977		9,726,977	12/19/07
Santa Rosa Citybus	Bus Purchase			501,869	501,869	12/19/07
Sonoma County Transit	Bus Purchase			569,657	569,657	12/19/07
Union City	Bus Purchase			158,878	158,878	12/19/07
Vacaville City Coach	Bus Purchase			240,000	240,000	12/19/07
Vallejo Transit	Bus Purchase			304,082	304,082	12/19/07
WestCat	Bus Purchase			150,701	150,701	12/19/07
AC Transit	Bus Purchase	2,998,588			2,998,588	04/23/08
AC Transit	Bus Purchase	(1,276,730)			(1,276,730)	09/26/12
AC Transit	Bus Procurement	1,276,730			1,276,730	09/26/12
BART	Ashby BART Station Elevator	2,000,000			2,000,000	04/23/08
BART	Ashby BART Station Elevator	(270,954)			(270,954)	12/19/12
LAVTA	LAVTA Bus Shelters	100,000			100,000	04/23/08
BART	Oakland Airport Connector		13,000,000		13,000,000	07/22/09
BART	Oakland Airport Connector		(199,000)		(199,000)	09/26/12
BART	MacArthur Transit Village Plaza Improvements	270,954			270,954	12/19/12
		FY2007-08 Subtotal	17,376,588	33,726,977	5,316,568	56,420,133

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

*Allocations to MTC Regional Programs increase Lifeline Program access to STA flexible funds - up to \$32 million will be exchanged per Resolution 3814. Reduced by \$200,000 on 7/26/17 due to project savings, redirected to Clipper Equipment Replacement. Additional \$80,000 redirected to Clipper on 3/28/18 to meet timely use of funds requirement.

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

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

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

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

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

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2009-10 Allocations						
SMCTD	Daly City Bus Stop Improvements	187,181			187,181	04/28/10
SMCTD	Daly City Bus Stop Improvements*****	(18,010)			(18,010)	06/27/18
SMCTD	Bus Purchase*****	18,010			18,010	06/27/18
SMCTD	Bus Purchase - Pacifica	56,221			56,221	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase	3,475,650			3,475,650	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase*****	(470,425)			(470,425)	06/26/19
VTA	Non-Revenue Vehicle Project*****	470,425			470,425	06/26/19
ECCCTA	30 Bus Replacement			343,521	343,521	05/25/11
SFMTA	Central Subway**		216,000		216,000	05/25/11
SFMTA	Balboa Park Station Eastside Connections	592,891			592,891	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	395,000			395,000	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements ***	(100,510)			(100,510)	06/22/16
SFMTA	Mission Bay Loop ***	100,510			100,510	06/22/16
SFMTA	Hunter's View Accessibility to Transit Improvements****	(13,164)			(13,164)	10/26/16
SFMTA	Mission Bay Loop ****	13,164			13,164	10/26/16
Sonoma County Transit	Replacement Bus Purchase			14,672	14,672	05/25/11
Vallejo	Intercity Bus Replacement			534,190	534,190	05/25/11
SFMTA	SFMTA Persia Triangle Improvements	675,734			675,734	01/25/12
FY2009-10 Subtotal		12,720,110	16,892,543	3,008,270	32,620,923	

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

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

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

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

*****On 06/27/18, \$18,010 in cost savings from Proposition 1B funding was redirected from the Daly City Bayshore Bus Stop Improvements project to the Bus Purchase (replacement of articulated bus fleet project, see also MTC Reso. 3881, Revised, Attachment A).

*****On 06/26/19, \$470,425 in Proposition 1B funding from the discontinued "Together We Ride" program's Paratransit Vehicle and Equipment Purchase was redirected to the VTA Non-Revenue Vehicle project.

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2010-11 Allocations						
BART	BART Warm Springs Extension		6,987,098		6,987,098	02/23/11
BART	eBART		12,662,433		12,662,433	02/23/11
CCCTA	Rolling Stock Replacement			1,463,184	1,463,184	02/23/11
CCCTA	Facility Rehabilitation			1,259,757	1,259,757	02/23/11
GGBHTD	Refurbishment of the MS San Francisco*			320,049	320,049	02/23/11
GGBHTD	Purchase One 34-Passenger Shuttle			365,000	365,000	02/23/11
GGBHTD	Purchase One 18-Passenger Shuttle			102,716	102,716	02/23/11
GGBHTD	Purchase 14 Vehicles			546,355	546,355	02/23/11
GGBHTD	Bus Stop Revitalization			400,000	400,000	02/23/11
LAVTA	Engine Rehabilitation and Replacement Buses			1,073,235	1,073,235	02/23/11
NCTPA	Farebox Replacement Modernization Project			750,425	750,425	02/23/11
Santa Rosa CityBus	Replacement Buses			889,008	889,008	02/23/11
SFMTA	Central Subway		37,167,911		37,167,911	02/23/11
Sonoma County Transit	Replacement Bus Purchase			1,471,964	1,471,964	02/23/11
VTA	Santa Clara Line 522/523 Bus Rapid Transit		10,000,000		10,000,000	02/23/11
WestCat	Bus Purchase			376,753	376,753	02/23/11
WestCat for Petaluma	Facilities Upgrade and Bus Purchase			317,844	317,844	02/23/11
ECCCTA	30 Bus Replacement			1,517,777	1,517,777	05/25/11
BART	Train Control Switch Machine Replacement** and/or Speed Frater Switch Machine Replacement, BART Mainline Cover Board Antenna Replacement, BART Mainline Signal Light Replacement		17,500,000		17,500,000	Approved 6/22/2011 Scope change approved 7/23/14
AC Transit	Contra Costa College Transit Center Improvements	160,000			160,000	05/23/12
AC Transit	Contra Costa College Transit Center Improvements	500,000			500,000	12/18/13
AC Transit	Contra Costa College Transit Center Improvements*****	(500,000)			(500,000)	06/27/18
AC Transit	San Pablo and Telegraph Rapid Bus Upgrade*****	500,000			500,000	06/27/18
AC Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design and construction of the East Bay Bus Rapid Transit Project	5,040,000			5,040,000	Approved 5/23/2012 Scope change approved 7/23/14
AC Transit	Internal Text Messaging Signs	(500,000)			(500,000)	12/18/13
AC Transit	Internal Text Messaging Signs	500,000			500,000	05/23/12
AC Transit	San Leandro BART Station Terminus	2,703,487			2,703,487	05/23/12
AC Transit	San Leandro BART Station Terminus*****	(2,100,000)			(2,100,000)	06/27/18
AC Transit	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project*****	2,100,000			2,100,000	06/27/18
BART	Bicycle Station and Locker Parking	659,650			659,650	05/23/12
BART	Bus Shelter Program for ADA riders	100,000			100,000	05/23/12
BART	Concord Intermodal Improvements	400,000			400,000	05/23/12
BART	Richmond Eastside Intermodal Improvements	1,500,000			1,500,000	05/23/12
BART	Wayfinding Signage and Real-Time Display	5,513,360			5,513,360	05/23/12

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

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

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

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

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

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

***** On 6/27/2018, \$500,000 in Proposition 1B funding was redirected from the Contra Costa Community College Transit Center Improvement project to the added San Pablo and Telegraph Rapid Bus Upgrade project (see also Lifeline Transportation Program Cycle 3, MTC Reso. 4053, revised).

***** On 6/27/2018, \$2,100,000 in Proposition 1B funding was redirected from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project (see also Lifeline Transportation Program Cycle 3, MTC Reso. 4053, revised).

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2014-15 Allocations						
BART	BART to Warm Springs Extension		160,319		160,319	07/23/14
BART	East Contra Costa BART Extension		160,319		160,319	07/23/14
CCCTA	Rolling Stock			1,453,214	1,453,214	07/23/14
ECCCTA	Rolling Stock Replacements			810,026	810,026	07/23/14
Fairfield	Fairfield/Vacaville Intermodal Station			1,259,623	1,259,623	07/23/14
GGBHTD	Marin Transit Purchase 4 30ft Transit Vehicle			300,000	300,000	07/23/14
GGBHTD	Marin Transit Purchase 16 ADA Paratransit Vehicles****			243,787	243,787	07/23/14
NCTPA	VINE Transit CAD/AVL System			400,496	400,496	07/23/14
Santa Rosa CityBus	ADA Improvements, Safety Modifications and Vehicle Replacements			495,807	495,807	07/23/14
Sonoma County Transit	CNG Bus Replacements			762,391	762,391	07/23/14
WestCat	Bus Purchase			201,070	201,070	07/23/14
WestCat for Petaluma	Replace (4) 40' low floor transit buses - CNG			171,465	171,465	07/23/14
SFMTA	Central Subway		19,660,756		19,660,756	07/23/14
VTA	VTA Santa Clara/Alum Rock Corridor BRT		24,802,176		24,802,176	07/23/14
Union City	Replacement Transit Buses			211,979	211,979	07/23/14
LAVTA	FY2014-15 Bus Replacement Project			572,778	572,778	12/17/14
AC Transit	Vehicle Replacements	4,299,828			4,299,828	03/25/15
AC Transit	Vehicle Replacements	(1,000,000)			(1,000,000)	05/24/17
AC Transit	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project	1,000,000			1,000,000	05/24/17
CCCTA	City of Concord - Bus Stop Access Improvements	255,194			255,194	03/25/15
NCTPA	VINE Transit CAD/AVL System	299,070			299,070	03/25/15
LAVTA	Transit Center Upgrades and Improvements	125,625			125,625	04/22/15
BART	19th Street Wayfinding and Lighting	2,072,000			2,072,000	04/22/15
ECCTA	Replacement and Expansion Vehicles	178,754			178,754	04/22/15
WestCat	Dial-A-Ride Replacement Vehicles	81,113			81,113	04/22/15
BART	Lighting Enhancements at El Cerrito del Norte	1,312,326			1,312,326	04/22/15
GGBHTD	Novato Transit Facility at Redwood Boulevard and Grant Ave	787,196			787,196	04/22/15
SFMTA	Van Ness Bus Rapid Transit (BRT)*	6,189,054			6,189,054	04/22/15
BART	Wayfinding Signage and Pit Stop Initiative	1,220,326			1,220,326	04/22/15
SamTrans	Fixed Route Bus Procurement	1,230,533			1,230,533	04/22/15
VTA	Replacement Vehicles	4,832,062			4,832,062	04/22/15
SolTrans	Replacement Vehicles	890,796			890,796	06/24/15
Santa Rosa CityBus	Lifeline Vehicle Replacement	671,975			671,975	04/22/15

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2014-15 Allocations						
Sonoma County Transit	CNG Bus Purchase	373,086			373,086	04/22/15
GGBHTD	Purchase One 30-Foot Transit Vehicle			182,870	182,870	05/27/15
Dixon	Replacement Vehicle	8,421			8,421	06/24/15
GGBHTD	Marin County Bus Stop Improvements****			28,023	28,023	09/27/17
FY2014-15 Subtotal		24,827,359	44,783,570	7,065,506	76,704,458	

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

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

**** On 9/27/17 \$28,023 was transferred from the Purchase of 15 ADA paratransit Vehicles to Marin County Bus Stop Improvements.

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
BART	BART Ticket Vending Machines Upgrade*				1,173,544	09/23/15
Total		110,750,674	201,127,073	31,676,738	344,756,052	

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

Date: January 28, 2009
W.I.: 1311
Referred by: PAC
Revised: 05/27/09-C 10/28/09-C
12/16/09-C 02/24/10-C
04/28/10-C 07/28/10-C
05/25/11-C 11/16/11-C
01/25/12-C 12/19/12-C
04/22/15-C 06/22/16-C
10/26/16-C 05/24/17-C
06/27/18-C 03/27/19-C
06/26/19-C

ABSTRACT

Resolution No. 3881, Revised

This resolution adopts the FY 2009 through FY 2011 Program of Projects for MTC's Second-Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) funds.

The evaluation criteria established in Resolution 3860 were used by the county entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Second-Cycle Lifeline Transportation Program of Projects -
FY2009-2011

This resolution was revised on May 27, 2009 to amend Attachment A to incorporate changes to STA-funded projects based on STA reductions in the final FY2009 state budget, and adds two new projects – new transit and shuttle service in Napa County and a SamTrans bus purchase in San Mateo County.

This resolution was revised on October 28, 2009 to amend Attachment A to revise and add STA funds to the Balboa Park Station entrance project in San Francisco County and to incorporate Proposition 1B-funded projects in Santa Clara County.

This resolution was revised December 16, 2009 to add the Tier 2 program of projects.

This resolution was revised February 24, 2010, to revise funding amounts of Tier 2 Proposition 1B-funded projects to reflect actual state appropriations for FY2009-10 and to add four new Tier 2 projects in San Mateo County.

This resolution was revised April 28, 2010, to add Tier 2 funds to three existing projects and one new project in San Francisco County and to three existing projects in Santa Clara County.

This resolution was revised July 28, 2010, to adjust previously awarded Tier 2 JARC funding amounts based on federal FY2010 appropriations, add five new JARC-funded projects selected by Caltrans in small urbanized areas, and reprogram Tier 2 STA funds in San Mateo County following the discontinuation of the Family Service Agency's Transportation Reimbursement Independence Program.

This resolution was revised on May 25, 2011 to approve new Santa Clara County Lifeline Transportation Program projects.

This resolution was revised on November 16, 2011 to amend Attachment A to make corrections to the FY2005-06 through FY2007-08 Lifeline Transportation program of projects.

This resolution was revised on January 25, 2012 to adjust previously programmed JARC funding amounts in Alameda County.

This resolution was revised on December 19, 2012 to amend Attachment A to approve new projects in Alameda and Napa counties, funded with savings achieved from other projects.

This resolution was revised on April 22, 2015 to amend Attachment A to reprogram \$216,000 in San Francisco County Proposition 1B funds from the San Bruno Transit Preferential Streets (TPS) project to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project.

This resolution was revised on June 22, 2016 to amend Attachment A to reprogram \$100,510 in cost savings from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project (an existing Lifeline Transportation Cycle 3 project that is being newly added to Lifeline Transportation Cycle 2).

This resolution was revised on October 26, 2016 to amend Attachment A to reprogram \$13,164 in project cost savings from the Hunter's View Revitalization Transit Stop Connection to the Mission Bay Loop project, (an existing Lifeline Transportation Cycle 3 project that was added to Lifeline Transportation Cycle 2 on June 22, 2016).

This resolution was revised on May 24, 2017 to amend Attachment A to redirect \$304,532 in unused federal Job Access and Reverse Commute (JARC) funds that are remaining in the Lifeline Transportation Cycle 2 program. \$204,532 is being programmed to the San Leandro Links Shuttle project and \$100,000 is being programmed to the Neighborhood Bicycle Centers project (both are existing Lifeline Transportation Cycle 2 projects).

This resolution was revised on June 27, 2018 to amend Attachment A to reprogram \$18,010 in project cost savings from Proposition 1B funds for the San Mateo County Transit District (SamTrans) Daly City Bayshore Bus Stop Improvements project in Lifeline Transportation Program Cycle 2 to the SamTrans Replacement of Articulated Bus Fleet project. \$91,204 in State Transit Assistance (STA) funds is being reprogrammed from the City of East Palo Alto's Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project to the SamTrans Route 17 project (on the Coastsides of San Mateo County).

This resolution was revised on March 27, 2019 to amend Attachment A to redirect \$130,193 in unused federal Job Access and Reverse Commute (JARC) funds that are remaining in the Lifeline Transportation Cycle 2 program, to the Peninsula Family Service, Ways to Work Family Loan Program (an existing Lifeline Transportation Cycle 2 project).

This resolution was revised on June 26, 2019 to amend Attachment A to waive LTP requirements for the \$470,425 in Proposition 1B funds from the discontinued "Together We Ride Program" in LTP Cycle 2 and reprogram the funds to the Santa Clara Valley Transportation Authority's Non-Revenue Vehicle project.

Further discussion of this action is contained in both the MTC Executive Director's Memorandum to the Programming and Allocations Committee and the Programming and Allocations Committee summary sheet dated January 14, 2009, May 13, 2009, October 14, 2009, December 9, 2009, February 10, 2010, April 14, 2010, July 14, 2010, May 11, 2011, November 9, 2011, January 11, 2012, December 12, 2012, April 8, 2015, June 8, 2016, October 12, May 10, 2017, June 13, 2018, March 6, 2019, and June 12, 2019.

Date: January 28, 2009
W.I.: 1311
Referred by: PAC

RE: Second-Cycle Lifeline Transportation Program of Projects – FY 2009 - FY 2011

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3881

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

WHEREAS, MTC adopted Resolution 3860, which establishes program guidelines to be used for the funding and oversight of the Second-Cycle of the Lifeline Transportation Program, Fiscal Years 2009-2011; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 3860 to fund a Program of Projects for the Second-Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) and funds;

WHEREAS, the Second-Cycle Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Second-Cycle Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Bill Dodd, Chair

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

January 28, 2009
Attachment A
MTC Resolution No. 3881
Revised: 05/27/09-C
10/28/09-C, 12/16/09-C
02/24/10-C, 04/28/10-C
07/28/10-C, 05/25/11-C
11/16/11-C, 01/25/12-C
12/19/12-C, 04/22/15-C
06/22/16-C, 05/24/17-C
06/27/18-C 03/27/19-C
06/26/19-C

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
Alameda County													
1	San Leandro LINKS Shuttle	San Leandro Transportation Management Organization	Provide service from San Leandro BART to employment and family services in San Leandro			574,532	574,532				-	574,532	(m) revised 01/25/12, (r) revised 5/24/17
2	Quicker, Safer Trip to the Library	BART/Oakland Public Library - West Oakland	Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library	219,000			219,000				-	219,000	(c)
3	AC Transit existing service preservation in communities of concern	AC Transit	Continue existing services on Lines 63, 47, 40, 91, 93 serving Alameda, Oakland, San Leandro, Ashland, Cherryland, San Leandro, and S. Hayward	4,219,210			4,219,210	989,330		876,186	1,865,516	6,084,726	revised 07/28/10
4	Neighborhood bicycle centers	East Bay Bicycle Coalition/Cycle of Change	Fund bike distribution and education programs in Oakland and Alameda			449,000	449,000				-	449,000	(m) revised 01/25/12, (r) 5/24/17
5	WHEELS Route 14 Service Provision	LAVTA	Continue service from residential Livermore to downtown business areas and regional transit to Livermore Transit Center	89,000		67,494	156,494			345,563	345,563	502,057	(i) revised 07/28/10
6	Ashby BART Station elevator	BART	Install elevator at the Ashby BART Station in conjunction with the Ed Roberts Campus		1,729,046		1,729,046				-	1,729,046	(a) revised 12/19/12
7	Bus shelters	LAVTA	Install bus shelters		100,000		100,000				-	100,000	(a)
8	Bus purchase	AC Transit	Purchase AC Transit rolling stock buses		2,998,588		2,998,588				-	2,998,588	(a)
9	Meekland Avenue Transit Access Improvements	Alameda County	Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs, and lighting				-		2,500,000		2,500,000	2,500,000	(f) added 12/16/09
10	Hacienda Avenue Transit Access Improvements	Alameda County	Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.				-		160,181		160,181	160,181	(f) added 12/16/09
11	Environmental Justice Access to BART	BART	Install secure bike parking at North Berkeley and Berkeley stations				-		224,749		224,749	224,749	revised 2/24/10
12	WHEELS Route 14 Civic Center Busway and Stops	LAVTA	Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to housing, employment, and social services.				-	150,000	-		150,000	150,000	added 12/16/09
13	MacArthur BART Station Plaza Improvement	BART	Station improvements including bike racks, tactile path and wayfinding from bus loading through the plaza to the station entrance and accessible fare gates, and other upgrades		270,954		270,954		-		-	270,954	added 12/19/12
County Bid Target				4,527,210	5,098,588	1,091,026	10,716,824	1,139,330	2,884,930	1,221,749	5,246,009	15,962,833	
Proposed Programming				4,527,210	5,098,588	1,091,026	10,716,824	1,139,330	2,884,930	1,221,749	5,246,009	15,962,833	
Unprogrammed Balance				-	-	-	-	-	-	-	-	-	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
Contra Costa													
14	Operating Funding for low income access to health care	Tri-Delta ECCTA	Maintain service on Route 201, which provides service between Bay Point, and central county destinations including medical centers, schools, BART and Sun Valley Mall	118,687		96,759	215,446	23,481		125,398	148,879	364,325	revised 07/28/10
15	Continued operation of County Connection Lifeline routes	CCCTA	Preserve frequency and coverage of Routes 114, 111 & 314 serving the Monument Corridor and BART, as well as Routes 108,116,118 and 308 serving downtown Martinez, medical clinics, County offices,	627,086		120,395	747,481	134,157		126,581	260,738	1,008,219	revised 07/28/10
16	Continued operation of WestCAT C3 Route	WestCAT	Continue C3 service, operating between the Hercules Transit Center & Contra Costa College, with timed connections to Route 11 that operates into Crockett & Rodeo	338,115		21,253	359,368	73,463		23,690	97,153	456,521	revised 07/28/10
17	Maintain existing Lifeline services in western Contra Costa County	AC Transit	Communities of Concern. These routes connect residents to employment centers, retail establishments, schools, social service agencies, and health care.	1,290,604		120,436	1,411,040	288,665		134,243	422,908	1,833,948	revised 07/28/10
18	Bus Shelters	Tri-Delta ECCTA	Procure and install bus shelters and related facilities such as signage, schedule holders, trash receptacles, lighting and minor site improvements in the Pittsburg/ Bay Point/ Antioch and Brentwood communities of concern.		200,000		200,000				-	200,000	
19	Rolling Stock for County Connection Lifeline routes	CCCTA	Provide funds for replacement rolling stock to preserve service on Routes 108, 111, 114, 116, 118, 308, and 314 serving communities of concern		844,805		844,805				-	844,805	
20	Rolling Stock for WestCAT Lifeline route	WestCAT	Vehicle replacement for Route C3 (see project 14)		69,785		69,785				-	69,785	
21	BART Bay Point/Pittsburg station improvements	BART	Increase lighting throughout the bus intermodal area of the station, and provide static and real time transit information for both bus and BART patrons		320,000		320,000				-	320,000	
22	BART Richmond Station Improvements	BART	Make improvements to the intermodal zone at the Richmond Transit Village (upgrading 13 existing bus shelters and resurfacing the intermodal area).		482,251		482,251		262,549		262,549	744,800	revised 12/16/09
23	County Connection Martinez bus stop improvements and access	CCCTA	Construct an ADA-accessible bus stop, provide bus stop seating at 15 locations, provide transit access improvements and provide two pedestrian-activated lighted crosswalks in Martinez		100,000		100,000				-	100,000	
24	Rolling stock replacement for AC Transit	AC Transit	Replacement buses will operate on routes in and around the Richmond area community of concern and also be interlined with other routes system wide to effectiveness of services to all AC Transit riders				-		458,241		458,241	458,241	revised 2/24/10
25	Hillcrest Park-and-Ride Lot Improvements	BART	Improvements to the Hillcrest Park-and-Ride Lot, including pedestrian and bicycle access improvements for predominantly low-income Tri Delta Transit patrons. New improvements will be consistent with the design and construction of the proposed eBART Project				-		595,328		595,328	595,328	revised 2/24/10
County Bid Target				2,374,491	2,016,841	358,843	4,750,175	519,767	1,316,118	409,912	2,245,797	6,995,972	
Proposed Programming				2,374,492	2,016,841	358,843	4,750,176	519,766	1,316,118	409,912	2,245,796	6,995,972	
Unprogrammed Balance				(1)	-	-	(1)	1	-	-	1	-	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
Marin													
26	Marin City Transit Hub and Street ADA improvements	Donohue Marin County	Build sheltered community bus stop and transit hub with user amenities including safety lighting, landscaping, informational kiosks, seating, passenger shelter and bike racks.			77,510	77,510		75,119	88,541	163,660	241,170	(d) revised 07/28/10
27	Marin City Community shuttle loop and service to Marin General Hospital	Marin Transit	Provide hourly, day-time service from Marin City to Marin General Hospital and nearby medical offices in Greenbrae.	279,890			279,890	112,270			112,270	392,160	(d) revised 12/16/09
28	Canal Neighborhood transit & Ped Access & safety improvements - phase 2	San Rafael	Provide safe path to transit, improve nonmotorized access and improve traffic operations at 7 intersections in Canal neighborhood of San Rafael.	-	435,638		435,638		209,162		209,162	644,800	(d) revised 12/16/09
29	Ride to school for parents	San Rafael City Schools	Provide regularly scheduled shuttle service (transportation to school meetings and events) for Canal residents who currently have no transportation access to San Pedro Elementary School.	233,000			233,000				-	233,000	(d)
County Bid Target				512,890	435,638	77,510	1,026,038	112,270	284,281	88,541	485,092	1,511,130	
Proposed Programming				512,890	435,638	77,510	1,026,038	112,270	284,281	88,541	485,092	1,511,130	
Unprogrammed Balance				-	-	-	-	-	-	-	-	-	

Napa													
30	Rolling stock acquisition	NCTPA	Bus purchase for replacement rolling stock		274,290		274,290				-	274,290	
31	Napa Shuttle, FlexRIDE Shuttle and VINE Express	NCTPA	Operating assistance for the Napa Shuttle, FlexRIDE Shuttle and VINE Express. These programs provide service to low-income residents, including senior and disabled populations, and provide transportation to training, jobs and services.	322,931		50,000	372,931				-	372,931	added 5/27/09
32	VINE Route 11	NCTPA	Extend operation of VINE rural connector service (route 11) between Calistoga and Santa Rosa				-	-			-	-	12/16/09, (n) revised 12/19/12
33	Bus passenger accommodations	NCTPA	Provide for the purchase and installation of 14 bus shelters and benches, 21 stand-alone benches, and 21 up-Valley iStops with seating				-		178,992		178,992	178,992	revised 2/24/10
34	Agricultural Worker Vanpool Program	NCTPA	Operating Assistance to implement the Napa County Agriculture Worker Vanpool Program. Vouchers will be used to offset the participant's cost of riding the vanpool.			35,000	35,000			135,000	135,000	170,000	(l) added 07/28/10, revised 11/16/11
35	VINE Express Route 29	NCTPA	Operating assistance for Route 29 between the northern border of the City of Napa and Calistoga				-	70,688			70,688	70,688	(n) added 12/19/12
County Bid Target				322,931	274,290	84,494	681,715	70,688	178,992	135,000	384,680	1,066,395	
Proposed Programming				322,931	274,290	85,000	682,221	70,688	178,992	135,000	384,680	1,066,901	
Unprogrammed Balance				-	-	(506)	(506)	-	-	-	-	(506)	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
San Francisco County													
		MTA	Provide a twice-monthly group van shopping service to low-income seniors and persons with disabilities who have difficulty using public transit for shopping needs	1,560,000			1,560,000				-	1,560,000	
36	Shopper Shuttle	MTA											
37	Route 108 Treasure Island Enhanced Service	MTA	Continue providing more frequent peak period and all-night service on Route 108	262,228			262,228	408,312		495,172	903,484	1,165,712	revised 07/28/10
		MTA	Continue providing extra buses on Route 29 to increase reliability, reduce pass-ups, relieve over-crowding and address schedule adherence problems	293,717		433,483	727,200				-	727,200	
38	Route 29 Reliability Improvement Project	MTA											
39	Persia Triangle Transit Access Improvements Project	MTA	Build bus bulbs, consolidate bus stops and change traffic circulation to improve pedestrian access to transit, conditions at bus stops and transit connectivity		802,734		802,734				-	802,734	
40	Randolph/Farallones/ Orizaba Transit Access Project	MTA	Install a transit bulb island and sidewalk curb cuts to improve pedestrian safety and M-Line light rail vehicle operations		379,490		379,490				-	379,490	(f) revised 06/22/16
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission		113,674		113,674				-	113,674	(p) added 06/22/16 (q) added 10/26/16
		BART	Construct a safe and accessible walkway across BART tracks to the Muni Metro boarding area on the east side of Balboa Park BART station	752,440	1,153,610		1,906,050				-	1,906,050	revised 10/28/09
41	Balboa Park Station Eastside Connections Project	MTA						219,567	863,710		1,083,277	1,083,277	added 4/28/10
		SF Mayor's Office of Housing	Provide an accessible pedestrian connection for Bayview/Hunters Point residents (including 4 affordable housing developments) to existing and new transit stops that are to be built as part of the Hunters View public housing revitalization project.				-		496,996		496,996	496,996	(i) added 4/28/10 (q) revised 10/26/16
42	Hunter's View Revitalization Transit Stop Connection												
	San Bruno Avenue Transit Preferential Streets (TPS) Improvements	MTA	Implement transit priority bus treatments along 1.5 mile segment of San Bruno Avenue between Silver Avenue and Bayshore Boulevard such as new transit priority signals, turn lanes, and corner bulbs.				-		0		-	-	added 12/16/09 revised 4/28/10 revised 4/22/15
43	Potrero Hill Pedestrian Safety and Transit Stop Improvements	MTA	Improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seatings, and plantings.				-		216,000		216,000	216,000	(o) added 4/22/15
County Bid Target				2,868,385	2,436,344	433,483	5,738,212	627,879	1,589,870	495,172	2,712,921	8,451,133	
Proposed Programming				2,868,385	2,449,508	433,483	5,751,376	627,879	1,576,706	495,172	2,699,757	8,451,133	
Unprogrammed Balance				-	(13,164)	-	(13,164)	-	13,164	-	13,164	-	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifetime Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
San Mateo													
44	East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	City of East Palo Alto	This project contains 4 elements - (1) Maintain East Palo Alto Youth Shuttle (2) Maintain funding for EPA Mobility Manager (3) Improve up to 4 EPA bus stop shelters, benches and amenities (4) Plan for shuttle operations for the Dumbarton Rail station area plan	116,250	72,000	139,393	327,643			-	-	327,643	revised 12/16/09 (t) revised 06/27/18 (u) revised 03/27/19
45	Bayshore Shuttle Service	Daly City	Implement a free circulator shuttle service connecting Daly City's Bayshore neighborhood with transit and essential destinations in western Daly City. The shuttle will operate 10 hours on weekdays, expanding in the second year to add 6 hours of service on weekends.	368,929			368,929	(32,012)		102,636	70,624	439,553	(g) revised 07/28/10 (v) revised 03/27/19
46	Route 280	Samtrans	Maintain Route 280, which serves CalWorks clusters and essential destinations for the residents of East Palo Alto.	415,935			415,935	31,211			31,211	447,146	revised 07/28/10
47	Route 17	Samtrans	Maintain Route 17, which serves the Half Moon Bay area, to add service during the peak commute period, new Sunday service and extended evening hours.	447,597			447,597	72,029			72,029	519,626	revised 12/16/09, 2/24/10, 6/27/18 (t)
48	Van purchase and operations for shelter resident transportation	Shelter Network	Purchase van and provide on-demand service for residents of four homeless shelters in San Mateo County.		28,000	64,430	92,430			-	-	92,430	(w) revised 03/27/19
49	Ways to Work Family Loan Program	Peninsula Family Service	The Ways to Work (WTW) program provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car to get to work, childcare, and to pursue educational or job training opportunities.							130,193	130,193	130,193	(u, v, w) revised 03/27/19
50	Fixed-Route 17 Bus Procurement	Samtrans	Bus purchase for Route 17		900,000		900,000				-	900,000	added 5/27/09
51	Senior Service bus/van purchase	Pacifica	Purchase of a replacement, 20 passenger wheel chair accessible bus to transport seniors (majority are low-income) and disabled adults to/ from the Senior Center, for local outing, shopping trips and medical appointments.				-	6,000	56,221		62,221	62,221	(h) added 12/16/09
52	Belle Air Parking Lot modification	San Bruno	Curve correction and street elevation adjustments to accommodate public transit bus service near Belle Air Elementary School. Additional improvements include parking lot reconfiguration, sign installations, striping, sidewalk installation, driveway improvements, curb ramps, and bus shelters to accommodate pedestrians.				-	6,000	151,251		157,251	157,251	(h) added 12/16/09
53	Senior shuttle bus	San Bruno	Purchase of a replacement, 20 passenger wheelchair accessible bus to improve low-income elderly transportation to the Senior Center. This bus will also be used to provide low-income children				-	6,000	100,000		106,000	106,000	(h) added 12/16/09
54	Sidewalks, solar bus shelters, curb ramps	San Bruno	The project involves the installation of wider sidewalk, solar powered lighted bus shelters and accessible curb ramps adjacent to and leading to SamTrans bus stops in the City of San Bruno. The				-	6,000	201,600		207,600	207,600	(h) added 12/16/09
55	Countywide Low-Income Bus Tickets	San Mateo County HSA	Provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in self-sufficiency and family strengthening activities.				-	200,000			200,000	200,000	(h) revised 7/28/10
56	Bayshore Bus Stop Improvements	Daly City	Provide a new bus shelter and access improvements for the SamTrans southbound bus stop on Bayshore Boulevard, just south of Geneva Avenue.				-		169,171		169,171	169,171	(h) added 2/24/10 (s) revised 5/23/18
56	Fixed Route Bus Procurement	SamTrans	Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is \$36K per year; only 26% of all SamTrans riders own or have access to a car.				-		18,010		18,010	18,010	(s) added 6/27/18
57	Bus Stop Improvements in Communities of Concern	SamTrans	Provide for the improvement of bus stops in select locations throughout communities of concern.				-		196,867		196,867	196,867	(h) added 2/24/10
County Bid Target				1,348,711	1,145,565	203,823	2,698,099	295,228	747,555	232,829	1,275,612	3,973,711	
Proposed Programming				1,348,711	1,000,000	203,823	2,552,534	295,228	893,120	232,829	1,421,177	3,973,711	
Unprogrammed Balance				-	145,565	-	145,565	-	(145,565)	-	(145,565)	-	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
Santa Clara County													
58	Bus Lines 17 & 14 in Gilroy	SCVTA	Improve community bus services on Lines 14 & 17 in Gilroy by operating as two-way routes	984,982			984,982	216,556			216,556	1,201,538	revised 12/16/09
59	Family Transportation Services	Outreach & Escort	Maintain funding to the Family Transportation Services programs, Guaranteed Ride Home (GRH) and Jump Start (JS). The GRH program provides door-to-door transportation to program participants and their dependent children. The JS program provides financial assistance to cover the cost of minor repairs to personal vehicles.	998,292		632,276	1,630,568	218,360		473,450	691,810	2,322,378	(b) revised 07/28/10 (k) revised 5/25/11, 11/16/11
60	Together We Ride	Outreach & Escort	Provide transportation to homeless families, veterans, emancipated foster youth, political refugees and other vulnerable populations. Transit capital funds to purchase hybrid sedans and small wheelchair-lift equipped buses for multiple rider groups	887,785	2,100,741		2,988,526	193,998	904,483		1,098,481	4,087,007	revised 04/28/10 (s) revised 06/26/19
61	Non-Revenue Vehicle Project	SCVTA	Utilize the remaining life of twenty-six Toyota Mirai hydrogen-electric sedans for non-revenue use.						470,425		470,425	470,425	(s) revised 06/26/19
62	Senior Transportation	Outreach & Escort	Maintain funding for program providing seniors with a menu of transportation options, such as demand-response rides, individualized transportation plans and a volunteer driver program	1,251,057			1,251,057	273,402			273,402	1,524,459	revised 04/28/10
63	Hybrid Bus Purchase	SCVTA	prevent service delays and run cancellations and reduce fuel		1,400,494		1,400,494		909,873		909,873	2,310,367	12/16/09
64	Ways to Work Family Loan Program	Peninsula Family Service	The Ways to Work (WTW) program provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car to get to work, childcare, and to pursue educational or job training opportunities.				-			339,739	339,739	339,739	added 5/25/11 revised 11/16/11
County Bid Target				4,122,116	3,501,235	632,276	8,255,627	902,316	2,284,781	813,189	4,000,286	12,255,913	
Proposed Programming				4,122,116	3,501,235	632,276	8,255,627	902,316	2,284,781	813,189	4,000,286	12,255,913	
Unprogrammed Balance				-	-	-	-	-	-	-	-	-	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
Solano													
65	Route 85	Vallejo	Sustain intercity Route 85 which serves downtown Vallejo, Baylink Ferry, Sereno Transit Center, Discovery Kingdom, Green Valley Shopping Area, Solano Community College in Fairfield, and Solano Mall.	375,000			375,000				-	375,000	
66	Route 1	Vallejo	Sustain Route 1 which connects downtown Vallejo with Vallejo Middle and Senior High schools, South Vallejo Community Shopping Centers, the Curtola Park and Ride and Sonoma Boulevard.	600,000			600,000				-	600,000	
67	Saturday/Weekday Service	Dixon	Maintain the current dial-a-ride service for Dixon Read-Ride on weekdays and Saturday.	69,776			69,776	228,698			228,698	298,474	revised 12/16/09
68	Replacement Van	Dixon	Capital Funding for the replacement of one 18 passenger Type III paratransit bus for the Dixon Read-Ride general public Dial-a-Ride system.		60,000		60,000				-	60,000	
69	Bus Shelters	Fairfield/Suisun Transit	Improve 30 sites that include installation/repair of transit shelters, ADA curb cuts, concrete work, installation of benches, and other transit friendly amenities such as lighting and transit information.		300,000		300,000		119,088		119,088	419,088	revised 2/24/10
70	Bus Shelters	Vallejo	Replace, install and enhance, up to 65 bus shelters and bus stops including amenities such as solar lighting, trash receptacles, signage and benches.		361,010		361,010		400,004		400,004	761,014	revised 12/16/09
71	Bus Shelters	Vacaville	Procurement and installation of transit amenities within 5 low-income/senior/elderly communities in Vacaville. Transit amenities include bus shelters with benches, trash receptacles, map/schedule		109,800		109,800				-	109,800	
72	Van Replacement	Dixon	Replacement of one 18-passenger Type III paratransit bus for the Dixon Read-Ride Dial-a-Ride system.		15,000		15,000				-	15,000	
73	Replacement Vehicles	Fairfield/Suisun Transit	Replace 2 paratransit vans with two higher capacity paratransit vans. The new vehicles will be able to hold 18 passengers and 4 wheelchairs.		41,600		41,600				-	41,600	
74	Solano Community College Project	Vallejo Transit	Provide service to Solano Community College, as well as other employment and service destinations			250,000	250,000				-	250,000	(c)
75	DRIVES/CARS Programs	Benicia Community Acti	Provides down payments for cars to low-income applicants. Funds will also be used for repairs to vehicles donated to the program.			30,000	30,000				-	30,000	(c)
76	Installation of Bicycle Racks	Fairfield/Suisun Transit	Install bike racks on 12 coaches to accommodate riders who need to use multiple travel modes to get to work and other destinations			45,000	45,000				-	45,000	(c)
77	Route 2 Frequency Improvements	Fairfield/Suisun Transit	Develop new service alignment, uncoupling Route 2 from Travis Air Force Base (AFB) and establishing a new Travis AFB shuttle, improving service and increasing access to jobs			91,834	91,834				-	91,834	(c)
78	Downtown Flex Shuttle	Fairfield/Suisun Transit	serving City Hall in Suisun City, Amtrak, Fairfield City Hall, Solano				-		60,000		60,000	60,000	added 12/16/09
79	Expanded Route 5 service	Vallejo	to Solano Community College, local businesses medical, and social				-			400,000	400,000	400,000	added 07/28/10
County Bid Target				1,044,776	887,410	416,834	2,349,020	228,698	579,092	400,000	1,207,790	3,556,810	
Proposed Programming				1,044,776	887,410	416,834	2,349,020	228,698	579,092	400,000	1,207,790	3,556,810	
Unprogrammed Balance				-	-	-	-	-	-	-	-	-	

January 28, 2009
Attachment A
MTC Resolution No. 3881
Revised: 05/27/09-C
10/28/09-C, 12/16/09-C
02/24/10-C, 04/28/10-C
07/28/10-C, 05/25/11-C
11/16/11-C, 01/25/12-C
12/19/12-C, 04/22/15-C
06/22/16-C, 05/24/17-C
06/27/18-C 03/27/19-C
06/26/19-C

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
Sonoma County													
80	Bus purchase	Santa Rosa CityBus	Bus purchase for Roseland service improvements on Routes 9 and 14		483,744		483,744		331,662		331,662	815,406	revised 2/24/09
81	Route 19	Santa Rosa CityBus	Sustain and enhance Route 19 in Roseland	394,117		130,872	524,989	120,555		155,674	276,229	801,218	revised 07/28/10
82	Natural gas coach purchase	Sonoma County Transit	Purchase of 14 natural gas coaches for high-density routes (60, 22, 42 and 20) serving low-income areas		483,744		483,744		331,661		331,661	815,405	revised 2/24/10
83	Existing bus service	Sonoma County Transit	Sustain existing service on Routes 20/22, 30, 42, 44/48 and 60	632,389			632,389	113,823			113,823	746,212	revised 12/16/09
84	Existing bus service	Petaluma Transit	Sustain existing city-wide service	141,365			141,365				-	141,365	
85	Bus replacement	Healdsburg Transit	Funds to replace the old fixed-route mini bus		49,000		49,000	-			-	49,000	
86	Existing bus service	Healdsburg Transit	Sustain existing city-wide service	28,872			28,872	6,366			6,366	35,238	revised 12/16/09
87	County transit plan	Services	collaborative efforts				-	21,219			21,219	21,219	added 12/16/09
88	3	Petaluma Transit	opportunities for low-income individuals. Transit routes 1, 2, and 3			50,000	50,000			251,150	251,150	301,150	added
County Bid Target				1,196,743	1,016,488	181,331	2,394,562	261,963	663,323	407,515	1,332,801		3,727,363
Proposed Programming				1,196,743	1,016,488	180,872	2,394,103	261,963	663,323	406,824	1,332,110		3,726,213
Unprogrammed Balance				-	-	459	459	-	-	691	691		1,150
Regional Grand Totals													
Lifeline Program Revenue Sources				18,318,253	16,812,399	3,479,620	38,610,272	4,158,139	10,528,943	4,203,907	18,890,989		57,501,261
Total Proposed Programming				18,318,254	16,679,998	3,479,667	38,477,919	4,158,138	10,661,343	4,203,216	19,022,697		57,500,616
Unprogrammed Balance				(1)	132,401	(47)	132,353	1	(132,400)	691	(131,708)		645

Notes

- (a) Alameda County received a \$5,098,588 advance of their Tier 1 Prop 1 B funds in FY08. The funds and projects shown here were applied for in April 2008. Allocation of \$270,954 of Proposition 1B funds from from Ashby BART station elevator to MacArthur BART Station Plaza Improvement is conditioned upon approval from the Alameda County Transportation Commission in December 2012.
- (b) Includes \$57,977 in Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and \$130,000 in Tier 2.
- (c) JARC funds part of the Small Urbanized Area program administered by Caltrans.
- (d) Golden Gate Transit will claim the funds for these projects. Totals include administration costs.
- (e) Moved from Tier 2 to Tier 1, May 2009.
- (f) AC Transit will claim the funds for these projects.
- (g) Tier 1 STA amount partially backfilled with Tier 2 JARC to meet sponsor's original funding request and make additional Tier 2 STA available to other projects.
- (h) SamTrans will claim the funds for these projects. Tier 2 STA amounts are for SamTrans' administration costs.
- (i) MTA will claim the funds for this project. Approval of this project is subject to project sponsor securing the necessary easements.
- (j) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and \$323,225 in Tier 2.
- (k) \$165,359 of the total Large Urbanized Area JARC funds awarded in Tier 2 were reprogrammed in Res. 3788 due to discontinuation of another First Cycle Lifeline project in Santa Clara County. The Tier 2 JARC amount available for MTC to encumber in this Resolution is \$343,450.
- (l) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans.
- (m) Allocation of \$35,000 in JARC funds from San Leandro LINKS Shuttle to Neighborhood Bike Centers is conditioned upon approval from the Alameda County Transportation Commission.
- (n) \$70,688 in STA funds transferred from VINE Route 11 and reprogrammed to VINE Route 29 in December 2012.
- (o) On 4/22/15, \$216,000 in Lifeline Cycle 2 Proposition 1B funds were removed from the San Bruno Transit Preferential Streets (TPS) project and programmed to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project. The San Bruno TPS project never received the \$216,000 in FY2009-10 funds that were programmed to the project; the San Bruno TPS project is instead being funded as part of SFMTA's Muni Forward project and the \$216,000 in FY2009-10 funds were advanced to the Urban Core category from the Lifeline category in May 2011 in order to accommodate urgent funding needs of the Central Subway project. SFMTA has confirmed that in April 2015, the \$216,000 will be returned to the Lifeline category using SFMTA's FY2015 Revenue-Based PTMISEA funds (see MTC Resolution Nos. 3880, Revised and 4179, Revised).
- (p) On 6/22/16, Project Cost saving of \$100,510 in Lifeline Cycle 2 Proposition 1B funds were transferred from the Randolph/ Farallones/ Orizaba Transit Access Improvements project and programmed to the Mission Bay Loop project. The additional \$100,510 would fund unanticipated project costs associated with relocating a sewer line adjacent to the track on the Mission Bay Loop project. (see also MTC Resolution Nos. 3880, Revised).
- (q) On 10/26/16 Project Cost savings of \$13,164 in Lifeline Cycle 2 Proposition 1B funds was transferred from the Hunter's View Revitalization Project and programmed to the Mission Bay Loop project. The additional \$13,164 would fund unanticipated project costs associated with relocating a sewer line adjacent on the track of the Mission Bay Loop project (See Resolution 3880 Revised).
- (r) On 05/24/17 unused JARC Program funds from FTA Grant CA-37-X104 in the amount of \$304,532 in Lifeline Transportation Cycle 2 (LTP C2) funds were redirected/ programmed to the San Leandro LINKS Shuttle sponsored by San Leandro Transportation Management Organization (\$204,532) and the Neighborhood Bicycle Center project sponsored by Cycles of Change (\$100,000) for similar ongoing work on their LTP C2 projects.
- (s) On 06/27/18, project cost savings of Proposition 1B funds from Daly City Bayshore Bus Stop Improvements in the amount of \$18,010 in LTP Cycle 2 were redirected/ programmed to the SamTrans replacement of articulated bus fleet project.
- (t) On 06/27/18, remaining Cycle 2 STA funds from the East Palo Alto Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project in the amount of \$91,204 were redirected/programmed to Route 17 project (on the coastside of San Mateo County).
- (u) On 03/27/19, remaining Cycle 2 STA funds from the East Palo Alto Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project in the amount of \$80,912 were redirected/programmed to the Ways to Work Family Loan Program.
- (v) On 03/27/19, remaining Cycle 2 STA funds from the Bayshore Shuttle Service project in the amount of \$41,461 were redirected/programmed to the Ways to Work Family Loan Program.
- (w) On 03/27/19, remaining Cycle 2 STA funds from the Shelter Network - Van Purchase project in the amount of \$7,820 were redirected/programmed to the Ways to Work Family Loan Program.

(x) On 06/26/19, \$470,425 in Lifeline Cycle 2 Proposition 1B funds were removed from the discontinued Together We Ride project. This project included the purchase of twenty-six Toyota Mirai sedans purchased by Outreach and Escort. Funds are reprogrammed to the Non-Revenue Fleet project. LTP requirements for the \$470,425 (Prop 1B funds) are waived.

Date: July 25, 2018
W.I.: 1311
Referred by: PAC
Revised: 12/19/18-C
06/26/19-C

ABSTRACT

Resolution No. 4347, Revised

This resolution adopts the FY2016-17 through FY2017-18 Program of Projects for MTC's Cycle 5 Lifeline Transportation Program, funded with State Transit Assistance (STA) and FTA Section 5307 Urbanized Area funds.

The evaluation criteria established in Resolution No. 4309 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Cycle 5 Lifeline Transportation Program of Projects -
FY2016 - 17 and FY2017-18

This resolution was amended on December 19, 2018 to program additional projects resulting from increased State Transit Assistance (STA) for Lifeline Cycle 5, and to program approximately \$5 million for Santa Clara County projects.

This resolution was amended on June 26, 2019 to program additional projects resulting from increased State Transit Assistance (STA) for Lifeline Cycle 5, and to program \$391,151 in State Transit Assistance funds to Marin Transit, which involves a funding exchange with local Measure AA funds through the Transportation Authority of Marin.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated July 11, 2018, December 12, 2018, and June 12, 2019.

Date: July 25, 2018
W.I.: 1311
Referred by: PAC

RE: Cycle 5 Lifeline Transportation Program of Projects – FY2016-17 and FY2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4347

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

WHEREAS, MTC adopted Resolution No. 4309, which establishes program guidelines to be used for the funding and oversight of the Cycle 5 Lifeline Transportation Program, Fiscal Years 2016-17 and 2017-18; and


WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4309 to fund a Program of Projects for the Cycle 5 Lifeline Transportation Program with State Transit Assistance (STA) and Section 5307 Urbanized Area funds; and

WHEREAS, the Cycle 5 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 5 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in San Francisco, California, on July 25, 2018.

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
Alameda County									
1	Preservation of Existing Services in Communities of Concern	AC Transit	The project aims to continue and improve transit service to several key Communities of Concern in the southern, central and northern portions of Alameda County. The routes (Route 20, 40, 51A, 51B, 72, 800, and 801) serve low-income communities that have been identified because of spatial gaps in service in the Community Based Transportation Plan (CBTP).	2,051,426	83,748		1,514,825	3,649,999	
2	Route 14 Operating Assistance	LAVTA	Wheels Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station.	320,000				320,000	
3	Coliseum BART Elevator Renovation Project	BART	Renovation of two elevators at the Coliseum BART Station as part of Phase 1 for the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a community that is roughly 30% low-income.	720,000		104,940		824,940	(8)
4	Operations Support for Route 2	Union City Transit	The Route 2 is the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor, which includes a lot of manufacturing and distribution facilities. The route provides vital lifeline public transportation access for the Decoto neighborhood, an established Community of Concern in Union City.	182,512		104,940		287,452	(8)

County Bid Target	3,273,938	83,748	209,881	1,514,825	
Proposed Programming	3,273,938	83,748	209,880	1,514,825	5,082,391
Unprogrammed Balance	-	-	1	-	1

Contra Costa County									
5	Preserve Operations in Central County Communities of Concern	County Connection (CCCTA)	Maintain existing services on routes in low income areas in Central Contra Costa County. The identified routes link low-income riders with employment centers, schools, retail and services.	752,666			14,057	766,723	
6	Pittsburg Bay Point Elevator Replacement	BART	Renovation of two elevators at the Pittsburg/Bay Point/Antioch BART Station as part of the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a Community of Concern.	-			954,259	954,259	
7	Preserve Operations in West County Communities of Concern	AC Transit	Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.	1,090,123				1,090,123	
8	Contra Costa College Connection: Increase Frequency on C3 Operations	WestCAT	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually.	250,000				250,000	
9	Preserve Operating Support for Routes 200 and 201	Tri Delta Transit	Route 200 operates between the Pittsburg/Bay Point BART Station, the veterans/county hospitals, and the county/court buildings in Martinez. Route 201 is a lifeline service operating between Pittsburg/Bay Point BART and Concord with stops at Mt. Diablo High School and John Muir Medical Center.		53,534	123,947		177,481	(10)

County Bid Target	2,092,789	53,534	123,947	968,316	
Proposed Programming	2,092,789	53,534	123,947	968,316	3,238,586
Unprogrammed Balance	-	-	-	-	-

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
Marin County									
10	Bus Stop Improvements	Marin Transit	This project will fund bus stop improvements and real time transit information signs in the Canal neighborhood of San Rafael and additional real time transit information signs at high usage stops in the City of Novato.	24,545	1,292		174,163	200,000	
11	Route 36 (funding exchange project)	Marin Transit	This project will support operations for Route 36 between Marin City and Canal that provides mobility for low-income residents (Funding exchange for three projects: Marin Transit's School Transportation Service in Novato, Marin County's Drake/Cole Pedestrian Improvements, and City of San Rafael's Canal Neighborhood Crosswalk Improvements.	351,867	8,337	30,947		391,151	(11)

County Bid Target	376,412	9,629	30,947	174,163	591,151
Proposed Programming	376,412	9,629	30,947	174,163	591,151
Unprogrammed Balance	-	-	-	-	-

Napa County									
12	Imola Avenue/SR 29 Express Bus Improvement	Napa Valley Transportation Agency (NVTA)	Rehabilitation of the Park and Ride facility; and bicycle and pedestrian facilities on State Route 29 (SR-29) and Imola Avenue; northbound and southbound on/off ramps to serve Vine Transit express buses. Improvements will allow Vine Route 29, which provides service to the Vallejo Ferry Terminal and the El Cerrito del Norte BART station, to operate on the corridor.	295,846	7,567	20,911	150,398	474,722	(8)

County Bid Target	295,846	7,567	20,911	150,398	
Proposed Programming	295,846	7,567	20,911	150,398	474,722
Unprogrammed Balance	-	-	-	-	-

San Francisco County									
13	Expanding and Continuing Late Night Transit Service to Communities in Need	SFMTA	SFMTA will provide new late night service on the L Owl line along the Embarcadero to Fisherman's Wharf and continue providing Owl service on key segments of the 44 O'Shaughnessy line, 48 Quintara/24th Street Muni lines. This service provides transit access from a Community of Concern to activity centers.	1,732,392	44,315		801,563	2,578,270	
14	Wheelchair Accessible Taxi Incentive Program	SFMTA	This program provides financial incentives to increase the supply of accessible wheelchair ramp taxis available through the Paratransit program. The additional ramp taxis will be in general circulation, increasing mobility options citywide for wheelchair users.			75,000			(6)
15	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	SFMTA	SFMTA will provide Shop-Around Shuttle service that seeks to provide group van transportation to and from grocery stores with driver assistance in carrying grocery bags for seniors and individuals with disabilities who do not meet ADA program requirements. It provides service seven days a week with two pick-up times available			32,462			(6)

County Bid Target	1,732,392	44,315	107,462	801,563	
Proposed Programming	1,732,392	44,315	107,462	801,563	2,685,732
Unprogrammed Balance	-	-	-	-	-

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
San Mateo County									
14	Daly City Bayshore Shuttle	City of Daly City (via SamTrans)	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daly City with transit and important destinations in the western portion of Daly City. The shuttle is free for passengers and operates for 14 hours, Monday through Friday, providing 11 round trips.	300,000				300,000	
16	Operating Support for Expanded Route 17 Service	SamTrans	This project will continue funding the operation of existing Lifeline funded expanded fixed route service for SamTrans Route 17 on the Coastsides of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.	338,312				338,312	
17	Operating Support for SamCoast Service	SamTrans	This project will continue funding the operation of SamCoast, a general public demand response system on the Coastsides of San Mateo County centered in Pescadero.	203,220		25,420		228,640	(5)
18	San Mateo County Transportation Assistance for Low-Income Residents	Human Services Agency (via SamTrans)	The Transportation Assistance Program (TAP) will provide fares for public transportation (such as bus tickets or tokens and possibly bus passes) to low-income families and individuals who are receiving homeless and safety net services from a network of countywide provider agencies. The transportation assistance will assist clients with their transportation needs related to Self-Sufficiency and Family Strengthening activities such as: employment search, employment workshops, job interviews, emergency and health related needs, family counseling, trips to referral agencies, trips to homeless shelters, and housing search.	200,000		36,000		236,000	(5)
19	DriveForward Vehicle Loan Program, San Mateo County	Peninsula Family Services (via VTA)	The DriveForward Vehicle Loan Program provides low-interest auto loans to individuals who are unable to access affordably-priced consumer loan financing. The loans, coupled with financial education credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.				275,000	275,000	
20	Menlo Park Crosstown Shuttle	City of Menlo Park (via SamTrans)	The Menlo Park Crosstown Shuttle is a proposed expansion to the current "Midday Shuttle" (M1-Menlo Midday and M2-BelleHaven routes), which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low-income community by providing all-day access to essential destinations not otherwise available.	150,000	30,480	13,865		194,345	(7)
21	Fixed Route 280	SamTrans	Route 280 provides vital connections which serve Communities of Concern between East Palo Alto, the Stanford Shopping Center, and the Palo Alto Caltrain Station. Route 280 provides residents of East Palo Alto access to public transit options for completing work trips without the use of an automobile.				276,311	276,311	

County Bid Target	1,191,532	30,480	75,285	551,311	
Proposed Programming	1,191,532	30,480	75,285	551,311	1,848,608
Unprogrammed Balance	-	-	-	-	-

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
Santa Clara County									
21	Bus Stop Enhancement Program	Valley Transportation Authority	This program will provide up to 100 new bus shelters, ADA enhancements, upgraded stop amenities such as benches, lighting, trash receptacles, and digital real-time displays at various bus stops located along high ridership corridors and in Community-Based Transportation Plan study areas.	2,405,763	40,815	101,083	1,581,482	4,129,143	(2)
22	Mobility Assistance Program (MAP)	Valley Transportation Authority	This program seeks to provide several reduced cost and no-cost transportation options to all qualified low-income individuals and families in Santa Clara County with an emphasis on CalWORKSs Program participants, older adult workers, and disabled and low income individuals. Programs include door-to-door rides, supporting public transit use with a focus on residents of MTC's designated Communities of Concern.	785,345	40,815	101,082		927,242	(2)

County Bid Target	3,191,108	81,630	202,165	1,581,482	
Proposed Programming	3,191,108	81,630	202,165	1,581,482	5,056,385
Unprogrammed Balance	-	-	-	-	-

Solano County									
23	Reduced Fare Local Taxi Program	Fairfield and Suisun Transit	The reduced fare Taxi Program provides a subsidized taxi for seniors or people with disability residing in Fairfield or Suisun City.	141,836				141,836	
24	SolTrans Route 1 - Maintain Lifeline Fixed Route Service	SolTrans	The funding request is for SolTrans fixed route 1 which services the communities of concern in Vallejo.	600,000				600,000	
25	Solano County Intercity Taxi Scrip Program	Solano Transportation Authority	The Intercity Taxi Card Program provides a subsidized taxi for seniors or people with disability residing in Solano County.	200,000				200,000	
26	SolanoExpress Blue Line Expanded Service (Fairfield)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.				236,460	236,460	
27	SolanoExpress Blue Line Expanded Service (Vacaville)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.				102,657	102,657	
28	SolTrans Route 2 - Maintain Lifeline Fixed Route Service (Vallejo)	Fairfield and Suisun Transit	The funding request is for SolTrans Fixed Route 2 which services the communities of concern in Vallejo.				300,929	300,929	
29	Solano Express	Fairfield and Suisun Transit and Solano County Transit (SolTrans)	The funding request is for Intercity Transit Service Blue, Green, Yellow, 80 and 85 servicing communities of concern.		24,093	53,375		77,468	(9)

County Bid Target	941,836	24,093	53,376	640,046	
Proposed Programming	941,836	24,093	53,375	640,046	1,659,350
Unprogrammed Balance	-	-	1	-	1

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
Sonoma County									
30	Petaluma Transit Weekend Service	Petaluma Transit	Project will support continued fixed route bus service on Saturday and Sunday for one year, in order to meet the needs of riders who have employment and other weekend travel needs.	132,107	3,361	8,004	51,053	194,525	(5)
31	Lifeline Route Operations	Santa Rosa CityBus	Project will support continued operations of Santa Rosa CityBus Lifeline routes serving the Roseland Community of Concern in the City of Santa Rosa.	383,261	9,804	23,167	148,112	564,344	(5)
32	CNG Bus Purchase	Sonoma County Transit	Project will assist with the purchase of one compressed natural gas (CNG) transit coach. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.				223,995	223,995	
33	Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma-Springs Areas	Sonoma County Transit	Project will continue peak commute feeder bus service on routes providing service within the Healdsburg, Lower Russian River and Sonoma – Springs CBTP areas. SCT routes 52, 53, 54, and 56 provide feeder bus connections to SMART's passenger rail service and enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma.	579,621	14,845	35,019		629,485	(5)
County Bid Target				1,094,989	28,010	66,190	423,160	1,612,349	
Proposed Programming				1,094,989	28,010	66,190	423,160	1,612,349	
Unprogrammed Balance				-	-	-	-	-	

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	STA (add'l revenue) ⁴	5307		
Multi-County & Regional Projects ³									
34	Participatory Budget Pilot Reserve - San Francisco Bayview Hunter's Point Community Based Transportation Plan	TBD	Reserve funds for Participation Budgeting pilot projects that are recommended through SFMTA's Bayview Hunter's Point Community Based Transportation Plan and PB Pilot program.	600,000				600,000	
35	Participatory Budget Pilot Reserve - City of Vallejo Community Based Transportation Plan	TBD	Reserve funds for Participation Budgeting pilot projects that are recommended through Solano Transportation Authority's City of Vallejo Community Based Transportation Plan and PB Pilot program.	400,000				400,000	
Multi-County & Regional Target				1,000,000				-	
Proposed Programming				1,000,000	-			-	1,000,000
Unprogrammed Balance				-	-			-	-
Regional Grand Totals									
Lifeline Program Revenue Sources				15,190,842	363,006	890,164	6,805,264	23,249,276	
Total Proposed Programming				15,190,842	363,006	890,162	6,805,264	23,249,274	
Unprogrammed Balance				-	-	2	-	2	

Notes

- (1) Because the FY 18 actual STA amounts will be confirmed by the State Controller after July 2018, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their county's STA amount, and then developed a contingency plan for the remaining five percent should it be available. Some agencies have contingencies unprogrammed.
- (2) On 12/19/18, Santa Clara County projects are being programmed.
- (3) Funds are being reserved for each PB Pilot program as listed. Specific projects will be amended and add into this Cycle 5 program, once projects have been recommended through the PB Pilot program process.
- (4) On 12/19/18, additional State Transit Assistance funds have been added to program due to higher than anticipated diesel sales tax revenue as a result of Senate Bill 1.
- (5) On 12/19/18, additional STA funds are being programmed to existing projects.
- (6) On 12/19/18, additional STA funds are being programmed to new projects in San Francisco County.
- (7) On 12/19/18, the 5% STA contingency and additional STA funds are being programmed to existing project in San Mateo County.
- (8) On 06/26/19, additional STA funds are being programmed to existing projects: \$104,940 for Coliseum BART Elevator Renovation, \$104, 940 for Operations Support for Route 2, and \$20,911 for Imola Avenue/SR 29 projects.
- (9) On 06/26/19, 5% STA contingency and additional STA funds are being programmed to new projects: \$77,468 for Solano Express in Solano County.
- (10) On 06/26/19, additional STA funds (\$123,947) and 5% STA contingency (\$53,534) are being programmed to a new project, Preserve Operating Support for Routes 200 and 201. The programming of \$53,534 in 5% STA contingency is conditioned on CCTA Board approval.
- (11) On 06/26/19, additional STA funds and remaining unprogrammed STA and 5% contingency funds are being programmed to Route 36 (funding exchange). The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM) had originally programmed in STA funds \$75,151 for the School Transportation Service in Novato, \$68,000 for the Drake/Cole Pedestrian Improvements, and \$248,000 for Canal Neighborhood Crosswalk Improvements, but these three projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding exchange with Marin Transit. Marin Transit will receive \$391,151 in STA funds for Route 36 and in exchange will give TAM, *Measure AA Sales Tax Strategy 4: Local Bus* funds to fully fund the three Lifeline projects.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0522 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/3/2019 **In control:** Programming and Allocations Committee

On agenda: 6/26/2019 **Final action:**

Title: MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) Program and MTC Exchange Program, including the cancellation of the \$1.2 million exchange agreement with the Santa Clara Valley Transportation Authority (VTA), and various programming revisions within the Contra Costa and San Mateo County Programs.

Sponsors:

Indexes:

Code sections:

Attachments: [6i_PAC_2i_Resos-3989-4202_VTA_Exchange_Agreement.pdf](#)
[2i_Resos-3989-4202_VTA_Exchange_Agreement.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) Program and MTC Exchange Program, including the cancellation of the \$1.2 million exchange agreement with the Santa Clara Valley Transportation Authority (VTA), and various programming revisions within the Contra Costa and San Mateo County Programs.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 12, 2019

Agenda Item 2i

MTC Resolution Nos. 3989, Revised and 4202, Revised

Subject: Revisions to the One Bay Area Grant (OBAG 2) Program and MTC Exchange Program, including the cancellation of the \$1.2 million exchange agreement with the Santa Clara Valley Transportation Authority (VTA), and various programming revisions within the Contra Costa and San Mateo County Programs.

Background: The OBAG 2 program adopted by the Commission establishes commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs from FY2017-18 through FY2021-22.

Furthermore, on occasion, MTC enters into agreements to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region, but rather change the fund source for a portion of the federal STP/CMAQ program, allowing MTC greater flexibility to deliver select priority projects. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's Exchange Program and details the agreements and commitments that have been made to date.

This month, staff proposes the following revision to the OBAG 2 regional program and MTC exchange program:

- **VTA Fund Exchange Agreement**
Cancel the VTA-MTC fund exchange agreement and de-program \$1.2 million in OBAG 2 STP funds.

In July 2018, MTC approved an agreement to exchange \$1.2 million in STP/CMAQ funds with an equal amount of Santa Clara County Measure B funds (MTC Resolution No. 4356). The intent of the agreement was to provide VTA with federal funds to expedite the initiation of the State Route 85 Transit Guideway Study, as the project was otherwise reliant on the resolution of an ongoing legal challenge over Measure B funding.

In March 2019, VTA notified MTC staff that the legal challenge has been resolved in their favor and that the exchange of federal funds is no longer needed. The letter requesting the cancellation of the exchange agreement is attached to this item.

At the request of the County Transportation Agencies, staff also proposes the following revisions to the OBAG 2 county programs:

- **OBAG 2 - Contra Costa County**
Program \$822,000 in un-programmed balances within the county's SRTS program to six projects, detailed below.

Sponsor	Project	Funding
Antioch	L St. Pathway to Transit-Bike-Pedestrian Imps.	\$246,000
Concord	Willow Pass Rd. Flashing Beacons and Safety Imps.	\$150,000
Moraga	Moraga Way and Canyon/ Camino Pablo Imps.	\$91,000
Pleasant Hill	Pleasant Hill Rd. Improvements	\$67,000
Richmond	Lincoln Elementary SRTS Ped. Enhancements	\$177,000
San Ramon	Street Smarts San Ramon Valley	\$91,000
		Total \$822,000

- **OBAG 2 - San Mateo County**

Redirect \$251,000 within the Town of Atherton, from the Middlefield Rd Class II Bike Lanes project to a pavement rehabilitation project on James Avenue.

Issues: None.

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

Attachments: Letter from VTA
MTC Resolution No. 3989, Revised, Attachment A
MTC Resolution No. 4202, Revised, Attachments B-1 and B-2


Therese W. McMillan



March 29, 2019

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan,

Congratulations and welcome back to the Bay Area! We are delighted to have you at the helm of the MTC and look forward to working together on the many challenges and opportunities to improve mobility in our region.

I wanted to take this opportunity to also thank the MTC Commissioners and your staff for their tireless efforts to secure \$1.2 million in regional funds for the SR 85 Transit Guideway Study. As you may know, the 2016 Measure B was the intended funding source for this study but had been held in a lawsuit for a couple years. I am delighted to report that the lawsuit was resolved in our favor this past January and we now have access to the funds necessary to proceed with the study. Although we are very grateful to MTC for coming to our assistance, there is no longer a need to execute a Congestion Management Agency (CMA) planning agreement amendment for the grant funding.

Thanks again for MTC's willingness to assist us in our time of need and I look forward to many more years of partnering on solutions to keep our region moving forward!

Sincerely,

A handwritten signature in blue ink, appearing to read 'Nuria', is placed above the printed name.

Nuria I. Fernandez
General Manager/CEO

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C
12/21/16-C 07/26/17-C
02/28/18-C 03/28/18-C
11/28/18-C 03/27/19-C
06/26/19-C

ABSTRACT

Resolution No. 3989, Revised

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

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

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

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

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

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor;

and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program \$30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program \$4,000,000 in Exchange funds to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from \$619,000 to \$589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for \$144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the \$144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the \$1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, and June 12, 2019.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

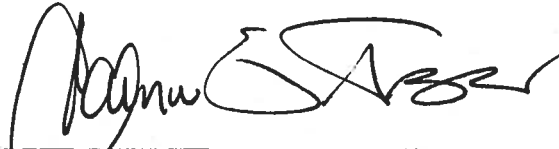
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

**MTC Exchange Program
Funding Agreements
Attachment A
June 26, 2019**

Agency	Project	Res No.	Res Date	Funding Provided by MTC		Funding Provided by Others	
				To-Date		To-Date	
1	SCTA SON US 101 Steele Lane HOV	3731	2/22/2006	CMAQ	\$1,500,000	Meas M	\$1,500,000
2	TAM MRN US 101 HOV Gap Closure	3842	11/28/2007	CMAQ	\$12,500,000	Meas A	\$13,253,049
3	SFMTA SFPark Parking Pricing	3963	5/26/2010	CMAQ	\$22,000,000	Parking Rev	\$22,799,802
4	CCTA I-80 San Pablo Dam Road I/C	4264	12/21/2016	STP	\$1,100,000	Meas J	\$1,100,000
5	SCTA SON US 101 MSN Phase B	4305	7/26/2017	STP	\$12,000,000	Meas M	\$4,000,000
6	SCVTA SCL SR 85 Transit Guideway Study	4356	7/25/2018	STP	\$1,200,000	Meas B	
7	CCTA CC I-680 NB HOV/Express Lane	4357	9/26/2018	STP	\$4,000,000	Meas J	\$4,000,000
Total:					\$54,300,000		\$46,652,851

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\June PAC\tmp-3989_Attachments_A_B_C.xlsx]Attach A 6-26-19

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20/17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

Attachment A – OBAG 2 Project Selection Criteria and Programming Policy

Attachment B-1 – OBAG 2 Regional Program Project List

Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the

ABSTRACT

MTC Resolution No. 4202, Revised

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Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017),

ABSTRACT

MTC Resolution No. 4202, Revised

Page 8

March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019 and June 12, 2019.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

June 2019

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C

09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C

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

03/27/19-C 06/26/19-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$483,825,151	\$25,979,849
1. REGIONAL PLANNING ACTIVITIES				
Regional Planning	Regionwide	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION				
PDA Planning and Implementation				
PDA Implementation	Regionwide	MTC	\$2,000,000	
PDA Supportive Studies	Regionwide	MTC	\$500,000	
PDA Planning				
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	Alameda	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	Contra Costa	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	Contra Costa	MTC	\$140,000	
San Rafael: Downtown Precise Plan	Marin	MTC	\$500,000	
San Francisco: HUB Area EIR	San Francisco	MTC	\$500,000	
San Francisco: Transit Corridors Study	San Francisco	MTC	\$500,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	Santa Clara	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	Santa Clara	MTC	\$500,000	
Vacaville: Downtown Specific Plan	Solano	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	Sonoma	MTC	\$800,000	
Staffing Assistance				
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	Alameda	MTC	\$180,000	
Fremont: SB743 Implementation	Alameda	MTC	\$150,000	
Hayward: SB743 Implementation	Alameda	MTC	\$150,000	
Oakland: ADU Initiative	Alameda	MTC	\$200,000	
Oakland: Innovative Construction Initiative	Alameda	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	Contra Costa	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	Contra Costa	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	Contra Costa	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	Santa Clara	MTC	\$200,000	
Windsor: Parking Management and Pricing	Sonoma	MTC	\$35,000	
Technical Assistance				
Emeryville: Developing the Highest and Best Use of the Public Curb	Alameda	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	Alameda	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	San Francisco	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	San Francisco	MTC	\$65,000	
Belmont: Transportation Demand Management Program	San Mateo	MTC	\$65,000	
Unprogrammed balance	Regionwide	MTC	\$8,862,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC		
ACTC: Community-Based Transportation Plans	Alameda	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	Contra Costa	MTC	\$215,000	
TAM: Community-Based Transportation Plans	Marin	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	Napa	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	San Francisco	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	San Mateo	MTC	\$120,000	
VTAs: Community-Based Transportation Plans	Santa Clara	MTC	\$300,000	
STA: Community-Based Transportation Plans	Solano	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	Sonoma	MTC	\$110,000	
CBTP Program Evaluation	Regionwide	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES				
Climate Initiatives			\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Carsharing Implementation	Regionwide	MTC	\$800,000	
Targeted Transportation Alternatives	Regionwide	MTC	\$325,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000	

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

June 2019

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C

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03/27/19-C 06/26/19-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$483,825,151	\$25,979,849
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
Active Operational Management				
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	\$16,598,000	
511 Implementation	Regionwide	MTC	\$17,000,000	
Rideshare				
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	Napa	MTC/NVTA		\$1,100,000
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Richmond-San Rafael Bridge Forward				
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Contra Costa	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	Contra Costa	MTC		\$1,160,000
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	\$19,240,000	
FPP: I-880 (I-80 to I-280)	Alameda/Santa Clara	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	Contra Costa	MTC	\$10,000,000	
FPP: SR 84 (US 101 to I-880)	Alameda/San Mateo	MTC	\$5,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	SM / SCL	MTC	\$3,000,000	
FPP: CCTA I-80 Central Ave Interchange Improvements	Contra Costa	CCTA	\$2,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)				
IDEA Technical Assistance	Various	MTC	\$1,532,000	
IDEA Category 1				
AC Transit: Dumbarton Express Route (SR84)	Various	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	Alameda	MTC	\$276,000	
Hayward: Various Locations	Alameda	MTC	\$302,000	
Oakland: Bancroft Ave	Alameda	MTC	\$310,000	
Pleasanton: Various Locations	Alameda	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	Alameda	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	Contra Costa	MTC	\$563,000	
San Rafael: Downtown San Rafael	Marin	MTC	\$830,000	
South San Francisco: Various Locations	San Mateo	MTC	\$532,000	
San Jose: Citywide	Santa Clara	MTC	\$1,400,000	
IDEA Category 2				
Dublin: Citywide	Alameda	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	Alameda	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	Concord		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	Contra Costa	Walnut Creek		\$621,000
Los Gatos: Los Gatos Blvd	Santa Clara	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	Santa Clara	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Transportation Management System				
TMS Implementation	Regionwide	MTC	\$2,910,000	
Performance-Based ITS Device Maintenance & Rehab.	Regionwide	MTC	\$1,840,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$8,100,000	
Detection Technology Pilot	Regionwide	MTC	\$5,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Northern	Alameda	MTC	\$5,200,000	
I-880 ICM Central	Alameda	MTC	\$3,640,000	
Unprogrammed Balance	TBD	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$173,000,000	\$4,000,000

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

June 2019

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C

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03/27/19-C 06/26/19-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$483,825,151	\$25,979,849
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$36,220,151	\$3,779,849
Clipper	Regionwide	MTC	\$34,200,000	
Unprogrammed Balance			\$15,283,000	
6. TRANSIT PRIORITIES		TOTAL:	\$185,503,151	\$3,779,849
7. PRIORITY CONSERVATION AREA (PCA)				
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>				
Peninsula, Southern and Eastern Counties PCA (Fund Exchange)	TBD	MTC/CCC		\$8,170,000
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	Regionwide	MTC/GreenInfo Network		\$30,000
<i>Local North Bay PCA Program</i>				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Par	Marin	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehabilitation	Marin	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)	Marin	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Improvements)	Marin	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	Marin	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	Napa	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$8,200,000	\$8,200,000
8. BAY AREA HOUSING INITIATIVES				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Housing Incentive Pool	TBD	TBD	\$30,000,000	
8. BAY AREA HOUSING INITIATIVES		TOTAL:	\$30,000,000	\$10,000,000
9. REGIONAL STRATEGIC INVESTMENTS (RSI)				
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	Contra Costa	CCTA/MTC	\$4,000,000	
State Route 85 Transit Guideway Study (Fund Exchange)	Santa Clara	SCVTA	\$1,200,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	Sonoma	SCTA	\$15,400,000	
Novato: Pavement Rehab (for Downtown Novato SMART Station)	Marin	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Marin	TAM	\$1,120,000	
San Rafael: Grand Ave Bridge	Marin	San Rafael	\$763,000	
US 101 Marin-Sonoma Narrows	Marin	TAM	\$2,000,000	
9. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL:	\$23,900,000	
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$483,825,151	\$25,979,849

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Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
June 2019

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
ALAMEDA COUNTY		
CMA Planning Activities		
Planning Activities Base	ACTC	\$5,489,000
Planning Activities - Supplemental	ACTC	\$2,800,000
Federal Aid Secondary (FAS)		
Alameda County: Various Streets & Roads Preservation	Alameda County	\$1,779,000
Safe Routes To School (SRTS)		
ACTC: Alameda County SRTS Non-Infrastructure Program	ACTC	\$5,340,000
County Program		
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	ACTC	\$1,959,000
Alameda: Central Ave Complete Street	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Albany	\$340,000
Berkeley: Southside Complete Streets & Transit Improvements	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Fremont	\$2,760,000
Hayward: Main St Complete Street	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Livermore	\$1,382,000
MTC: I-580 Corridor Study	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Newark	\$592,000
Oakland: Lakeside Family Streets	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Union City	\$872,000
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
CMA Planning Activities		
Planning Activities Base	CCTA	\$4,342,000
Federal Aid Secondary (FAS)		
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)		
Antioch: L Street Pathway to Transit	Antioch	\$1,469,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Concord	\$1,012,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$91,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$67,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Richmond	\$497,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	San Ramon	\$391,000
TBD: SRTS Unprogrammed balance	TBD	\$822,000
County Program		
Antioch: Pavement Rehabilitation	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Brentwood	\$1,653,000
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa County	\$4,327,000
Danville: Camino Ramon Improvements	Danville	\$1,357,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	El Cerrito	\$544,000
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	El Cerrito	\$4,840,000
Hercules: Sycamore/Willow Pavement Rehabilitation	Hercules	\$492,000
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	Lafayette	\$579,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
June 2019

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C

OBAG 2 County Programs Project List

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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
June 2019

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
SAN MATEO COUNTY		
CMA Planning Activities		
Planning Activities Base	C/CAG	\$3,822,000
Planning Activities - Supplemental	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)		
County of San Mateo receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
C/CAG: San Mateo SRTS Non-Infrastructure Program	CCAG/COE	\$2,394,000
County Program		
Atherton: James Ave Rehabilitation Middlefield Road Class II Bike Lanes	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	Burlingame	\$700,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	CCAG/COE	\$223,000
Colma: Mission Rd Bike/Ped Improvements	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	Daly City	\$1,310,000
East Palo Alto: Various Streets Resurfacing	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	Half Moon Bay	\$1,202,000
Hillsborough: Various Streets Resurfacing	Hillsborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	Millbrae	\$387,000
Pacifica: Citywide Curb Ramp Replacements	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	Redwood City	\$1,266,000
Redwood City: US 101/Woodside Rd Class I Bikeway	Redwood City	\$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Bruno	\$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Carlos	\$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Carlos	\$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Los Altos: Miramonte Ave Bicycle & Pedestrian Access Imps	Los Altos	\$1,000,000
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bikew	Palo Alto	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$339,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
June 2019

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C

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

12/19/18-C 01/23/19-C 06/26/19-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Sunnyvale	\$919,000
County Program		
Campbell: Winchester Boulevard Overlay	Campbell	\$554,000
Cupertino: Pavement Management Program	Cupertino	\$769,000
Gilroy: Downtown Monterey St Rehabilitation	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Los Gatos	\$343,000
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements	Palo Alto	\$4,655,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$3,396,000
Santa Clara: Streets & Roads Preservation	Santa Clara	\$2,356,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
Unprogrammed balance	TBD	\$1,346,000
SANTA CLARA COUNTY		TOTAL: \$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Heart of Fairfield Improvements	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	STA	\$1,407,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
SOLANO COUNTY		TOTAL: \$21,177,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
June 2019

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
SONOMA COUNTY		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma County	\$2,600,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Windsor	\$3,000,000
SONOMA COUNTY	TOTAL:	\$27,723,000
OBAG 2 COUNTY PROGRAMS	TOTAL:	\$385,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0667 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/30/2019 **In control:** Programming and Allocations Committee

On agenda: 6/12/2019 **Final action:**

Title: MTC Resolution No. 4273, Revised. Project Approval for FY2018-19 Cap and Trade Low Carbon Transit Operations Program.

Sponsors:

Indexes:

Code sections:

Attachments: [6j_PAC_2j_Reso-4273_LCTOP_VTA-ZEB.pdf](#)
[2j_Reso-4273_LCTOP_VTA-ZEB.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4273, Revised. Project Approval for FY2018-19 Cap and Trade Low Carbon Transit Operations Program.

Presenter:
Craig Bosman

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 12, 2019

Agenda Item 2j

MTC Resolution No. 4273, Revised

- Subject:** Project Approval for FY2018-19 Cap and Trade Low Carbon Transit Operations Program
- Background:** On April 24, 2019, the Commission adopted the FY2018-19 Low Carbon Transit Operations Program (LCTOP) population-based funds project list via MTC Resolution No. 4273, Revised. The Transit Performance Initiative (TPI) category included \$1.3 million to VTA for the *Fast Transit Program: Speed Improvement Project*.
- Caltrans, which administers LCTOP, has determined that VTA's *Fast Transit* application is ineligible for FY2018-19 funding. In order to retain those funds within the region, MTC must reprogram to another project. Due to timing restrictions, the funds must be programmed to an existing LCTOP project or an approved FY2018-19 project application. Further, due to program restrictions, the beneficiary project must have a funding plan that enables receipt of additional LCTOP funds (e.g., the approved funding plan shows anticipated future LCTOP funds). Based on these constraints, staff recommends placing these funds on a Caltrans-approved VTA LCTOP project entitled *2021 Zero Emission Bus Procurement*. VTA is putting its \$6.3 million in FY19 LCTOP revenue-based funds on this project, and anticipates a total LCTOP contribution of \$20.9 million over several years.
- Issues:** VTA's 2021 Zero Emission Bus Procurement project is not within the intended scope of the MTC Cap and Trade Framework's LCTOP TPI setaside, which is for investments in key transit corridors (such as the originally proposed VTA Fast Transit Program). Because the timing of this action prevents MTC from fully programming FY19 LCTOP TPI funds according to the framework, \$1.3 million will be counted toward VTA's minimum LCTOP TPI percentage. Concurrently, VTA is expected to commit a like amount of local funds toward an eligible TPI project. Staff will follow up on this commitment through ongoing semi-annual TPI updates to the Commission.
- As required by the LCTOP program, VTA's board is scheduled to take a concurrent approval action for the reprogramming on June 21, 2019.
- Recommendation:** Refer MTC Resolution No. 4273, Revised, to the Commission for approval.
- Attachments:** MTC Resolution No. 4273, Revised


Therese W. McMillan

Date: March 22, 2017
W.I.: 1515
Referred by: PAC
Revised: 03/22/17-ED 04/26/17-C
05/24/17-ED 03/28/18-C
05/23/18-ED 04/24/19-C
06/26/19-C

ABSTRACT

Resolution No. 4273, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

This resolution was amended through Executive Director’s Administrative Authority on May 24, 2017 to replace the City of Union City Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid project with the AC Transit East Bay Bus Rapid Transit project.

This resolution was revised via Commission Action on March 28, 2018 to add the FY 2017-18 LCTOP Population-based Funds Project List to Attachment A, and to add the Transit Performance Initiative Project Savings Policy as Attachment B.

This resolution was amended through Executive Director’s Administrative Authority on May 23, 2018 to replace the FY 2017-18 AC Transit East Bay Bus Rapid Transit project with the AC Transit San Leandro BART – Transit Access Improvements project.

This resolution was revised via Commission Action on April 24, 2019 to add the FY 2018-19 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised via Commission Action on June 26, 2019 to replace the FY 2018-19 VTA Fast Transit Program: Speed Improvement Project with the VTA 2021 Zero Emission Bus Procurement project.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, and June 12, 2019.

Date: March 22, 2017
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further


RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

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

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

06/26/19-C

FY 2016-17 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/1/2017

Agency	Project(s)	FY 2016-17 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 228,378	3/22/17
ECCTA	Pittsburg eBART Connector Service Demonstration Project	\$ 137,935	3/22/17
LAVTA	Las Positas College Easy Pass Fare Voucher Program	\$ 94,419	3/22/17
NVTA	Vine ZEB Procurement Program	\$ 65,105	3/22/17
AC Transit (from Union City) ⁴	East Bay Bus Rapid Transit Project	\$ 33,064	5/24/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD ¹	Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit ¹	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield ²	Local Bus Fleet Replacement - Diesel-Electric Hybrid Buses	\$ 67,091	3/22/17
Solano County Transit ²	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma ³	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa ³	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit ³	Electric Bus Purchase	\$ 122,069	3/22/17
North Counties / Small Operators Subtotal		\$ 1,136,320	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
AC Transit	San Pablo and Telegraph Rapid Bus Upgrades	\$ 1,118,681	4/26/17
TOTAL		\$ 3,373,683	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. City of Union City received \$33,064 and released funds back to MTC. These funds have been re-programmed to AC Transit for FY16-17 as noted. When MTC distributes population-based funds for the FY17-18 LCTOP program according to the Cap and Trade Funding Framework (MTC Resolution No. 4130, Revised), the same amount will be redirected from the Transit Performance Initiative category to the North Counties/Small Operators category, provided that sufficient funds are available.

FY 2017-18 Low Carbon Transit Operations Program Requests**Based on State Controller's Office Letter dated 2/7/2018**

Agency	Project(s)	FY 2017-18 LCTOP Population-Based Funding	Date
CCCTA	New Service and Additional Weekend Trips (Martinez DAC)	\$ 375,378	3/28/18
CCCTA	Low/No Electric Bus	\$ 265,319	3/28/18
ECCTA	Continue Service -- New Route 381	\$ 386,968	3/28/18
LAVTA	Purchase Four (4) 40-foot Battery-Electric Buses	\$ 264,885	3/28/18
NVTA	Vine Zero Emission Bus (ZEB) Procurement Program	\$ 182,646	3/28/18
Union City ¹	Paratransit Vehicle Replacement	\$ 125,822	3/28/18
WCCTA	Purchase and Install New AVL/CAD/APC System	\$ 85,426	3/28/18
GGBHTD ²	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 202,999	3/28/18
Marin Transit ²	MCTD 2016 Transit Expansion [Third year]	\$ 134,881	3/28/18
City of Fairfield ³	Electric Bus Infrastructure Upgrade Project	\$ 189,628	3/28/18
Solano County Transit ³	SolTrans Electric Bus Purchase	\$ 360,542	3/28/18
City of Petaluma ⁴	Enhanced Weekday Afternoon Transit Service	\$ 77,990	3/28/18
City of Santa Rosa ⁴	Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating	\$ 226,261	3/28/18
Sonoma County Transit ⁴	Electric Bus Purchase	\$ 342,183	3/28/18
North Counties / Small Operators Subtotal		\$ 3,220,928	
MTC	Clipper Fare Payment System	\$ 3,138,381	3/28/18
SFMTA	Mission Bay Loop	\$ 1,440,568	3/28/18
VTa	North First Street Light Rail Speed and Safety Improvement Project - Phase 1	\$ 874,631	3/28/18
AC Transit	San Leandro BART -- Transit Access Improvements	\$ 579,338	5/23/18
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project	\$ 210,780	3/28/18
TOTAL		\$ 9,464,626	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. City of Union City amount includes \$33,064 in funds from Transit Performance Initiative category as discussed in note 4 of FY2016-17 table.

2. Marin County received \$337,880, and distributed between Marin Transit and GGBHTD as noted.

3. Solano County received \$550,170, and distributed between City of Fairfield and Solano County Transit as noted.

4. Sonoma County received \$646,434 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

FY 2018-19 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 1/31/2019

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 140,680	4/24/19
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD ¹	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit ¹	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield ²	Electric Infrastructure Upgrade Phase I	\$ 287,598	4/24/19
Solano County Transit ²	SolTrans All-Electric Bus Purchase	\$ 140,000	4/24/19
Solano County Transit ²	Electrical Infrastructure for Charging All-Electric Buses	\$ 406,815	4/24/19
City of Petaluma ³	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa ³	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit ³	Electric Bus Purchases	\$ 510,600	4/24/19
North Counties / Small Operators Subtotal		\$ 4,834,859	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 2,184,830	4/24/19
VTA	2021 Zero Emission Bus Procurement ⁴	\$ 1,326,504	6/26/19
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
TOTAL		\$ 14,354,475	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$512,444, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$834,413 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$980,411 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA is expected to commit a like amount of a local funds to a TPI project. Staff will follow up on this commitment through semi-annual TPI updates to the Commission.

Date: March 28, 2018
W.I.: 1515
Referred by: PAC

Attachment B
MTC Resolution No. 4273
Page 1 of 1

Transit Performance Initiative Project Savings Policy

The following policy is adopted for projects funded through the Transit Performance Initiative Investment Program, including those projects funded with federal STP/CMAQ funds and Low Carbon Transit Operations Program funds:

Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally.

Staff will update the Commission on any such actions through the semi-annual Transit Performance Initiative updates.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0380	Version:	1	Name:	
Type:	Report	Status:		Consent	
File created:	4/5/2019	In control:		Planning Committee	
On agenda:	6/14/2019	Final action:			
Title:	MTC Resolution No. 4387 - Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6k_Planning_Reso-4387_Final_Transportation-Air_Quality_Conformity_Analysis.pdf 2c_Reso_4387_Final_Transportation-Air_Quality_Conformity_Analysis.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4387 - Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program

Presenter:

Harold Brazil

Recommended Action:

Commission Approval

Attachments:

**Metropolitan Transportation Commission
Planning Committee**

June 14, 2019

Agenda Item 2c

**MTC Resolution No. 4387 - Final Transportation-Air Quality Conformity Analysis for the
Amended *Plan Bay Area 2040* and the 2019 Transportation Improvement Program**

Subject: Final 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 Transportation Improvement Program (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 Final 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 were available on the internet at <https://mtc.ca.gov/final-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 occurred at 5:00 pm on May 26, 2019. There were no comments submitted during the comment period.

Staff consulted with the Air Quality Conformity Task Force on the development of the conformity analysis and the Final Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* and the 2019 TIP at their meeting on April 25, 2019.

The Final Transportation-Air Quality Conformity Analysis for the Final Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* and the 2019 TIP was prepared in accordance with U.S. Environmental Protection Agency (EPA) conformity rules and MTC Resolution 3757. It was also vetted with the Air Quality Conformity Task Force, which is comprised of staff from U.S. EPA, Federal Highway Administration, Federal Transit Administration, Caltrans, and other partner agencies. The estimated total emissions projected for the amended Plan and amended TIP are consistent with ("conform to") the purpose of the state air quality implementation plan (SIP). In addition, the timely implementation of federal transportation control measures is not affected.

The final documents are scheduled for action at the June Planning Committee meeting. If referred for approval, the final documents will be considered 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.

Staff

Recommendation: The MTC Planning Committee finds the Final Transportation-Air Quality Conformity Analysis for the Final Transportation-Air Quality Conformity Analysis for the Amended *Plan Bay Area 2040* and the 2019 TIP is in conformance with the applicable federal air quality plan for ozone, carbon monoxide and particulates, and refers MTC Resolution No. 4387 to the Commission for approval.

Attachments: Attachment A: MTC Resolution No. 4387 and the 2019 Transportation Improvement Program can be found at the following link: <https://mtc.ca.gov/final-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

Date: June 26, 2019
W.I.: 1412
Referred by: Planning

ABSTRACT

Resolution No. 4387

This resolution finds that the Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program are in conformance with the State Implementation Plan to achieve National Ambient Air Quality Standards.

Further discussion of this subject is contained in the Planning Committee's Summary Sheet dated June 14, 2019.

Date: June 26, 2019
W.I.: 1412
Referred by: Planning

Re: Approval of the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program (TIP) to demonstrate conformity for the 2015 Ozone National Ambient Air Quality Standards (NAAQS)

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4387

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, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; and

WHEREAS, California Government Code § 65080 *et seq.* (Senate Bill 375) requires MTC to prepare and update a long-range RTP, including a Sustainable Communities Strategy (SCS) prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, MTC and ABAG jointly adopted the Final Plan Bay Area 2040 (Plan) (MTC Resolution 4300 and ABAG Resolution No. 10-17) on July 26, 2017; and

WHEREAS, the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 TIP meets all required EPA guidance criteria and, therefore, the region has demonstrated conformity for the 2015 Ozone NAAQS; and

WHEREAS, the Amended Plan and the Amended TIP must conform to the federal air quality plan, which is also referred to as the State Implementation Plan (SIP); and

WHEREAS, MTC has conducted a transportation-air quality conformity analysis for the Amended Plan and the Amended TIP in accordance with U.S. EPA conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, MTC conducted a transportation-air quality conformity analysis for the Amended Plan and the 2019 TIP utilizing the latest planning assumptions, emissions model, and consultation provisions, including a quantitative regional emissions analysis that meets emissions budget requirements of the U. S. Environmental Protection Agency transportation conformity rule, and the Plan contributes to all required emissions reductions; and

WHEREAS, said conformity analysis is included as Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for 30-day public review period from April 26, 2019, through May 26, 2019; now, therefore be it

RESOLVED, that MTC makes the following conformity findings for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program:

- (A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the State Implementation Plan approved for the national 8-hour ozone standard and carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard; and
- (B) Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable State Implementation Plan;

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy

of the Amendment to Plan Bay Area 2040 and the 2019 Transportation Improvement Program and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the
Metropolitan Transportation Commission at a
meeting of the Commission held in
San Francisco, California on June 26, 2019.

Date: June 14, 2019
W.I.: 1412
Referred by: Planning

Attachment A
Resolution No. 4387
Page 1 of 1

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

The Transportation-Air Quality Conformity Analysis for the Amendment to Plan Bay Area 2040
and the

2019 Transportation Improvement Program is on file in the offices
of the Metropolitan Transportation Commission, Bay Area Metro Center,
375 Beale Street, Suite 800, San Francisco, CA 94105.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0653 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/23/2019 **In control:** Administration Committee
On agenda: 6/26/2019 **Final action:**
Title: MTC Resolution No. 4371 - MTC FY 2019-20 Agency Budget

A request for Commission approval of MTC Resolution No. 4371 - MTC FY 2019-20 Agency Budget

Sponsors:

Indexes:

Code sections:

Attachments: [7a Admin 3a Reso-4371 FY2019-20 MTC Budgetx.pdf](#)
[3a Reso-4371 FY2019-20 MTC Budget.pdf](#)

Date	Ver.	Action By	Action	Result
6/12/2019	1	Administration Committee		

Subject:

MTC Resolution No. 4371 - MTC FY 2019-20 Agency Budget

A request for Commission approval of MTC Resolution No. 4371 - MTC FY 2019-20 Agency Budget

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Administration Committee

June 12, 2019

Agenda Item 3a

MTC Resolution No. 4371 – FY 2019-20 MTC Operating and Capital Budgets

Background: Staff requests that the Committee refer MTC Resolution No. 4371 (Attachment A), the MTC FY 2019-20 Agency Budget, to the Commission for approval. The proposed budget is balanced with a \$25,000 projected surplus.

Authorized staffing for the combined Agency, MTC, SAFE, BATA, BAIFA, BAHA, and ABAG will increase from 287 to 289 full time positions due to the addition of a full time Administrative Director in the Executive Office and an Administrative Assistant position in Local Government Services.

The draft budget presented in May showed a deficit of \$1.3 million. Subsequent staffing corrections added \$0.3 million, making the total deficit target \$1.6 million. We balanced the budget through a combination of revenue adjustments and cost reductions as shown below:

Draft budget deficit (May)	\$(1,264,312)
Staffing Adjustments	(282,000)
Revenue Adjustment	800,000
Contract cuts	710,000
General Operations adjustments	<u>61,190</u>
Proposed Budget balance	<u>\$ 24,878</u>

There are several components to the MTC operating budget. The components are:

General Operations – Administration for all MTC, SAFE, BATA, BAIFA, BAHA and ABAG Funds (Attachment A).

Planning – MTC planning operations mainly funded through an annual allocation of federal planning grants.

Grants – MTC projects funded through various Federal and State grants which are budgeted for the life of the project (Attachment B).

Clipper® – A separately funded enterprise to operate the Clipper program (Attachment C).

All MTC operating costs are adopted on an annual basis, with appropriations lapsing on June 30 of each year. Grant-funded projects are funded and budgeted for the life of the project or until the grant expires.

MTC FY 2019-20 Operating Budget

Revenue

The proposed operating revenue is \$68 million, an 8% decrease from the FY 2018-19 budget (Table 1). The primary source of revenue for MTC planning efforts consists of TDA (sales tax) and federal planning grants. The two revenue sources combined for \$37.9 million and \$29.1 million for FY 2018-19 and FY 2019-20 respectively. The nearly 8% drop is mostly the result of the loss of one-time federal/state grants. The balance of the MTC ongoing revenue will actually increase slightly in FY 2019-20.

Table 1

	FY 2016-17 Actual	FY 2017-18 Actual	FY 2018-19 Budget	FY 2019-20 Budget
TDA (Sales tax)	\$13,088,720	\$13,649,557	\$13,528,282	\$14,616,697
Interest/Other	609,604	945,794	540,000	635,000
Federal & State Planning Funds	12,781,000	13,343,249	24,384,407	14,527,047
Transfers	24,507,411	16,890,728	29,665,602	32,535,027
Local Funding	4,643,459	3,520,008	5,405,197	5,484,864
Total Operating Revenue	\$55,630,194	\$48,349,336	\$73,523,488	\$67,798,635

Highlights of the proposed MTC revenue:

- TDA (Sales Tax) – Increase of \$1.1 million (8%). The actual sales tax receipts show an overall increase primarily due to solid sales of contractor materials and equipment, expanded production by an auto manufacturer and rising fuel prices. Also, online fulfillment centers, new technology investment and cannabis start-ups produced significant gains.
- Federal & State Planning Funds – Decrease of \$9.9 million (40%) mostly from one-time grants, and \$2.4 million in carryover funds.

- Transfers – Increase of approximately \$2.8 million including the transfer of \$2.0 million in STA funds for the Means Based Fare project as well as transfer in from Express Lanes capital to cover overhead.

Operating Expenses

The proposed operating budget shows an 8% decrease in total operating expenses. (Table 2)

Table 2

	FY 2016-17 Actual	FY 2017-18 Actual	FY 2018-19 Budget	FY 2019-20 Budget
Salaries/ Benefits	\$22,450,249	\$27,452,542	\$30,115,441	\$32,221,360
Temporaries	-	1,547,046	420,602	817,079
Other Expenses	<u>3,187,100</u>	<u>2,615,248</u>	<u>8,418,278</u>	<u>7,710,657</u>
Ops Subtotal	25,637,349	31,614,836	38,954,321	40,749,096
Contractual	17,230,517	11,959,115	34,568,214	27,024,663
Transfer Out	11,467,332	27,196	-	-
Total Operating Expense	<u>\$54,335,198</u>	<u>\$43,601,147</u>	<u>\$73,522,535</u>	<u>\$67,773,759</u>

Staff Salaries and Benefits

Total regular staff salaries and benefits will increase 7% or \$2.1 million. The increase is related to the following:

- \$1.1 million (3.7%) Memorandum of Understanding (MOU) based adjustments.
- \$0.8 million (2.7%) organizational staff reassignments.
- \$0.2 million (0.5%) addition of one full-time position, Administrative Director in the Office of the Executive Director, funded by MTC and BATA.

Other Expenses

Other expenses decreased by \$0.7 million mainly due to a reduction in utility costs already reflected in the BAHA budget.

Contractual Services

Contractual services decreased by \$7.5 million. This is mainly due to one-time funding of \$6 million for the Southern Alameda County Integrated Rail Analysis, and \$1.5 million from Senate Bill 1 and FTA 5304 for the Diridon Concept Plan.

Multi-Year Federal Grants

Approximately \$67.3 million in new grants will be added in the FY 2019-20 budget. These include \$22.7 million in new STP grants, \$34.8 million in new CMAQ grants and \$9.8 million in other grants for multiple programs which will bring the total grant program under management to \$165 million. Grants are budgeted on a life-to-date basis and as such only the new funding is subject to the annual budget approval process. The life-to-date budget for the multi-year federal grants is included in Attachment B.

Capital Projects

The proposed FY 2019-20 budget includes capital expenditures of \$540,000 for Web accessibility. The total project cost is \$1.2 million, of which MTC's share is \$0.54 million, BATA's share is \$0.54 million and SAFE's share is \$0.12 million. The Hub Signage capital budget of \$13.1 million will increase by \$0.1 million for administrative cost. Capital projects are budgeted on a life-to-date basis.

Clipper®

Clipper is an enterprise fund operated by MTC. The Clipper operating and capital budgets for FY 2019-20 are shown in Attachment C. However, as an enterprise Clipper's revenues and expenses do not flow through MTC.

- The Clipper operating expenses are projected to be \$37.6 million:
- \$33.4 million for Clipper operations;
 - \$1.2 million staff costs; and
 - \$3 million for customer outreach/education.

Total Life-to-date Clipper capital program budget of \$444 million will increase by \$5 million in FY 2019-20.

Reserve Balances

Reserves offer support for times of fiscal distress, as well as the ability to fund one-time costs that would otherwise distort budget management. The "unrestricted" reserve, excluding \$38.5 million pension liabilities, is projected to be \$30 million but a negative \$8.5 million after retirement obligations.

The reserve is important to MTC particularly because the \$165 million in active grants and the \$37.6 million in Clipper costs are all managed on a reimbursement basis. Without the cash flow capacity provided by the reserve, MTC could not deliver projects on the basis of budgetary priority.

Our current and projected reserve position is shown in Table 4 below.

Table 4

	Actual FY 2017-18	Budget FY 2018-19	Budget FY 2019-20
Beginning Balance	\$ 46,412,978	\$ 46,940,943	\$ 47,495,821
Reserve Designations			
Employee Benefit	\$ 1,362,773	\$ 6,000,000	\$ 6,000,000
Liability	123,850	-	1,000,000
Capital Assets	-	130,000	540,000
Compensated Leave	3,921,386	5,500,000	5,500,000
Encumbrances	3,291,429	4,000,000	4,000,000
STA	27,196	500,000	500,000
Subtotal	8,726,634	16,130,000	17,540,000
Balance Before Retirement	37,686,344	30,810,943	29,955,821
Retirement Liability			
PERS	36,671,000	36,671,000	31,000,000
OPEB	7,100,000	7,100,000	7,500,000
Retirement Total	43,771,000	43,771,000	38,500,000
Ending Balance / (Deficit)	\$ (6,084,656)	\$ (12,960,057)	\$ (8,544,179)

Pension Obligations

The Commission has received prior presentations on the status and cost of unfunded pension obligations. The combined MTC pension obligation is nearly \$40 million: \$31 million and \$8 million for PERS and OPEB obligations, respectively.

OPEB (Other Post Employment Benefits) are administered through an MTC managed trust (IRC Section 115). MTC currently pays an actuarially determined contribution into the independently administered trust for use on future benefits.

The projected OPEB obligation is 81% funded as of July 1, 2018. Because the OPEB retiree medical trust is self-administered, we set the parameters of the trust including an established expected return of 4.5%. As such, there will be no future actuarial surprises such as earning rates. Once the final unfunded liability payment is made during FY 2018-19, MTC should benefit from a reduction in costs of approximately \$1 million annually going forward.

The PERS pension obligation represents another problem altogether. The PERS board sets the earning and amortization policies. In fact, the PERS Board has changed its parameters and estimates several times in recent years. Against such uncertainty, there is no guarantee that any attempt to retire or reduce our unfunded pension liability based on current parameters will be a permanent fix.

MTC has a current combined unfunded PERS obligation of \$31 million. The amortization and automatic increases built into the payment schedule by PERS pose a significant threat to the future financial health of MTC. The current amortization schedule includes:

2018	\$2,140,000
2020	\$2,946,000
2025	\$3,600,000

The scheduled payments will increase by 68% between FY 2018 and FY 2025. There was significant difficulty balancing the FY 2019-20 budget and the combination of the structured increases with increases built into PERS normal costs will make balancing the future MTC budget even more difficult, even with the expected additional RM3 revenue.

We surveyed a number of local agencies for their respective practices to manage pension obligations. The following is a summary of the strategies adopted:

- Lump sum prepayment
- Capital markets
 - o \$26 billion outstanding
 - o \$1.8 billion since 2009
- Internal reserves

- Supplemental contributions
 - o One time, partial
 - o Annual payments
 - o Smoothing account
- Employment Benefit Changes
- Reamortize debt
 - o 15 years most common
- PERS “fresh start”

Our recommendation is a combination of the options:

1. Utilize the resources of MTC and BATA (Section 30959) to make lump payments starting in FY 2018-19 in an amount up to \$7 million per year until the liability is retired.
2. Establish a “smoothing account” under an independent trust and utilize up to 50% of net MTC ending balance to fund the account.

Our recommendation is to begin payments in FY 2018-19 in order to take advantage of the current 7% interest rate being applied by PERS to asset balances. The recommended approach will retire the current obligation over five years saving approximately \$23 million in interest costs. Once amortized through the actuarial process, MTC should see \$1.0 to \$1.5 million in annual cost reductions.

Recommendation: Staff recommends that this Committee refer MTC Resolution No. 4371, the MTC Operating and Capital Budgets for FY 2019-20, to the Commission for approval.

Attachments: MTC Resolution No. 4371, the MTC Operating and Capital Budgets for FY 2019-20.



Therese W. McMillan

Date: June 26, 2019
W.I.: 1152
Referred By: Administration

ABSTRACT

Resolution No. 4371

This resolution approves the Agency Budget for FY 2019-20.

Further discussion of the agency budget is contained in the Administration Committee Summary Sheet dated June 12, 2019. A budget is attached as Attachments A, B and C.

Date: June 26, 2019
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4371

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

WHEREAS, on May 22, 2019 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2019-20 with the adoption of MTC Resolution No. 4370; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2019-20; and

WHEREAS, the final draft MTC Agency Budget for FY 2019-20 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4370; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2019-20, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2019-20, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2019-20, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

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

Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2019-20; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2019-20; and, be it further

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

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2019-20 as follows: Benefits, Liability, Compensated Leave, Encumbrances, Building, Unfunded Pension Obligation, OPEB and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$540,000 for computer capital. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2019-20 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 289 and will not be increased without approved increase to the appropriate FY 2019-20 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2019-20 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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 June 26, 2019.

Date: June 26, 2019
W.I.: 1152
Referred By: Administration

Attachments A, B, C
Resolution No. 4371

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2019-20

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METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2019-20

Attachment A

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change % Inc./ (Dec)	Change \$ Inc./ (Dec)
General Planning Revenue	\$37,203,141	\$28,442,365	-24%	(\$8,760,776)
Other MTC Revenue	1,249,548	1,336,377	7%	86,829
Transfers from other Funds	29,665,602	32,535,029	10%	2,869,428
Local Revenue Grants	5,405,197	5,484,864	1%	79,667
Total Operating Revenue	\$73,523,488	\$67,798,635	-8%	(\$5,724,852)
Total Operating Expense	\$73,522,535	\$67,773,759	-8%	(\$5,748,776)
Operating Surplus (Shortfall)	\$955	\$24,878	2506%	\$23,923
Total Operating Revenue - Prior Year	\$6,016,316	\$0	-100%	(\$6,016,316)
Total Operating Expense - Prior Year	\$6,016,316	\$0	-100%	(\$6,016,316)
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
Total Operating Surplus (Shortfall)	\$955	\$24,878	2506%	\$23,923

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$130,000	\$540,000	0%	\$410,000
Total Annual Capital Expense	\$130,000	\$540,000	315%	\$410,000
Capital Surplus(Shortfall)	\$0	\$0	0%	\$0
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	\$955	\$24,878	2506%	\$23,923

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$955	\$24,878	2506%	\$23,923
Current Year Ending Balance	\$0	\$0		

REVENUE DETAIL				
	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change % Inc./ (Dec)	Change \$ Inc./ (Dec)
General Planning Revenue				
FTA Section 5303	\$3,437,418	\$3,510,474	2%	\$73,056
FTA 5303 FY 18 Final Allocation	40,329	0	-100%	(\$40,329)
FTA 5303 carryover FY'18	1,020,220	0	-100%	(\$1,020,220)
FTA 5304 - Sustainable Transportation	86,448	0	-100%	(\$86,448)
FTA 5304 - Diridon Plan	500,000	0	-100%	(\$500,000)
FTA 5304 C/O	24,649	0	-100%	(\$24,649)
FHWA 1/2 % PL	8,142,204	8,209,054	1%	\$66,850
FHWA FY 18 Final Allocation	30,150	0	-100%	(\$30,150)
FHWA carryover FY'18	148,341	0	-100%	(\$148,341)
SP&R	220,000	0	-100%	(\$220,000)
State Funds	6,000,000	0	-100%	(\$6,000,000)
Sustainable Communities SB1 - Awards	913,950	0	-100%	(\$913,950)
Sustainable Communities SB1 - Allocated FY'19	2,170,153	2,106,140	-3%	(\$64,013)
Sustainable Communities SB1 - Allocated carryover FY'18	940,997	0	-100%	(\$940,997)
TDA (Planning/Administrative)	13,528,282	14,616,697	8.0%	\$1,088,415
Subtotal: General Planning Revenue	\$37,203,141	\$28,442,365	-23.5%	(\$8,760,776)
Other MTC Revenue				
STIP-PPM	\$709,548	\$701,377	-1.2%	(\$8,171)
HOV lane fines	500,000	520,000	4.0%	20,000
Interest	40,000	115,000	187.5%	75,000
Subtotal: MTC Other Revenue	\$1,249,548	\$1,336,377	6.9%	\$86,829
Operating Transfers				
BATA 1%	\$7,806,994	\$8,096,994	4%	\$290,000
Transfer BATA RM2	3,475,000	3,880,000	12%	405,000
BATA Reimbursements (Audit/misc. contracts)	963,854	880,500	-9%	(83,354)
Service Authority Freeways Expressways (SAFE)	2,372,012	1,751,788	-26%	(620,224)
STA Transfer	5,283,000	7,500,000	42%	2,217,000
2% Transit Transfers	324,000	239,000	-26%	(85,000)
Bay Trail funds from MTC 5% and 2% Bridge Tolls	723,421	723,421	0%	0
Transfer in - Net of Membership Dues	527,010	530,000	1%	2,990
Transfer in - Reserve	19,000	0	-100%	(19,000)
BATA Operating for SFEP -Overhead	1,021,972	1,175,865	15%	153,893
ABAG Admin	101,213	100,000	-1%	(1,213)
ABAG Other Programs - Overhead	867,471	840,968	-3%	(26,503)
Express Lanes - Overhead	449,486	1,274,228	183%	824,742
MTC Grant Funded - Overhead	3,387,129	3,170,492	-6%	(216,637)
Capital Programs - Overhead	2,344,040	2,371,773	1%	27,733
Subtotal: Transfers from other funds	\$29,665,602	\$32,535,029	10%	\$2,869,427
MTC Total Planning Revenue	\$68,118,291	\$62,313,771	-9%	(\$5,804,520)
Local Revenue Grants				
Misc. Revenue (PMP Sales)	\$1,975,000	\$1,975,000	0%	\$0
TFCA (Regional Rideshare), Spare the Air.	1,050,858	1,000,000	-5%	(50,858)
Motivate/Lyft	300,000	300,000	0%	0
BAAQMD	759,542	351,067	-54%	(408,475)
Cities	1,319,797	1,858,797	145%	539,000
Subtotal: Local Revenue Grants	\$5,405,197	\$5,484,864	1%	\$79,667
Total Current Year Revenue	\$73,523,488	\$67,798,635	-8%	(\$5,724,853)
MTC Prior Year Project Revenue				
Prior Year FY 17-18 Project Revenue - Federal/State				
FTA 5303	436,611			
FTA 5304	398,129			
SB1	222,365			
SP&R	220,569			
State Transit Assistance (STA)	160,823			
Subtotal:	\$1,438,497			
Prior Year Project Revenue - Local				
General Fund	2,901,880			
HOV	20,000			
TFCA	63,534			
BAAQMD	0			
Service Authority for Freeways/Expressways (SAFE)	379,206			
PTAP LM	172,670			
PPM	0			
RM2/BATA Reimb.	633,779			
PMP	0			
local Cities/Agencies	406,750			
Subtotal:	\$4,577,819			
Total Prior Year Project Revenue	\$6,016,316			

EXPENSE SUMMMARY

	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change % Inc./ (Dec)	Change \$ Inc./ (Dec)
Operating Expense				
I. Salaries and Benefits	\$30,536,043	\$33,038,439	8%	\$2,502,396
MTC Staff - Regular	\$30,115,441	\$32,221,360	7%	\$2,105,919
Temporary Staff	380,602	765,881	101%	385,279
Hourly /Interns	40,000	51,198	28%	11,198
II. Travel and Training	\$590,419	\$590,419	0%	\$0
III. Printing, Repro. & Graphics	\$156,900	\$137,700	-12%	(\$19,200)
IV. Computer Services	\$3,291,900	\$3,506,550	7%	\$214,650
V. Commissioner Expense	\$150,000	\$150,000	0%	\$0
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$4,214,059	\$3,310,988	-21%	(\$903,071)
Subtotal Staff Cost	\$38,954,321	\$40,749,096	5%	\$1,794,775
IX. Contractual Services	\$34,568,214	\$27,024,663	-22%	(\$7,543,551)
Total Operating Expense	\$73,522,535	\$67,773,759	-8%	(\$5,748,776)
IX. Contractual Services - Prior Year	\$6,016,316	\$0	0%	(\$6,016,316)

CAPITAL PROJECTS

	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change % Inc./.(Dec)	Change \$ Inc./.(Dec)
Annual Transfer from Reserve to Capital	\$130,000	\$540,000	315%	\$410,000
Legal reserve	\$0	\$0	0%	\$0
Annual Capital Expense	\$130,000	\$540,000	315%	\$410,000

	LTD Budget Thru FY 2018-19	Draft BUDGET FY 2019-20	LTD Budget Thru FY 2019-20
Hub Signage Program			
Revenue			
Prop. 1B	\$9,729,204	\$0	\$9,729,204
RM2	362,000	0	362,000
Real Flap Sign - STA	3,002,624	104,166	3,106,789
	\$13,093,828	\$104,166	\$13,197,993
Expense			
Staff	\$1,541,532	\$104,166	\$1,645,697
Consultants	11,552,296	0	11,552,296
	\$13,093,828	\$104,166	\$13,197,993

BAY AREA FORWARD PROJECT

	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change \$ Inc./.(Dec)
Revenue			
STP	\$36,050,485	9,038,923	(\$27,011,562)
CMAQ	1,820,000	7,499,000	5,679,000
STA	2,760,000	0	(2,760,000)
BATA REHAB	0	600,000	600,000
RM2 Capital	16,236,064	12,800,000	(3,436,064)
SAFE Capital	5,538,987	975,000	(4,563,987)
Local- Cities	3,901,346	2,802,151	(1,099,195)
Total Revenue	\$66,306,882	\$33,715,074	(\$32,591,808)
Expense			
Staff	\$2,300,485	\$1,411,811	(\$888,674)
Consultants			
Design Alternative Assessments/Corridor Studies	\$5,431,144	\$2,000,000	(\$3,431,144)
Vehicle Occupancy Enforcement Program	\$0	\$1,000,000	\$1,000,000
Richmond Access to Richmond bridge	500,000	0	(\$500,000)
Bay/Dumbarton/Richmond-San Rafael Bridges	2,260,000	0	(\$2,260,000)
Napa Forward	0	1,100,000	\$1,100,000
Bay Bridge Forward Implementation	35,065,253	11,526,112	(\$23,539,141)
Bay Bridge Forward ICM/Sterling Street / Other	0	6,100,000	\$6,100,000
SR 37 Interim project/Richmond-San Rafael Access Improveme	0	652,151	\$652,151
SR Interim Project & Early Ecological Enhancement	0	225,000	\$225,000
Freeway Performance Impl. US 101	0	3,000,000	\$3,000,000
Freeway Performance Impl. I-580	0	2,500,000	\$2,500,000
Freeway Performance Impl. SR-37 / Other	0	1,000,000	\$1,000,000
Performance Monitoring & Tools	750,000	450,000	(\$300,000)
Freeway Performance Impl. I-680	14,000,000	0	(\$14,000,000)
Freeway Performance Impl I-880	5,000,000	2,750,000	(\$2,250,000)
Freeway Performance Impl. SR 84	1,000,000	0	(\$1,000,000)
Total Expense	\$66,306,882	\$33,715,074	(\$32,591,808)

0

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Work Element	Description/Purpose	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change \$ Inc./(Dec)
1111	Support Commission Standing Committees			
	Governance Study	\$50,000	\$0	(\$50,000)
	Planning Programs - Other	300,000	200,000	(100,000)
	TOTAL	\$350,000	\$200,000	(\$150,000)
1112	Implement Public Information Program			
	LWV Monitor	\$25,000	\$0	(\$25,000)
	Photography services for MTC/BATA	75,000	75,000	0
	Design & Production Services	150,000	150,000	0
	On-call Facilitation and Outreach	50,000	40,000	(10,000)
	Digital Promotion & Analysis	50,000	60,000	10,000
	On call Video Services	50,000	50,000	0
	Social Media Consultants	75,000	75,000	0
	Climate Initiatives	25,000	0	(25,000)
	Awards Program	55,000	45,000	(10,000)
	MTC web integration/portal	200,000	0	(200,000)
	Bike to Work	0	50,000	50,000
	Hub Outreach and Promotion	25,000	0	(25,000)
	Public Records Management System	30,000	30,000	0
	Transit Connectivity	15,000	15,000	0
	Regional Transit Mapping Project	1,000,000	1,280,000	280,000
	Website Maintenance for Bay Bridge Info	0	37,000	37,000
	YES Conference and BTWD Promo	0	25,000	25,000
	TOTAL	\$1,825,000	\$1,932,000	\$107,000
1121	Plan Bay Area			
	Horizon Public Engagement Program	\$225,000	\$200,000	(\$25,000)
	Public Opinion/Revenue Poll - CASA	150,000	0	(150,000)
	Horizon digital Engagement Program	125,000	0	(125,000)
	Y-PLAN/CBO Engagment	29,500	150,000	120,500
	Horizon Poll	150,000	100,000	(50,000)
	PBA Website: Development & Maintenance	100,000	50,000	(50,000)
	Blue Sky Planning	519,434	0	(519,434)
	Needs Assessment Assistance	100,000	0	(100,000)
	CALCOG MPO Coordination	0	40,000	40,000
	Horizon/PBA 2050 Digital Tool Launch/Maintenance	0	50,000	50,000
	PBA 2050 Social Media Promotion	0	30,000	30,000
	Preferred Scenario- Resilience/ED Assistance	0	75,000	75,000
	Environmental Impact Report	0	150,000	150,000
	Support for RHNA	0	200,000	200,000
	Plan Document Design	0	25,000	25,000
	TOTAL	\$1,398,934	\$1,070,000	(\$328,934)
1122	Analyze Regional Data using GIS and Travel Models			
	Travel Model Research	\$200,000	\$200,000	\$0
	Land use Model Research	150,000	175,000	25,000
	Travel Model Assistance	70,000	35,000	(35,000)
	Technical Support for Web Based Projects	100,000	150,000	50,000
	Consolidated household travel	202,000	202,000	0
	Regional Transit on Board	691,805	600,000	(91,805)
	Future Mobility Research Program	75,000	0	(75,000)
	Bay Area Spatial Info. System	0	175,000	175,000
	TOTAL	\$1,488,805	\$1,537,000	\$48,195
1126	Resiliency (Sea Level Rise/Adaption) Planning			
	Sustainable Transportation Planning - Sea level Rise	\$101,969	\$0	(\$101,969)
	TOTAL	\$101,969	\$0	(\$101,969)
1124	Regional Goods Movement Plan			
	Northern California Megaregional Study	\$330,000	\$0	(\$330,000)
	TOTAL	\$330,000	\$0	(\$330,000)
1125	Active Transportation			
	Bike share Low Income Community Outreach	\$100,000	\$0	(\$100,000)
	Bay Area Bike Share Expansion	\$50,858	0	(50,858)
	Bike share Liquidated Damages	300,000	300,000	0
	Complete Streets Workshop	40,000	0	(40,000)
	Bike/Ped Counts	30,000	0	(30,000)
	Active Transportation Plan	0	150,000	150,000
	Bike-Ped Counter Purchase/Installation Pilot	0	150,000	150,000
	Total	\$520,858	\$600,000	\$79,142
1127	Regional Trails			
	Bay Trail Cartographic Services	\$10,000	\$15,000	\$5,000
	Bay Trail Outreach & Promotion	0	0	0
	Economic Benefits of the Bay Trail Report	0	0	0
	Bay Trail Signage Installer	0	0	0
	Assessment of Existing Bay Trail Conditions/O&M/Funding Strategy	0	75,000	75,000
	TOTAL	\$10,000	\$90,000	\$80,000
1128	Resilience and Hazards Planning			
	Integrate BAM resilience-staffing	\$100,000	\$0	(\$100,000)
	TOTAL	\$100,000	\$0	(\$100,000)
1129	Economic Development and Forecasting			
	Data Management and Engagement	\$250,000	\$0	(\$250,000)
	Research Support for Economic Program	100,000	0	(100,000)
	Data and Research for forecasting	50,000	50,000	0
	Data and reports for economic analysis	0	50,000	50,000
	TOTAL	\$400,000	\$100,000	(\$300,000)
1132	Advocacy Coalitions			
	Legislative advocates - Sacramento	\$120,000	\$150,000	\$30,000
	Legislative advocates - Washington D.C.	292,000	325,000	33,000
	TOTAL	\$412,000	\$475,000	\$63,000
1152	Agency Financial Management			
	Financial Audit	\$430,000	\$448,166	\$18,166
	OPEB Actuary	30,000	30,000	\$0
	Financial System Evaluation/RFP	0	100,000	\$100,000
	Financial System Maintenance	10,000	10,000	\$0
	TOTAL	\$470,000	\$588,166	\$118,166

Work Element	Description/Purpose	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change \$ Inc./Dec)
1153	Administrative Services			
	Organizational and Compensation	\$230,000	\$200,000	(\$30,000)
	Mineta Transportation Institute	100,000	100,000	0
	Ergonomics	40,000	50,000	10,000
	SBE Pilot Program	200,000	150,000	(50,000)
	Internship Program	256,000	200,000	(56,000)
	TOTAL	\$826,000	\$700,000	(\$126,000)
1161	Information Technology Services			
	Data Security Improvements	\$125,000	\$75,000	(\$50,000)
	Web/DB Application Development/Integration	50,000	70,000	20,000
	Network Assistance	50,000	50,000	0
	Buisness Process ID - Planning	65,000	325,000	260,000
	Process improvements - automated forms/app	100,000	100,000	0
	Change training	25,000	25,000	0
	Website Operations Maintenance and Enhancement (AlyshaN)	0	250,000	250,000
	Information Management & Governance	0	50,000	50,000
	Regional Map	0	325,000	325,000
	Salesforce Development	0	650,000	650,000
	TOTAL	\$415,000	\$1,920,000	\$1,505,000
1212	Performance Measuring and Monitoring			
	Vital Signs Website Development	\$250,000	\$250,000	\$0
	Federal Performance Monitoring	75,000	0	(75,000)
	TOTAL	\$325,000	\$250,000	(\$75,000)
1222	Regional Rideshare Program			
	511 Ridesharing Program Operations	\$250,000	\$0	(\$250,000)
	Regional Vanpool Supprt Program	750,000	750,000	0
	Regional Carpool Program	0	250,000	250,000
	TOTAL	\$1,000,000	\$1,000,000	\$0
1223	Operational Support for Regional Programs			
	TMC Asset Upgrade and Replacement	\$450,000	\$421,000	(\$29,000)
	Regional ITS Architecture Update	150,000	0	(150,000)
	TMS Program Strategic Plan	0	125,000	125,000
	TOTAL	\$600,000	\$546,000	(\$54,000)
1224	Regional Traveler Information			
	511 Transit system	\$165,000	\$0	(\$165,000)
	511 Communications	100,000	10,000	(90,000)
	511 Alerting	50,000	100,000	50,000
	511 Web Hosting	50,000	50,000	0
	511 Innovation Lab	0	300,000	300,000
	TOTAL	\$365,000	\$460,000	\$95,000
1233	Transportation Asset Management			
	Software Development and Maintenance	\$1,800,000	\$1,750,000	(\$50,000)
	Transit Capital Inventory	254,549	0	(254,549)
	Software Training Support	238,868	300,000	61,132
	PTAP Projects	407,297	407,297	0
	Quality Assurance Program	75,000	75,000	0
	Regional Transit Asset Management Initiatives	0	250,000	250,000
	TOTAL	\$2,775,714	\$2,782,297	\$6,583

Work Element	Description/Purpose	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change \$ Inc./(Dec)
1234	Arterial and Transit Performance Program for Arterial System Arterial Operations Pass Arterial Operations IDEA CAT 1&2 TOTAL	\$600,000 0 0 \$600,000	\$0 600,000 700,000 \$1,300,000	(\$600,000) 600,000 700,000 \$700,000
1235	Incident Management Incident Management Concept of Operations Regional Communication Infrastructure Incident Management Task Force Incident Analytics Module TOTAL	\$100,000 200,000 155,000 187,000 \$642,000	\$175,000 0 0 175,000 \$350,000	\$75,000 (200,000) (155,000) (12,000) (\$292,000)
1238	Technology-Based Operations & Mobility Connected Vehicles/Tech.-Based Op. & Mob. Commute Challenge TOTAL	\$0 \$2,000,000 \$2,000,000	\$0 \$2,000,000 \$2,000,000	\$0 \$0 \$0
1310	Planning for Lifeline Transportation Program Coordinated Plan Implementation Activities TOTAL	\$0 \$0	\$20,000 \$20,000	\$20,000 \$20,000
1311	Means Based Fare Program Means Based Fare Program Coordinated Technology Platform for Paratransit Trips TOTAL	\$4,713,000 10,000 \$4,723,000	\$6,000,000 0 \$6,000,000	\$1,287,000 (10,000) \$1,277,000
1313	Climate Resilience for people with disabilities Culture of Health Leaders Cohort Three Climate Resilience for people with disabilities TOTAL	\$95,000 406,000 \$501,000	\$0 0 \$0	(\$95,000) (406,000) (\$501,000)
1413	Climate Initiative Global Climate Summit EV Strategic Council Off-Model Climate Program analysis/Plan Bay Area Parking program development/implementatation TOTAL	\$50,000 35,000 0 0 \$85,000	\$0 35,000 150,000 100,000 \$285,000	(\$50,000) 0 150,000 100,000 \$200,000
1415	Road Maintenance & Rehabilitation Adaption Pl. East Palo Alto and Dumbarton Bridge Resiliency Study TOTAL	\$300,000 \$300,000	\$0 \$0	(\$300,000) (\$300,000)
1514	Regional Assistance Programs TDA Clims/Fund Estimate online Migration and Reporting Performance audits - TDA audit & RM2 Oversight TOTAL	\$25,000 192,000 \$217,000	\$0 274,000 \$274,000	(\$25,000) 82,000 \$57,000
1515	State Programming, Monitoring and STIP Dev. FMS Developer TOTAL	\$187,200 \$187,200	\$187,200 \$187,200	\$0 \$0
1517	Transit Sustainability Transit Sustainability Planning Fare Integration Souhern Alameda County Integrated Rail Transit Core Capacity Phase 2 Planning/Implementation SRTP TOTAL	\$324,000 600,000 6,000,000 200,000 1,227,952 \$8,351,952	\$224,000 600,000 0 0 360,000 \$1,184,000	(\$100,000) 0 (6,000,000) (200,000) (867,952) (\$7,167,952)
1615	Connecting Housing and Transportation CASA CASA Facilitation Objective Standards to Support Regional Housing Goals Housing Policy Evaluation TOTAL	\$504,820 \$0 0 0 \$504,820	\$0 0 0 0 \$0	(\$504,820) 0 0 0 (\$504,820)
1616	RAMP Regional Advance Mitigation projects TOTAL	\$50,000 \$50,000	\$0 \$0	(\$50,000) (\$50,000)
1617	Technical Asstance Strategic Planning Technical Asstance Strategic Planning TOTAL	\$100,000 \$100,000	\$0 \$0	(\$100,000) (\$100,000)
1619	Diridon Concept Plan Diridon Concept Plan TOTAL	\$500,000 \$500,000	\$0 \$0	(\$500,000) (\$500,000)
1611	Transportation and Land Use Coordination Rail Volution Transportation and Land Use Project PDA Implementation TOD Policy Update PDA Assessment Bay Area Framework Guidelines Planning Regional Catalyst Projects analysis TOTAL	\$25,000 225,912 50,000 0 0 0 0 \$300,912	\$25,000 0 0 250,000 150,000 50,000 0 \$475,000	\$0 (225,912) (50,000) 250,000 150,000 50,000 0 \$174,088
1613	Road Maintenance & Rehab Acct Local & Regional climate change TOTAL	\$487,435 \$487,435	\$0 \$0	(\$487,435) (\$487,435)
1618	Affordable Mobility Pilot Program Affordable Mobility Pilot Program TOTAL	\$601,600 \$601,600	\$0 \$0	(\$601,600) (\$601,600)
1612	Climate Adaption Consulting (BARC)	\$102,016	\$161,000	\$58,984
106	Legal Services	\$600,000	\$538,000	(\$62,000)
Total consultant contracts:		\$34,568,215	\$27,024,663	(\$7,543,552)

LTD Federal Grants Budget					Attachment B			
STP Grants	STP Grants	1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
		LTD Grant thru FY 2018	LTD Actual & Enc thru FY 2019	Balance thru FY 2019	New Grant FY 2019-20	staff budget FY 2019-20	Consultant budget FY 2019-20	Balance FY 2019-20
Grant # / Fund Source #	Project Description							
6084-175 1801	MTC Regional Planning	\$51,629,000	\$51,535,245	\$93,755				\$93,755
6084-176 1803	511 Grant	32,500,000	32,487,662	12,338				12,338
6084-179 1806	Pavement Management	6,000,000	5,965,814	34,186				34,186
6084-180 1809	FPI	4,000,000	3,925,000	75,000				75,000
6084-186 1812	OBAG Regional PDA	8,740,305	8,740,305	-				-
6084-193 1816	Arterial Operations	2,500,000	2,497,517	2,483				2,483
6084-198 1818	Pavement Management	6,000,000	4,043,644	1,956,356			1,900,000	56,356
6084-199 1819	511 Traveler Information	8,750,000	8,634,911	115,089				115,089
6084-201 1820	Freeway Performance Initiative	3,480,000	3,480,000	-				-
6084-205 1822	Pavement Management	1,847,000	721,007	1,125,993				1,125,993
6160-027 1823	Incident Management	517,000	480,300	36,700				36,700
6084-206 1826	CMA Planning	56,932,000	55,732,000	1,200,000			0	1,200,000
6084-207 1827	MTC Planning	9,555,000	2,930,865	6,624,135	35,000	2,310,533	199,467	4,149,135
6084-213 1833	511 Next Generation	11,226,000	6,239,204	4,986,796			4,406,000	580,796
6084-212 1834	TMS Program	2,910,000	447,818	2,462,182		531,068		1,931,114
6084-222 1835	Incident Management	4,160,000	531,028	3,628,972		655,439		2,973,533
6084-225 1836	TMC Asset	1,150,000	11,475	1,138,525			430,000	708,525
6084-228 1838	Freeway Performance -SR 84	1,000,000	275,000	725,000				725,000
6084-232 1839	PDA Planning & Implementation	8,550,000	2,389,923	6,160,077		500,000	5,600,000	60,077
6084-226-1841	Active Operational Management	12,250,000	3,717,297	8,532,703	2,000,000	2,576,056	2,450,000	5,506,647
6084-227-1842	Enhance Arterial: CATI	7,000,000	6,211,608	788,392	3,915,000		3,915,000	788,392
6084-230 1843	Commuter Parking O&M	2,500,000	72,888	2,427,112	-		2,427,112	-
6084-231 1844	Freeway Performance - I880 Corridor	3,000,000	250,000	2,750,000			2,750,000	-
6084-233 1845	Freeway Performance - I 680 Corridor	14,000,000	14,000,000	-			0	-
6084-235 1846	I-880 Communications Infrastructure	2,500,000	8,108	2,491,892			2,200,000	291,892
New	511 Implementation				5,700,000	1,504,410		4,195,590
New	Connected Automated Vehicles Projects				2,500,000		2,500,000	-
New	Commute Challenge				6,000,000		6,000,000	-
6084-241 1847	Shared Use Mobility				2,500,000		2,500,000	-
		\$262,696,305	\$215,328,620	\$47,367,684	\$22,650,000	\$8,077,506	\$37,277,579	\$24,662,599
CMAQ Grants								
6084-160 1589	Arterial Operations	\$10,750,000	\$10,541,843	\$208,157	\$0	\$0	\$0	\$208,157
6160-018 1596	Freeway Performance	8,608,000	8,510,904	97,097				97,097
6084-176 1804	511 Grant	16,270,000	16,270,000	-				-
6084-188 1814	Regional Bicycle Program	394,636	313,982	80,654		67,000		13,654
6084-202 1824	Climate Initiatives	1,300,000	704,610	595,390			200,000	395,390
6084-209 1825	Operate Car Pool Program	8,000,000	2,295,219	5,704,781		218,910	1,550,000	3,935,871
6084-211 1828	Commuter Benefits Implementation	1,379,000	470,803	908,197		128,105	240,000	540,092
6084-210-1829	Incident Management	19,478,000	2,198,799	17,279,201			17,200,000	79,201
6084-215 1830	Spare the Air Youth Program	2,463,000	2,451,768	11,232				11,232
6084-216 1831	Arterial/Transit Performance/Rideshare	5,000,000	1,812,750	3,187,250			3,000,000	187,250
6084-208 1832	Vanpool Program	2,000,000	251,000	1,749,000			500,000	
6084-220 1837	I-880 ICM Central Segment	1,142,000	14,235	1,127,765			1,127,765	0
6084-219 1840	BBF West Grand TSP	1,000,000	1,000	999,000			999,000	-
6084-243 1849	Targeted Transportation Alternatives			325,000			325,000	-
New	Freeway Performance Impl. I-580				5,000,000		2,500,000	2,500,000
New	Freeway Performance Impl. SR-37 / Other				18,000,000		1,000,000	17,000,000
New	I880 Central Segment Project Study				8,840,000		1,000,000	7,840,000
6084-242 1848	Regional Car Sharing			1,200,411			1,200,411	-
New	Freeway Performance Impl. US 101				3,000,000		3,000,000	-
New	Climate Initiatives			10,875,000			10,875,000	-
		\$77,784,636	\$45,836,913	\$44,348,134	\$34,840,000	\$414,015	\$44,717,176	\$32,807,944
FTA GRANTS								
CA57-X023 1623	New Freedom	\$1,545,232	\$1,462,654	\$82,578	\$0	\$0	\$0	\$82,578
CA37-X104 1625	JARC	2,654,120	2,654,120	(0)	-	-	-	(0)
CA37-X133 1627	JARC	1,004,559	874,366	130,193	-	-	-	130,193
CA37-X164 1629	JARC	805,190	805,190	0	-	-	-	0
CA37-X177 1630	JARC	2,430,952	1,868,961	561,991	-	-	300,000	261,991
CA34-X001 1631	FTA 5339 - Bus Purchases	10,506,277	10,506,277	-	-	-	-	-
CA57-X109 1632	New Freedom	1,383,631	1,283,375	100,256	-	-	-	100,256
CA34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	11,962,726	277,289	-	-	-	277,289
CA34-0032 1634	FTA 5339 - Bus Purchases	11,515,172	11,242,155	273,017	-	-	-	273,017
		\$44,085,148	\$42,659,824	\$1,425,324	\$0	\$0	\$300,000	\$1,125,324
Other Grants								
SHA 6084-184 1112	FHWA - SHRP2	\$700,000	\$692,354	\$7,646	\$0		\$0	\$7,646
16-X065-00 1635	FTA 5310	347,000	247,000	100,000			100,000	-
G16AP00172 1312	USGS National Grant - G16AC00172	42,031	33,884	8,147				8,147
G15AP00118 1313	USGS National Grant - G15AC00118	12,500	11,812	688				688
G17AC00239 1315	USGS National Grant - G17AC00136	50,000	48,868	1,132				1,132
G140CG0318P 1316	USGS National Grant - G140G0318P0151	24,400	24,400	-				-
BF-99T455 1340	Environmental Protection Agency (EPA)	1,074,579	516,989	557,590		-		557,590
CA000007-01 1342	Environmental Protection Agency (EPA)	1,200,000	457,600	742,400		250,000		492,400
EMF2016 1372	Federal Emergency Management Agency	299,221	183,077	116,144				116,144
CARB 2404	California Air Respoirces Board	2,250,000	973,820	1,276,180				1,276,180
14 -003 2800	Coastal Conservancy	726,931	485,536	241,395				241,395
10-092 2801	Coastal Conservancy	1,314,909	749,142	565,767		175,000		390,767
North Bay 5007	Rockefeller Philanthropy Advisors			3,961				3,961
New	LCTOP - Cap. & Trade				4,800,000		4,800,000	-
New	SSARP Planning Grant			500,000			500,000	-
New	State Coastal Conservancy Prop. 68				3,000,000		3,000,000	-
New	State Coastal Conservancy Prop. 68				2,000,000		2,000,000	-
New	FEMA			300,000		175,000	100,000	25,000
New	USGS National Grant			75,000				75,000
		\$8,041,571	\$4,424,482	\$4,496,050	\$9,800,000	\$600,000	\$10,500,000	\$3,196,050
Total Federal Grants Budget		\$392,607,660	\$308,249,839	\$97,637,193	\$67,290,000	\$9,091,521	\$92,794,755	\$61,791,917
						\$9,091,521	\$92,794,755	

CONTRACTUAL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change \$ Inc./(Dec)
1112	Implement Public Information Program			
	Bike to Work Day	\$200,000	\$200,000	\$0
	TOTAL	\$200,000	\$200,000	\$0
1125	Non-Motorized Transportation			
	Active Transportation Plan	\$75,000	\$0	(\$75,000)
	TOTAL	\$75,000	\$0	(\$75,000)
1127	Regional Trails			
	Water Trail Environmental Services	\$10,000	\$0	(\$10,000)
	San Francisco Bay Trail Block Grant #6	0	3,000,000	3,000,000
	Water Trail Block Grant #2	0	2,000,000	2,000,000
	TOTAL	\$10,000	\$5,000,000	\$4,990,000
1128	Resilience and Hazards Planning			
	Enviromental Protection Task	\$100,000	\$0	(\$100,000)
	Hazard Resilience Policy & planning	0	100,000	100,000
	TOTAL	\$100,000	\$100,000	\$0
1222	Regional Rideshare Program			
	511 Program Operations	\$1,520,000	\$0	(\$1,520,000)
	Turn key vanpool services in Bay Area	2,000,000	500,000	(1,500,000)
	Rideshare: Employer Services (CMAs)	250,000	0	(250,000)
	SB 1128	220,000	240,000	20,000
	Regional Carpool Program	0	1,550,000	1,550,000
	TOTAL	\$3,990,000	\$2,290,000	(\$1,700,000)
1223	Operational Support for Regional Programs			
	1-880 Communications Upgrade	\$8,405,000	\$2,200,000	(\$6,205,000)
	TMC programs and related infrastructure	0	430,000	430,000
	TOTAL	\$8,405,000	\$2,630,000	(\$5,775,000)
1224	Regional Traveler Information			
	511 Web Services	\$2,035,000	\$1,322,000	(\$713,000)
	511 System Integrator	2,436,000	1,942,000	(494,000)
	Technical Advisor Services	175,000	25,000	(150,000)
	511 Communications	300,000	122,000	(178,000)
	511 TIC Operations	723,000	995,000	272,000
	511 ETC Removal	200,000	0	(200,000)
	TOTAL	\$5,869,000	\$4,406,000	(\$1,463,000)
1233	Pavement Management System			
	Software Training Support	\$300,000	\$300,000	\$0
	P-TAP Projects	1,600,000	1,600,000	0
	Safety / Asset Management Planning	0	500,000	500,000
	TOTAL	\$1,900,000	\$2,400,000	\$500,000
1234	Arterial and Transit Performance			
	Program for Arterial System	\$14,239,477	\$0	(\$14,239,477)
	Arterial Operations Pass	0	3,000,000	3,000,000
	Arterial Operations IDEA CAT 1&2	0	3,915,000	3,915,000
	TOTAL	\$14,239,477	\$6,915,000	(\$7,324,477)
1235	Incident Management			
	I-880 Central Segment Project Study Report	\$1,142,000	\$1,127,765	(\$14,235)
	I-880 ICM	19,500,000	18,200,000	(1,300,000)
	TOTAL	\$20,642,000	\$19,327,765	(\$1,314,235)
1238	Technology-Based Operations & Mobility			
	Technology-Based Operations & Mobility	\$11,000,000	\$0	(\$11,000,000)
	Commute Challenge	0	6,000,000	6,000,000
	Connected Automated Vehicles Projects	0	2,500,000	2,500,000
	Shared Use Mobility	0	2,500,000	2,500,000
	TOTAL	\$11,000,000	\$11,000,000	\$0
1310	Implement Lifeline Transportation Program			
	Coordinated Plan Implementation Activities	\$0	\$100,000	\$100,000
	Lifeline transportation project	0	300,000	300,000
	TOTAL	\$0	\$400,000	\$400,000
1311	Planning for Lifeline Transportation Program			
	Coordinated Plan Implementation Activities	\$60,000	\$0	(\$60,000)
	Means Based Fare Program	0	4,800,000	4,800,000
	TOTAL	\$60,000	\$4,800,000	\$4,740,000
1413	Climate Initiative			
	Climate Initiatives OBAG 2	\$12,000,000	\$10,875,000	(\$1,125,000)
	Targeted Transportation Alternatives Project	0	325,000	325,000
	Regional Car Sharing	0	1,200,411	1,200,411
	TOTAL	\$12,000,000	\$12,400,411	\$400,411
1512	Federal TIP Development			
	Busses replacements	\$2,700,000	\$0	(\$2,700,000)
	TOTAL	\$2,700,000	\$0	(\$2,700,000)
1618	Affordable Mobility Pilot Program			
	Affordable Mobility Pilot Program	\$2,250,000	\$0	(\$2,250,000)
	TOTAL	\$2,250,000	\$0	(\$2,250,000)
1611	Transportation and Land Use Coordination			
	BCDC STP	\$264,453	199,467	(\$64,986)
	CMAs - STP	9,111,000	0	(9,111,000)
	PDA Implementation Studies	300,000	500,000	200,000
	PDA Planning Grant	8,050,000	5,100,000	(2,950,000)
	TOTAL	\$17,825,453	\$5,799,467	(\$12,025,986)
1612	Climate Adaption Consulting (BARC)	\$28,984	\$0	(\$28,984)
	Total Federal funded Consultants before BBF	\$101,294,914	\$77,668,643	(\$23,626,271)
1237	BAY AREA FORWARD PROJECT			
	Performance Monitoring & Tools	\$750,000	\$450,000	(\$300,000)
	Richmond Access to Richmond bridge	500,000	0	(500,000)
	Bay/Dumbarton/Richmond-San Rafael Bridges	2,260,000	0	(2,260,000)
	Bay Bridge Forward Commuter Parking Initiative	0	2,427,112	2,427,112
	Design Alternative Assessments/Corridor Studies	10,500,000	2,000,000	(8,500,000)
	Bay Bridge Forward Implementation	4,320,000	999,000	(3,321,000)
	Freeway Performance Implementation	20,000,000	9,250,000	(10,750,000)
	Total Bay Bridge Forward	\$38,330,000	\$15,126,112	(\$23,203,888)
	Total Federal funded Consultants after BBF	\$139,624,914	\$92,794,755	(\$46,830,159)

Attachment C

Clipper Operating:

	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change \$ Inc./(Dec)
Revenue:			
RM2	\$4,600,000	\$3,000,000	(\$1,600,000)
STA	9,763,232	9,645,579	(117,653)
Inactive Accounts	3,996,255	2,960,359	(1,035,896)
Transit Operators	19,648,000	22,057,500	2,409,500
Total clipper operating Revenue	\$38,007,487	\$37,663,438	(\$344,049)
Expenses:			
Staff cost	\$1,313,949	\$1,152,346	(\$161,603)
Travel & Other General Ops.	49,283	93,233	43,950
Promotion/Outreach/Fare Inc.	4,600,000	3,000,000	(1,600,000)
Clipper Operations	32,044,255	33,417,859	1,373,604
Total clipper operating Expense	\$38,007,487	\$37,663,438	(\$344,049)

Clipper 1 Capital:

	LTD Budget Thru FY2018-19	Draft Budget FY 2019-20	LTD Budget Thru FY2019-20
Revenue:			
CMAQ	\$66,669,515	\$0	\$66,669,515
Card Sales	12,951,267	5,000,000	17,951,267
Low Carbon Transit Operations (LCTOP)	7,777,971	0	7,777,971
ARRA	11,167,891	0	11,167,891
FTA	14,072,565	0	14,072,565
STP	31,790,753	0	31,790,753
STA	21,946,540	0	21,946,540
Prop 1B	1,115,383	0	1,115,383
SFMTA	8,005,421	0	8,005,421
GGGHTD	2,975,000	0	2,975,000
BART	725,000	0	725,000
MTC Exchange Fund	7,573,878	0	7,573,878
BATA	26,864,813	0	26,864,813
Transit Operators	10,279,437	0	10,279,437
WETA	603,707	0	603,707
Sales Tax	890,216	0	890,216
Total Clipper 1 capital Revenue	\$225,409,357	\$5,000,000	\$230,409,357
Expense:			
Staff Costs	\$12,758,850	\$1,072,456	\$13,831,306
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	10,333,144	0	10,333,144
Design	54,690,574	0	54,690,574
Site Preparation	3,899,437	0	3,899,437
Construction	21,867,682	0	21,867,682
Consultants	28,572,623	0	28,572,623
Engineering	7,953,061	0	7,953,061
Communications	1,583,000	0	1,583,000
Marketing	2,212,029	0	2,212,029
Financial Services	391,600	0	391,600
Equipment	49,226,873	0	49,226,873
Clipper Cards	21,240,095	5,000,000	26,240,095
Other	7,583,347	(1,072,456)	6,510,891
Total Clipper 1 Expense	\$225,409,357	\$5,000,000	\$230,409,357

Clipper 2 Capital:

	LTD Budget Thru FY2018-19	Draft Budget FY 2019-20	LTD Budget Thru FY2019-20
Revenue:			
STP	\$4,569,554	\$0	\$4,569,554
FTA	10,078,133	0	10,078,133
Toll Bridge	23,000,000	0	23,000,000
OBAG 2	34,000,000	0	34,000,000
Prop 1B/LCTOP	4,000,000	0	4,000,000
FTA Funds	22,684,772	0	22,684,772
FTA Funds shifted from C1 to C2	13,140,784	0	13,140,784
CMAQ Funds shifted from C1 to C2	2,034,320	0	2,034,320
STP Funds shifted from C1 to C2	5,747,333	0	5,747,333
Transit Operators Funds shifted C1 to C2	4,077,563	0	4,077,563
Projected FTA/FHWA Funds	88,000,000	0	88,000,000
Golden Gate Pass through	5,000,000	0	5,000,000
Low Carbon Transit Operations (LCTOP)	0	0	0
BATA	260,000	0	260,000
STA	2,410,841	0	2,410,841
Total Clipper 2 Revenue	\$219,003,300	\$0	\$219,003,300
Expense:			
Staff Costs	\$6,634,901	\$2,279,377	\$8,914,278
Equipment	7,591,903	0	7,591,903
Consultants	175,776,496	0	175,776,496
Sales Taxes	4,250,000	0	4,250,000
Contingency	24,750,000	(2,279,377)	22,470,623
Total Clipper 2 Expense	\$219,003,300	\$0	\$219,003,300



MTC Proposed Agency Budget FY 2019-20

Resolution 4371

June 12, 2019

MTC FY 2019-20 Agency Budget

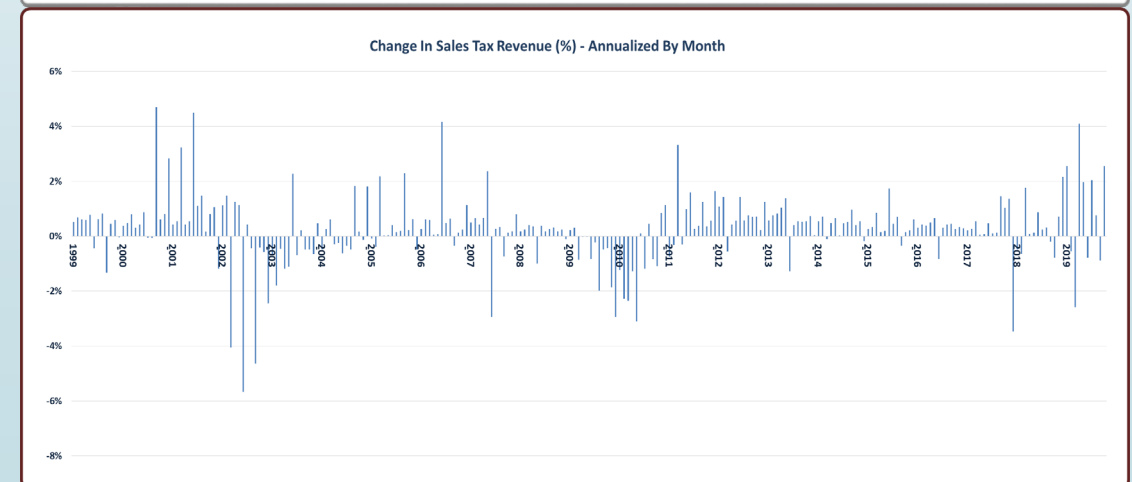
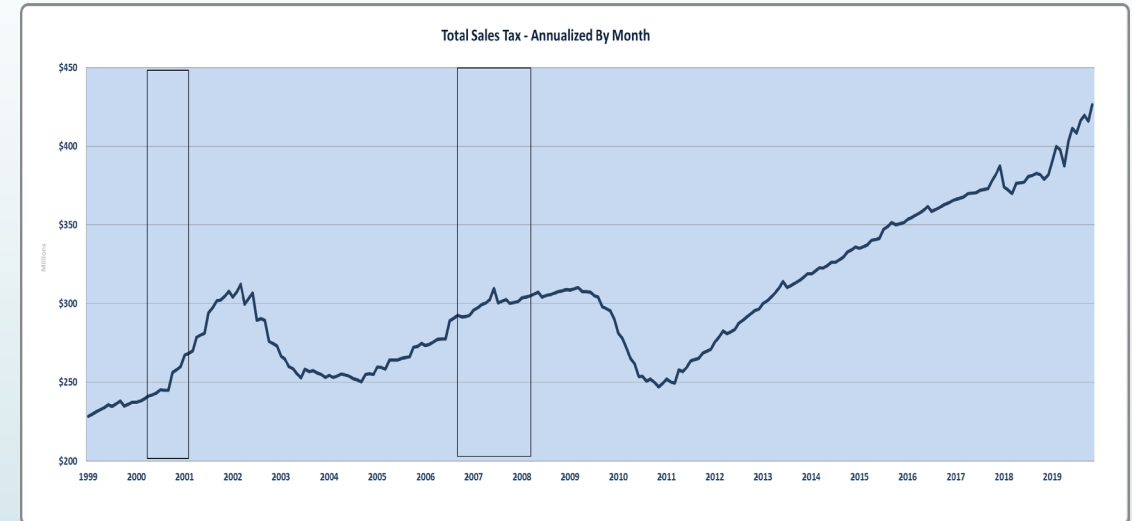
- MTC draft budget is balanced as recommended
 - Revenue - \$68.34 million
 - Expense - \$68.31 million
- 2 positions added – 288 total
 - 1 MTC funded -Administrative Director – Executive Office
 - 1 Grant funded - Administrative Assistant – Local Government Services
- Deficit covered with revenue and expense changes
 - May deficit - \$(1,546,000)
 - Expense cuts 861,000
 - Sales Tax (TDA) 800,000

MTC Budget

MTC Revenue	Actual	Budget		Var	% Var
	As of 12/31/18	FY 18-19	FY 19-20		
FHWA PL	\$3,607,388	\$8,320,695	\$8,209,054	(\$111,641)	-1.3%
FTA PL 5303	2,725,654	4,497,967	3,510,474	(987,493)	-22.0%
FTA 5304	79,278	611,097	0	(611,097)	-100.0%
FHWA SP&R - SACOG	0	220,000	0	(220,000)	-100.0%
State Funds	0	6,000,000	0	(6,000,000)	-100.0%
SB1 Sustainable Comm.	1,436,845	4,025,100	2,106,140	(1,918,960)	-47.7%
TDA	7,527,541	13,528,282	14,616,697	1,088,415	8.0%
HOV revenue	323,303	500,000	520,000	20,000	4.0%
Interest	334,601	40,000	115,000	75,000	187.5%
Total planning	16,034,610	37,743,141	29,077,365	(8,665,776)	-23.0%
Total State Funding	347,574	709,548	701,377	(8,171)	-1.2%
Total Local Funding	918,974	5,405,197	5,484,864	79,667	1.5%
Transfers:					
1% BATA	7,846,994	7,806,994	8,096,994	290,000	3.7%
Other Transfers	3,972,684	21,988,607	24,978,035	2,989,428	13.6%
Total Revenue Sources	29,120,836	73,653,488	68,338,635	(5,314,853)	-7.2%
Salaries & Benefits	13,858,988	30,115,441	32,221,360	2,105,919	7.0%
Temp. Agency	665,184	420,602	817,079	396,477	94.3%
Contracts Operating	3,054,514	34,568,214	27,024,663	(7,543,551)	-21.8%
Other	326,783	912,319	893,119	(19,200)	-2.1%
Capital Outlay	10,194	130,000	540,000	410,000	315.4%
General Admin Expense	2,893,142	7,505,959	6,817,538	(688,421)	-9.2%
Total before transfer out	20,808,805	73,652,535	68,313,759	(5,338,776)	-7.2%
Total Expenses	20,808,805	73,652,535	68,313,759	(5,338,776)	-7.2%
Surplus (Deficit)	8,312,031	955	24,878	23,923	
C/O Encumbrance	(2,901,880)				
Net Surplus (Deficit)	\$5,410,151	\$955	\$24,878	\$23,923	

MTC FY 2019-20 Agency Budget

- Revenue Changes
- Overall down \$8.7 million
 - Loss of state grant - \$6.0 million
 - Loss of SB1 grant - \$2.0 million
- Planning funds + \$1 million
- Sales Tax + 1 million (8%)
 - Actual revenue \$13.6 million through April
 - Current trend is \$14.6 million - \$1 million above current budget
 - Allowed for new FY 2019-20 budget estimate



MTC FY 2019-20 Agency Budget

- Operating Expenses – down \$5.3 million (7.2%)
 - Salaries/Benefits +2.1 million
 - Contract (MOU) change \$1.1 million
 - Reassignments \$.80 million
 - Administrative Director
 - Temp agency +\$0.4 million
 - Additional backfill vacancies and administrative support
- Operating Contracts down \$7.5 million – loss of one-time funding
- General Administration down \$0.70 million – utilities covered under BAHA

MTC Budget

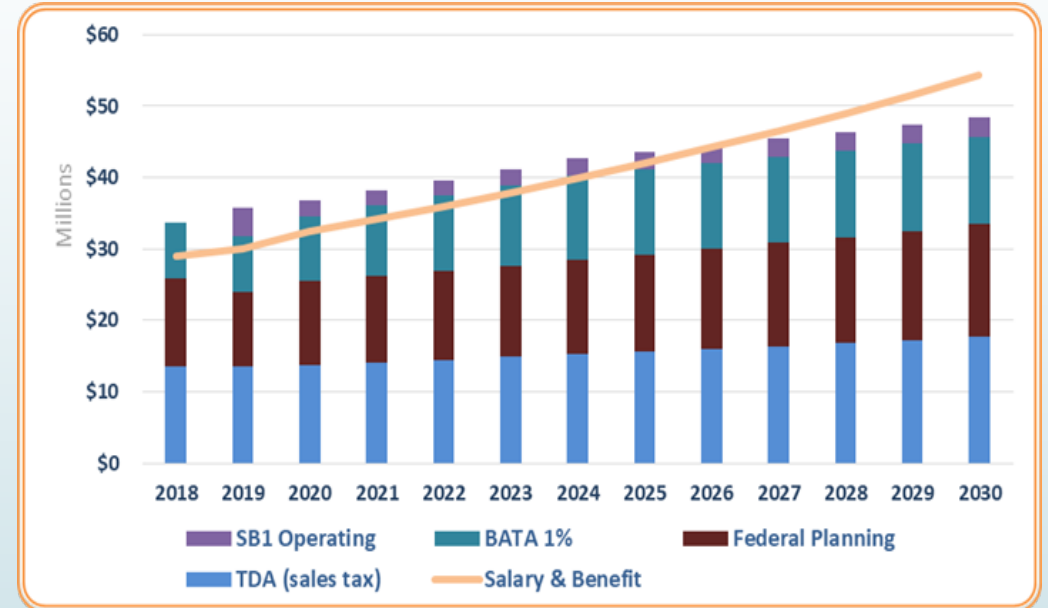
MTC Revenue	Actual	Budget		Var	% Var
	As of 12/31/18	FY 18-19	FY 19-20		
FHWA PL	\$3,607,388	\$8,320,695	\$8,209,054	(\$111,641)	-1.3%
FTA PL 5303	2,725,654	4,497,967	3,510,474	(987,493)	-22.0%
FTA 5304	79,278	611,097	0	(611,097)	-100.0%
FHWA SP&R - SACOG	0	220,000	0	(220,000)	-100.0%
State Funds	0	6,000,000	0	(6,000,000)	-100.0%
SB1 Sustainable Comm.	1,436,845	4,025,100	2,106,140	(1,918,960)	-47.7%
TDA	7,527,541	13,528,282	14,616,697	1,088,415	8.0%
HOV revenue	323,303	500,000	520,000	20,000	4.0%
Interest	334,601	40,000	115,000	75,000	187.5%
Total planning	16,034,610	37,743,141	29,077,365	(8,665,776)	-23.0%
Total State Funding	347,574	709,548	701,377	(8,171)	-1.2%
Total Local Funding	918,974	5,405,197	5,484,864	79,667	1.5%
Transfers:					
1% BATA	7,846,994	7,806,994	8,096,994	290,000	3.7%
Other Transfers	3,972,684	21,988,607	24,978,035	2,989,428	13.6%
Total Revenue Sources	29,120,836	73,653,488	68,338,635	(5,314,853)	-7.2%
Salaries & Benefits	13,858,988	30,115,441	32,221,360	2,105,919	7.0%
Temp. Agency	665,184	420,602	817,079	396,477	94.3%
Contracts Operating	3,054,514	34,568,214	27,024,663	(7,543,551)	-21.8%
Other	326,783	912,319	893,119	(19,200)	-2.1%
Capital Outlay	10,194	130,000	540,000	410,000	315.4%
General Admin Expense	2,893,142	7,505,959	6,817,538	(688,421)	-9.2%
Total before transfer out	20,808,805	73,652,535	68,313,759	(5,338,776)	-7.2%
Total Expenses	20,808,805	73,652,535	68,313,759	(5,338,776)	-7.2%
Surplus (Deficit)	8,312,031	955	24,878	23,923	
C/O Encumbrance	(2,901,880)				
Net Surplus (Deficit)	\$5,410,151	\$955	\$24,878	\$23,923	

MTC FY 2019-20 Agency Budget

- Grants under management will grow to over \$450 million
 - Current Active Grants - \$392 million
 - New Grants FY 2020 - \$ 67 million
 - New Funding
 - STP - \$23 million
 - CMAQ - \$34 million
 - Other - \$10 million
- Some funding sources still require Commission discussions before final project decisions can be made

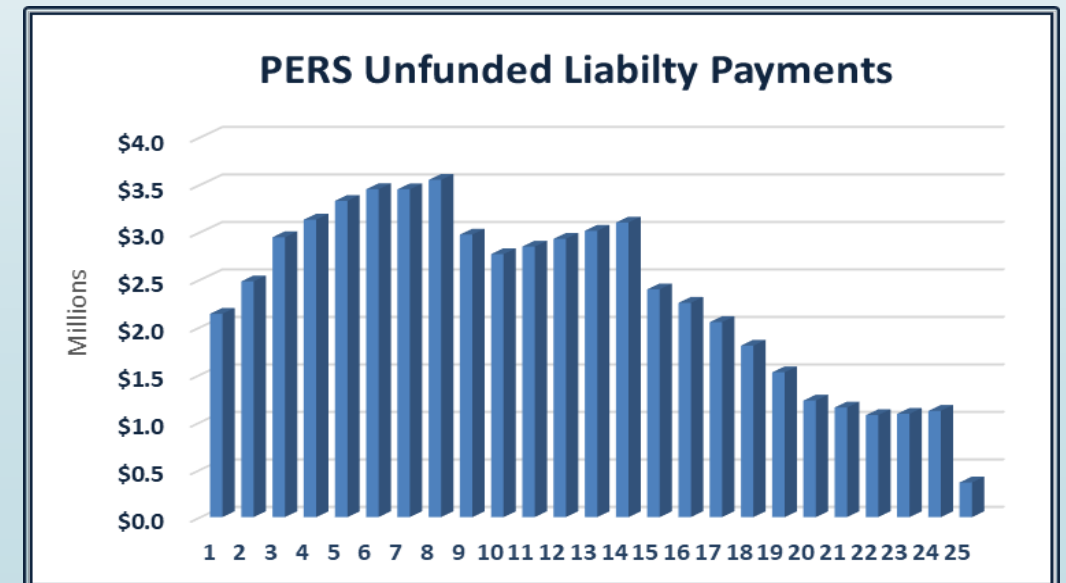
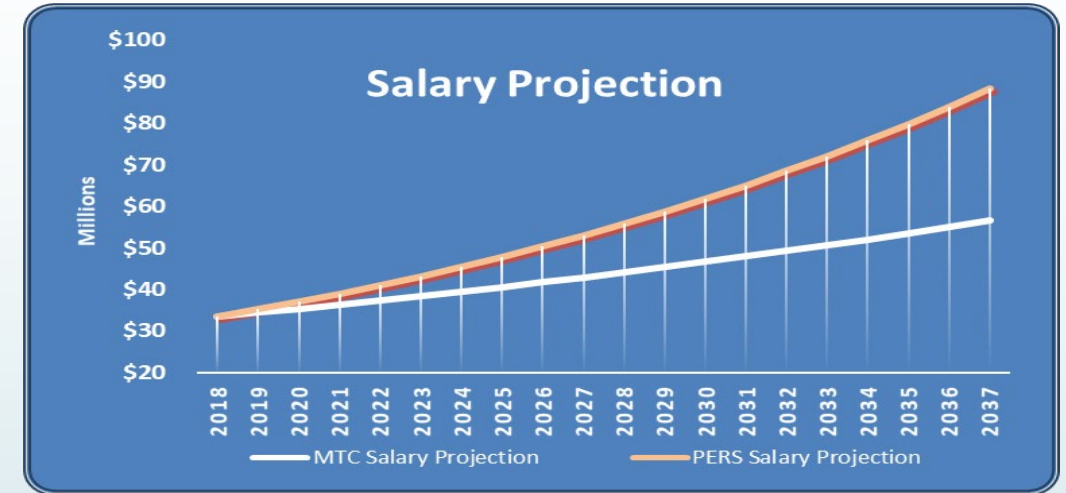
Retirement Obligations

- MTC has nearly \$40 million in unfunded retirement liabilities
 - OPEB - \$7 million
 - CalPERS -
 - Unfunded liability - \$31 million
 - Interest - \$21 million
- Total cost at current amortization schedule is nearly \$60 million
- Retirement costs are the fastest growing part of MTC operating costs



Pension Costs

- Combination of CalPERS growth assumptions and amortization of the unfunded liability make costs increase faster than any revenue source
- PERS inflation assumptions
 - MTC - 2.80%
 - PERS - 5.25%
- Unfunded liability amortization increases each year for the next 7 years
 - Total scheduled payments - \$53 million



Retirement Cost Management Examples

- Agencies often use multiple options to control pension costs
- Examples of strategies used by local counties
 - Alameda (ACERA)
 - Pension Liability Reduction Account - \$500 million
 - Contra Costa (CCCRA)
 - POB - \$202 million
 - Marin (MCERA)
 - POB - \$91 million
 - 115 Trust
 - Rate stabilization reserve
 - Accelerated discretionary payments
 - San Mateo (SamCERA)
 - Supplemental payment \$50 million then \$10 million annually – 7 years
 - Solano (CalPERS)
 - POB - \$30 million
 - Supplemental CalPERS payment
 - Supplemental 115 Trust
 - Sonoma (SCERA)
 - Supplemental pension payments

League of CA Cities – Pension Management Options

Implement pay
down plan -

Local ballot measures

Pension Rate Stabilization
Program (PRSP)

Efficiency improvements

Renegotiate cost sharing

Pension Obligation Bonds (POB)

CalPers Fresh Start

MTC Recommended Options

- The most commonly used options are POB, supplemental payments and independent 115 trust
 - OPEB
 - Payoff remaining OPEB unfunded liability - \$7 million in FY 2018
 - CalPERS
 - Accelerate payments
 - Combine MTC and BATA (Section 30959) resources
 - Begin payments in FY 2018-19
 - Retire obligation over 5-7 years
 - Supplemental trust
 - Commit up to 50% of any ending MTC balance for rate stabilization account up to 10% of liability
- Plan should
 - Retire the entire retirement obligation in 5-7 years
 - \$20 million cash flow benefit

S&P Characteristics for a “credible plan” to manage pension liabilities

Realistic assumptions

Strong funding discipline

Manage increasing costs

Pay down liability

Avoid deferring payments

Plan toward 100% funding



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0520 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/3/2019 **In control:** Programming and Allocations Committee
On agenda: 6/26/2019 **Final action:**
Title: MTC Resolution No. 4378, Revised. Adopts the FY2019-20 Regional Measure 2 (RM2) Operating Program.

Staff will present the \$48.1 million FY2019-20 operating program for adoption. Staff will also recommend holding funds for two services based on not meeting performance requirements, CCCTA Route 96x and Tri Delta Transit Route 300 and provide the status of routes at risk of losing funding, WETA South San Francisco service and Dumbarton Express DB1.

Sponsors:

Indexes:

Code sections:

Attachments: [8a PAC 3a Reso-4378 FY2019-20 RM2 Operating Program.pdf](#)
[3a Reso-4378 FY2019-20 RM2 Operating Program.pdf](#)
[3a Handout Reso-4378 FY2019-20 RM2 Operating Program.pdf](#)

Date	Ver.	Action By	Action	Result
6/12/2019	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4378, Revised. Adopts the FY2019-20 Regional Measure 2 (RM2) Operating Program.

Staff will present the \$48.1 million FY2019-20 operating program for adoption. Staff will also recommend holding funds for two services based on not meeting performance requirements, CCCTA Route 96x and Tri Delta Transit Route 300 and provide the status of routes at risk of losing funding, WETA South San Francisco service and Dumbarton Express DB1.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval



COMMISSION AGENDA ITEM 8a

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Programming and Allocation Committee

DATE: June 12, 2019

FR: Executive Director

RE: MTC Resolution 4378, Revised – Updated Fiscal Year (FY) 2019-20 Regional Measure 2 (RM2) Operating Program Proposal

The Programming and Allocations Committee Summary Sheet included in the June 12, 2019 meeting packet for Item 3a – FY 2019-20 Regional Measure 2 Operating Program, MTC Resolution 4378, Revised – included a staff recommendation to withhold funding for two routes that are not meeting required performance standards: Tri-Delta's Route 300 and Central Contra Costa County's (CCCTA) route 96X. These routes are not meeting the farebox recovery standards set forth in the RM2 Policies and Procedures and staff had proposed suspending funding until route changes could be implemented, or a more appropriate service could be identified to receive the funds.

Staff has recently received further information concerning the routes in question and now propose to continue funding in FY 2019-20 under the following conditions:

- 1) Tri-Delta will work towards expansion of the Route 300 to provide service from additional park and ride lots to the Antioch Bart station and be granted up to two additional years to meet the regional performance measure;
- 2) CCCTA implements route changes to the 96X as proposed to the Board of Directors at their February 2019 meeting, no later than May 1, 2020.

MTC staff will continue to monitor these routes and work with Tri-Delta and CCCTA staff each year to ensure the routes can meet the required performance measures within a reasonable timeframe.

A handwritten signature in blue ink, reading 'Therese W. McMillan', is written over a horizontal line.

Therese W. McMillan

Attachment

Resolution 4378, Revised

Metropolitan Transportation Commission Programming and Allocations Committee

June 12, 2019

Agenda Item 3a

MTC Resolution No. 4378, Revised

Subject: Adopt the FY2019-20 Regional Measure 2 (RM2) Operating Program.

Background: MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. RM2 operating projects must meet farebox recovery standards and maintain or increase passengers per revenue hour by the third year of service. Farebox recovery requirements are established by mode (ferry, bus or rail) and type of service (peak, all day and owl service). This item adopts the FY2019-20 Regional Measure 2 (RM2) Operating Program and includes programming recommendations for routes at risk of losing funds.

FY2019-20 RM2 Operating Program

The RM2 Operating Assistance Program for FY2019-20 is proposed at \$48.1 million. Most of the same transit routes and services as last year are proposed for funding. However, there are two routes not recommended for funding in FY2019-20 and two routes at risk of losing funding in FY2020-21. More information about these routes is provided below.

Routes Not Recommended for Continued Funding: Staff recommends not programming funds for two routes in FY2019-20, and reserving the funds until corrective actions are taken.

CCCTA Route 96x: County Connection has received two grace years of funding for this route. During this time, they conducted a comprehensive system analysis of local routes and implemented significant system changes and a fare increase. However, the express fare has remained unchanged and the express routes are currently proposed for changes that have yet to be approved. The farebox recovery standard for the route is 30%. In FY2017-18, the actual farebox recovery rate was 25.8%. Staff recommends holding RM2 funds until service changes are approved for Route 96x.

Tri Delta Transit, Route 300: In May 2018, concurrent with the opening of the BART extension to Antioch, Tri Delta Transit implemented a major service change. Route 300, which previously offered express service between Brentwood and the Pittsburg/Bay Point BART station, was modified to end service at the new BART station in Antioch. For FY2018-19, staff recommended continued funding of the route in order to evaluate the new service. As of the end of the third quarter, the restructured route is performing very poorly with 17% farebox recovery compared to the required 30% standard. The route had been a strong performer with a 41% farebox recovery last year. Staff now recommends suspending funding for the route and allowing Tri Delta Transit one year to propose an alternative express service.

At Risk Routes: The following routes are not meeting performance standards and are at risk of losing RM2 funding in FY2020-21 per the program policies, if performance does not improve.

WETA South San Francisco Service: In May 2016, the Commission approved giving WETA seven years from the start of service, until the end of FY2018-19, to meet the 40% farebox recovery standard required for this route rather than the three years required by the RM2 Policies and Procedures. As of the end of the third quarter, the route is making a 31% farebox recovery ratio and it does not appear that the route will meet the required farebox recovery standard by the end of the fiscal year. Private ferry service provided by Genentech in addition to extensive roadway construction in South San Francisco that is hampering shuttle service to the ferries may be factors impacting ridership on the route. MTC staff will continue to work with WETA to develop corrective actions, however, staff may recommend discontinuing funding in FY2020-21 if the performance does not improve.

Dumbarton Express, DB1: While this route is meeting the RM2-required farebox recovery standard of 20% for all-day service, it is not meeting the cost per passenger performance requirement imposed by the Commission when the route changed from peak-only to all-day in FY2016-17. For FY2018-19, staff recommended, and the Commission approved continued funding for the route while the Dumbarton Forward planning efforts were underway. In April 2019, BATA approved funding for Caltrans oversight as the Dumbarton Forward proposed project moves toward implementation with construction planned in 2020. Staff recommends continued funding of the DB1 for FY2019-20 to allow time for the improvements to be implemented. In addition, MTC staff continues to work with AC Transit and Stanford University to rationalize express bus service in the corridor.

The RM2 Operating and Marketing program funds are also included in the proposed FY2019-20 BATA budget and are subject to its approval.

Issues:

- In FY2016-17, MTC provided \$1.2 million to increase service on WETA's Oakland, Alameda and Vallejo routes for a two-year period as part of the Bay Bridge Forward program of projects. Staff recommends continued funding for the increased service in FY2019-20 to support this highly utilized expanded service.
- In FY2017-18, MTC began providing \$3 million per year in RM2 operating funds to support operation of the Transbay Transit Center. While staff is recommending continuing this funding in FY2019-20, additional scrutiny will be applied to the use of these funds given the temporary closure of the Transit Center.

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

Attachments: MTC Resolution No. 4378, Revised


Therese W. McMillan

Date: May 22, 2019
W.I.: 1255
Referred by: PAC
Revised: 06/26/19-C

ABSTRACT

Resolution No. 4378, Revised

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

This resolution was revised on June 26, 2019 to adopt the RM2 Operating Program for FY2019-20.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 8, 2019 and June 12, 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)

Project #	Project Name	Sponsor	Route	Programmed (notes 1,2)
1	Richmond Bridge Express	Golden Gate Transit	Route 40	2,473,725
			Total	2,473,725
2	Napa VINE Service	NVTA	Route 29	426,400
			Total	426,400
3	Express Bus North	SolTrans	Yellow Line	762,567
		SolTrans	Red Line	809,741
		ECCTA	Route 300	531,835
		Fairfield/Suisun Transit	Blue Line	463,967
		Fairfield/Suisun Transit	Green Express	636,600
		Golden Gate Transit	Route 72x	101,264
		Golden Gate Transit	Route 101	195,339
		WestCat	Route JPX	249,294
			Total	3,750,608
4	Express Bus South	AC Transit	Route F	890,865
		AC Transit	Route LA	146,761
		AC Transit	Route NL/BA	2,678,379
		AC Transit	Route NX1	91,779
		AC Transit	Route NX2	88,191
		AC Transit	Route O	779,077
		AC Transit	Route P	385,034
		AC Transit	Route U - Dumbarton	311,238
		AC Transit	Route W	56,580
		CCCTA	Route 96X	145,339
		WestCat	Hercules LYNX/JX	919,550
		LAVTA	Rapid	580,836
			Total	7,073,629
5	Dumbarton Bus	AC Transit	Routes DB	1,482,828
		AC Transit	Route DB1	1,534,148
			Total	3,016,976
6	Ferry Service	WETA	Alameda Harbor Bay	1,448,800
		WETA	Alameda/Oakland	4,536,300
		WETA	Vallejo	7,107,800
		WETA	South San Francisco	2,207,100
		WETA	Bay Bridge Forward	1,200,000
			Total	16,500,000
7	Owl Service	AC Transit	Route 800	842,771
		AC Transit	Route 801	667,852
		MUNI	Route 14	187,501
		SamTrans	Route 397	305,876
			Total	2,004,000
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000
9	AC Transit Rapid Bus Corridor	AC Transit	Route 1/Rapid	3,000,000
11	WETA planning	WETA	Planning and operations	3,000,000
12	Clipper	MTC	Operations	2,000,000
13	Transbay Transit Center	TJPA	Terminal Operations	3,000,000
			Grand Total	48,745,338

RM2 Marketing Assistance Program (note 2 and 3)

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	MTC		
Week Awareness		\$	50,000
New or Expanded Transit Services	TBD	\$	300,000
Grand Total \$			6,940,000

Notes:

1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects
2. Amounts shown are subject to approval of the FY 2019-20 BATA Budget
3. 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 #: 19-0521 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/3/2019 **In control:** Programming and Allocations Committee
On agenda: 6/12/2019 **Final action:**
Title: MTC Resolution Nos. 4379, 4380, 4381 and 4384. Allocation of \$215 million in FY2019-20 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to County Connection (CCCTA), MTC, Transbay Joint Powers Authority (TJPA), Santa Clara Valley Transportation Authority (VTA), and WETA to support transit operations and capital projects in the region.

This month begins the annual allocation process of four different funds which are ongoing revenue sources that support the operations and capital projects of the region's transit operators, TJPA, and MTC in the upcoming fiscal year.

Sponsors:

Indexes:

Code sections:

Attachments: [8b PAC 3b Resos-4379-4380-4381-4384 CCCTA-MTC-TJPA-VTA-WETA Allocations.pdf](#)
[3b Resos-4379-4380-4381-4384 CCCTA-MTC-TJPA-VTA-WETA Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
6/12/2019	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4379, 4380, 4381 and 4384. Allocation of \$215 million in FY2019-20 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to County Connection (CCCTA), MTC, Transbay Joint Powers Authority (TJPA), Santa Clara Valley Transportation Authority (VTA), and WETA to support transit operations and capital projects in the region.

This month begins the annual allocation process of four different funds which are ongoing revenue sources that support the operations and capital projects of the region's transit operators, TJPA, and MTC in the upcoming fiscal year.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

June 12, 2019

Agenda Item 3b

MTC Resolution Nos. 4379, 4380, 4381, and 4384

Subject: Allocation of \$215 million in FY2019-20 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to County Connection (CCCTA), MTC, Transbay Joint Powers Authority (TJPA), Santa Clara Valley Transportation Authority (VTA), and WETA to support transit operations and capital projects in the region.

Background: This month's proposed actions begin the annual allocation process of these funds for FY2019-20. Entities requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4360 for TDA and STA) and the RM2 Operating Program (MTC Resolution 4378). RM2 identified a separate additional set aside for operation of the Transbay Terminal.

Transit Operator/ Claimant	TDA Resolution No. 4380	STA Resolution No. 4381	RM2 Resolution No. 4379	Terminal RM2 Resolution No. 4384	Total
CCCTA	\$ 21,521,231	\$ 5,513,876	\$ -	\$ -	\$ 27,035,107
MTC	\$ -	\$ 7,100,000	\$ 2,000,000	\$ -	\$ 9,100,000
TJPA	\$ -	\$ -	\$ 3,000,000	\$ 5,201,958	\$ 8,201,958
VTA	\$ 110,671,008	\$ 40,315,314	\$ -	\$ -	\$150,986,322
WETA	\$ -	\$ -	\$ 19,500,000	\$ -	\$ 19,500,000
Total	\$132,192,239	\$ 52,929,190	\$ 24,500,000	\$ 5,201,958	\$214,823,387

Information regarding the operating budgets and major initiatives of the above operators is provided in Attachment A. Some highlights are:

- Next fiscal year, MTC will fund forty percent of the total operating costs of Clipper while transit agencies contribute the balance. STA, RM2 Operating and marketing funds are the primary sources for MTC's share of costs.
- The repair and reinforcement at the Salesforce Transit Center have been completed and the reopening date will be announced after the independent review panel concludes its review. As stated in Agenda Item 3a, MTC will give additional scrutiny to TJPA operating costs due to the facility's closure and has added conditions related to wayfinding milestones to address important signage/wayfinding projects that remain incomplete.
- VTA will implement a major bus service redesign, named the New Transit Service Plan, when the BART extension to Milpitas and Berryessa stations opens.
- WETA will continue to sustain increases to the Alameda/Oakland and Vallejo services due to the continuation of additional RM2 operating approved as part of the Bay Bridge Forward Program.

- In general, transit operation costs continue to rise above the rate of new service provided. WETA is the one exception of the operators recovery allocations' this month as their service increase is 8% as compared to their 7% cost increase. The general trend is reason for concern as we have highlighted through the Transit Sustainability Project work. Staff will continue to work with the transit operators to identify and implements strategies to reverse this trend.

Issues: Allocation of RM2 Operating funds to WETA, MTC, and TJPA is contingent upon Commission approval of the FY 2019-20 RM2 Operating Program, MTC Resolution No. 4378, Revised in Agenda Item 3a.

The Clipper Operating Budget was approved by the Clipper Executive Board in March. The Clipper operating budget is also included in the MTC Agency Budget being presented to the Administration Committee.

Recommendation: Refer MTC Resolution Nos. 4379, 4380, 4381, and 4384 to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4379, 4380, 4381, and 4384


Therese W. McMillan

Attachment A - Budget Summary of Funding Recipients

Operator	FY2018-19 Operating Budget	FY2019-20 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2019-20 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2019-20 Budgets
County Connection (CCCTA)	\$ 39,188,061	\$ 41,582,087	6.1%	0%	\$ 26,641,670	64.1%	<ul style="list-style-type: none"> County Connection implemented a major service restructure in the spring to increase productivity by aligning service with demand this past spring. The last time major service changes were made was 2009. A new contract for paratransit service will begin July 1, 2019 and costs are expected to rise 6%. If the \$900,000 contingency in their budget is excluded, the increase would be only 3.8% and half of that increase would be due to cost increases for wages and fringe benefits.
Clipper	\$31,000,000	\$37,400,000	20.6%	N/A	\$9,100,000 ²	24.3%	<ul style="list-style-type: none"> Two-thirds of the increase is due to early operating costs associated with Next-Gen Clipper. Development of a Clipper mobile application will continue and is expected to be available by the end of 2020.
TJPA	\$33,157,050	\$38,384,827	15.8%	N/A	8,201,958	21.4%	<ul style="list-style-type: none"> Operations of the Transit Center comprises two-thirds of the budget. Staffing and contingency each comprise 10% of the budget. Debt financing is 17% of the budget and funded with a like amount of tax increment revenue and this cost accounts for 80% of the increase in the operating budget. One-time leasing commission costs account for the remainder of the increase. The repair and reinforcement at the Salesforce Transit Center has been completed and the reopening date will be announced after the independent review panel concludes its review. AC Transit and SFMTA, the primary tenants of the Transit Center, are expected to cover any operating revenue shortfall in accordance with their lease and use agreement and are estimated to contribute \$3.9 million, and \$1.4 million, respectively in FY2019-20.

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

2. An additional \$3 million in RM2 Marketing funds programmed to Clipper are not allocated. Rather, MTC invoices BATA for cost incurred and therefore no allocation is made.

Attachment A - Budget Summary of Funding Recipients

Operator	FY2018-19 Operating Budget	FY2019-20 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2019-20 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2019-20 Budgets
VTA	\$414,432,252	\$435,299,208	5.0%	1.7%	\$152,144,314	35.0%	<ul style="list-style-type: none"> Paratransit costs are increasing almost 15% primarily due to increased cost of purchased transportation. A 2% increase in projected ridership as well as additional staff to support the program also contribute to the cost increase. In response to the recommendation from the Ad Hoc Financial Stability Committee, VTA adopted the 2019 New Transit Service Plan to replace the Next Network Plan. These service changes will be implemented in conjunction with the BART extension to Milpitas and Berryessa. VTA has created an Office of Innovation to take advantage of the rapidly evolving opportunities in transportation related to infrastructure, vehicles, service models, and future workforce.
WETA	\$43,915,200	\$47,701,900	6.8%	7.7%	\$19,500,000	54.8%	<ul style="list-style-type: none"> WETA started service to Richmond in early January. Contra Costa measure funds will provide the first ten years of operating funds for the service. The FY 2019-20 budget includes a full year operating cost which accounts for half of the budget increase. WETA is piloting one additional morning trip from Harbor Bay to San Francisco as well as reverse-commute service from South San Francisco to Harbor Bay through December 2019. WETA expects to take delivery of three new vessels next fiscal year: two 445-passenger vessels for North Bay service and one new commuter class vessel (300 passengers). The Downtown San Francisco Ferry Terminal Expansion project is expected to be completed early next year. Redwood City is preparing a Financial Feasibility Study and Cost Benefit Analysis Report for the Redwood City Ferry Terminal. Following the execution of an MOU, the City of Berkeley will lead an expanded ferry terminal planning and feasibility study for the Berkeley Marina with funding support from WETA.

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

Date: June 26, 2019
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4379

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2019-20.

This resolution allocates funds to MTC, Transbay Joint Powers Authority, and Water Emergency Transportation Authority (WETA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019.

Date: June 26, 2019
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4379

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

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

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on June 26, 2019.

FY 2019-20 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2019-20 RM2 Operating Program (MTC Resolution 4378). All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636) except for WETA's South San Francisco Ferry service which was given seven years (until FY 2018-19) to meet RM2 standards when MTC Resolution No. 4228 was adopted on June 22, 2016. Its performance in FY2018-19 will be evaluated in FY2019-20,

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement
WETA	Planning and Administration	3,000,000	01	06/26/19	11	n.a.
WETA	Ferry Operations	16,500,000	02	06/26/19	6	40% Peak service, 30% All Day Service
TJPA	Transbay Transit Center	3,000,000	03	06/26/19	13	n.a.
MTC	Clipper	2,000,000	04	06/26/19	12	n.a.
Total		24,500,000				

Date: June 26, 2019
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4380

This resolution approves the allocation of fiscal year 2019-20 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA) and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019.

Date: June 26, 2019
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2019-20 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4380

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2019-20 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2019-20 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2019-20 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 26, 2019.

Date: June 26, 2019
Referred by: PAC

Attachment A
MTC Resolution No. 4380
Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2019-20

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
<i>5801 - 99233.7, 99275 Community Transit Service - Operations</i>					
VTA	Paratransit Operations	5,533,550	01	06/26/19	Santa Clara County
CCCTA	Paratransit Operations	1,056,604	02	06/26/19	CCCTA
	<i>Subtotal</i>	6,590,154			
<i>5802 - 99260A Transit - Operations</i>					
VTA	Transit Operations	105,137,458	03	06/26/19	VTA
CCCTA	Transit Operations	17,880,362	04	06/26/19	CCCTA
	<i>Subtotal</i>	123,017,820			
<i>5803 - 99260A Transit - Capital</i>					
CCCTA	Transit Capital	2,584,265	05	06/26/19	CCCTA
	<i>Subtotal</i>	2,584,265			
TOTAL		132,192,239			

Date: June 26, 2019
Referred by: PAC

Attachment B
Resolution No. 4380
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2019-20
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 26, 2019
W.I.: 1514
Referred by: PAC

ABSTRACT
Resolution No. 4381

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2019-20.

This resolution allocates funds to County Connection (CCCTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019.

Date: June 26, 2019
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2019-20 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4381

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2019-20 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2019-20 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4355, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

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

RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 26, 2019.

Date: June 26, 2019
Referred by: PAC

Attachment A
MTC Resolution No. 4381
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2019-20

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	32,900,898	01	06/26/19	VTA
	Subtotal	32,900,898			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	7,100,000	02	06/26/19	MTC
	Subtotal	7,100,000			
5820 - 6730A Operating Costs - County Block Grant					
CCCTA	Transit Operations	5,513,876	03	06/26/19	Contra Costa County
	Subtotal	5,513,876			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	7,414,416	04	06/26/19	Santa Clara County
	Subtotal	7,414,416			
	TOTAL	52,929,190			

Date: June 26, 2019
Referred by: PAC

Attachment B
Resolution No. 4381
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2019-20 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 26, 2019
W.I.: 1254
Referred By: PAC

ABSTRACT

Resolution No. 4384

This resolution approves the FY2019-20 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Temporary Transbay Terminal as well as the permanent Transbay Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 12, 2019.

Date: June 26, 2019
W.I.: 1254
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Temporary Transbay Terminal and Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4384

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

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

WHEREAS, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars (\$3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6th, 2010, now be it

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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 June 26, 2019.

**ALLOCATION OF BRIDGE TOLLS
PURSUANT TO STREETS AND HIGHWAY CODE 30914(b)**

Project Title: **Transbay Terminal Facilities Operations and Maintenance**
Sponsor: **Transbay Joint Powers Authority**

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the Temporary Transbay Terminal and permanent Transbay Transit Center.
2. Payment for operating expenses shall not be requested more than once monthly.
3. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
4. Interim updates and changes to signage shall be implemented at the Transbay Transit Center before it re-opens, if possible. MTC will consider progress on the interim fixes when approving invoices.
5. Invoices shall include at least quarterly updates on the progress of near-term, mid-term (including KC1), and long-term (gap analysis) wayfinding planning and implementation.

Allocation No.	Approval Date	Amount	Reimbursement Period
20438401	6/26/19	\$5,201,958	FY 2019-20



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0640 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 5/21/2019 **In control:** Legislation Committee
On agenda: 6/26/2019 **Final action:**
Title: AB 970 (Salas): Grants for Nonemergency Medical Transportation

AB 970 would establish a new grant program within the California Department of Aging (CDA) to fund nonemergency medical transportation (NEMT) for seniors and persons with a disability with the goal of reducing greenhouse gas emissions. Eligible expenditures would include operation of bus service, the purchase, lease and maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12 or 15 passengers. The program would be funded, upon appropriation by the Legislature, with Cap and Trade revenue from the Greenhouse Gas Reduction Fund (GGRF).

Sponsors:

Indexes:

Code sections:

Attachments: [9a Legislation 3b AB 970 \(Salas\).pdf](#)
[3b AB 970 \(Salas\).pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2019	1	Legislation Committee		

Subject:

AB 970 (Salas): Grants for Nonemergency Medical Transportation

AB 970 would establish a new grant program within the California Department of Aging (CDA) to fund nonemergency medical transportation (NEMT) for seniors and persons with a disability with the goal of reducing greenhouse gas emissions. Eligible expenditures would include operation of bus service, the purchase, lease and maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12 or 15 passengers. The program would be funded, upon appropriation by the Legislature, with Cap and Trade revenue from the Greenhouse Gas Reduction Fund (GGRF).

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support If Amended / Commission Approval

Attachments:

**Metropolitan Transportation Commission
Legislation Committee**

June 14, 2019

Agenda Item 3b

AB 970 (Salas): Grants for Nonemergency Medical Transportation

Subject: AB 970 would establish a new grant program within the California Department of Aging (CDA) to fund nonemergency medical transportation (NEMT) for seniors and persons with a disability with the goal of reducing greenhouse gas emissions. Eligible expenditures would include operation of bus service, the purchase, lease and maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12 or 15 passengers. The program would be funded, upon appropriation by the Legislature, with Cap and Trade revenue from the Greenhouse Gas Reduction Fund (GGRF).

Background: Under federal law, MTC is required to prepare and update a Coordinated Public Transit Human Services Transportation Plan (Plan). The most recent of which was completed in 2018 and can be found at https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf. The Plan explores ways to cost-effectively expand and coordinate services for seniors, people with disabilities, veterans, and those with low incomes. A number of the strategies also result in greenhouse gas reductions. The Plan forecasts an increase in the senior population, growing from 14 percent of the population in 2014 to 23 percent by 2040. The Plan highlights access to healthcare as a key mobility gap, based on a survey of over 30 stakeholder groups.

Although ADA paratransit and non-profit providers have been required to increase the volume and length of trips for medical purposes, there is currently no unified funding mechanism in place in the Bay Area for providers to recover the costs of these trips from Medi-Cal. In addition, there is no dedicated funding source to provide transportation to nonemergency medical care for seniors who do not qualify for Medi-Cal due to their incomes exceeding the Medi-Cal limits. The Plan identifies improving paratransit as a core strategy MTC should focus on going forward. AB 970 provides an opportunity for a new funding source to improve access to NEMT for seniors and persons with disabilities.

Discussion: While none doubt the need is substantiated, and called out in our 2019 Joint Legislative program, creating yet another grant making infrastructure at the state level within the CDA, which has no experience operating transportation-related programs similar to those specified in this bill is inefficient. It would make more sense for the program to be structured under the Department of Transportation (Caltrans), which has for many years administered the federal Enhanced Mobility of Seniors and People with Disabilities [Federal Transit Administration (FTA) 5310 Program].

AB 970 provides an opportunity for the state to pilot a new program to directly support implementation of coordinated plans by regions across the state while also fulfilling the goals of the Cap and Trade Program. The FTA 5310 Program is heavily oversubscribed and is administered at the state level on a competitive basis, which makes it hard for regions to rely upon as a funding source to implement their coordinated plans. In addition, a directly suballocated program would substantially reduce the fiscal impact of the new

program on the state. The legislation, as currently written, contributes to a long-standing problem in this field, a lack of coordination among numerous providers. By referencing the coordinated plans and making use of existing disbursement mechanisms, the proposed amendments serve to reduce those coordination problems.

Staff recommends amendments to AB 970 that would establish a three-year pilot program with a continuous appropriation of funds to provide reliable funding and give project sponsors a minimum amount of time to attract riders and demonstrate the effectiveness of the service.

Summary of Proposed Amendments:

1. Establish the program as a three-year pilot program of continuously appropriated Cap and Trade funds of at least \$10 million per year.
2. Shift administration of the program from CDA to Caltrans.
3. Expand program eligibility to allow funds to be used for any NEMT-related purposes that are cost-effective and expected to reduce greenhouse gas emissions.
4. Require funds be invested in projects consistent with federally-required coordinated plans and sustainable communities strategies, which establish the region's targets with respect to reducing greenhouse gas emissions.

Recommendation: Support if Amended

Bill Positions: **Support:** Contra Costa County Board of Supervisors, Imperial County Area Agency on Aging and Public Administration

Oppose: Sierra Club


Therese W. McMillan



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 19-0641 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 5/21/2019 **In control:** Legislation Committee
On agenda: 6/26/2019 **Final action:**
Title: AB 352 (Garcia, E.): Transformative Climate Communities

AB 352 would broaden eligibility for the Transformative Climate Communities (TCC) Program, a Cap and Trade-funded state grant program administered by the Strategic Growth Council (SGC), to include low-income communities that do not otherwise fall within the program's strict definition of "disadvantaged communities."

Sponsors:

Indexes:

Code sections:

Attachments: [9b Legislation 3c AB 352.pdf](#)
[3c AB 352.pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2019	1	Legislation Committee		

Subject:

AB 352 (Garcia, E.): Transformative Climate Communities

AB 352 would broaden eligibility for the Transformative Climate Communities (TCC) Program, a Cap and Trade-funded state grant program administered by the Strategic Growth Council (SGC), to include low-income communities that do not otherwise fall within the program's strict definition of "disadvantaged communities."

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support If Amended / Commission Approval

Attachments:

**Metropolitan Transportation Commission
Legislation Committee**

June 14, 2019

Agenda Item 3c

AB 352 (Garcia, E.): Transformative Climate Communities

Subject: AB 352 would broaden eligibility for the Transformative Climate Communities (TCC) Program, a Cap and Trade-funded state grant program administered by the Strategic Growth Council (SGC), to include low-income communities that do not otherwise fall within the program's strict definition of "disadvantaged communities."

Background: The TCC was established in 2016 by AB 2722 (Burke), to fund projects that reduce greenhouse gas emissions (GHGs) through the development of neighborhood-level transformative climate community plans that include multiple, coordinated GHG emissions reduction projects that provide local economic, environmental and health benefits to disadvantaged communities, as currently defined by the state using the CalEnviroScreen3.0 (CES3.0) tool for identifying disadvantaged communities. The program has received two appropriations from the state's Greenhouse Gas Reduction Fund in the state budget in the last two years, and the Newsom Administration is recommending \$132 million for the program in FY 2019-20. The Legislature has not yet finalized its spending plan for Cap and Trade for FY 2019-20 so the final amount available for next year is currently unknown.

The Strategic Growth Council's guidelines for the TCC have limited eligibility not just to census tracts scoring in the top 25% of CES3.0, the common metric used in other Cap and Trade programs, but to those scoring in the top 5%. As such, only three Bay Area census tracts currently qualify for this program, all of which are in the City of Oakland. This has contributed to the fact that the region received zero funding in the second grant cycle, which totaled \$46 million and only a \$170,000 planning grant for the City of Oakland in the first grant cycle, which totaled \$140 million.

By broadening eligibility for the program to enable low-income census tracts to qualify as well, AB 352 could significantly expand opportunities for Bay Area projects to receive TCC grants. By comparison to only three census tracts eligible under the current program, the region has 142 census tracts, spread across each of the nine Bay Area counties, in the top 25% statewide for poverty.

AB 352 would also require the Department of Finance to expand its annual report on Cap and Trade-funded projects to include: (1) projects funded and their outcomes; (2) applications received, including the location of proposed projects, funding amount requested, and whether projects were funded in whole or in part with the funds. Requiring this information to be reported in one place will help increase transparency with regard to the use of funds as well as demonstrate the huge demand for them.

Lastly, the bill makes a finding that “special adjustments” are needed to ensure the California-Mexico border counties of Imperial and San Diego achieve their emission reduction goals. Additionally, the bill would such counties to include daytime populations in their applications to account for the significant number of vehicles involved in border crossings.

Discussion: Staff is supportive of the two main components of this bill—broadening eligibility to include low-income communities and requiring the state to provide additional details on grant applications received. We do have concerns, however, about the specific provisions related to Imperial and San Diego counties, which would set a dangerous precedent that would encourage more jurisdictions to turn to the legislative process to gain a unique advantage in statewide competitive programs. For this reason, staff recommends a “support if amended” position on the bill, with direction for staff to work with Assembly Member Garcia to revise the provisions specific to Imperial and San Diego to meet the underlying concerns without singling out specific counties in statute.

Recommendation: Support if Amended

Bill Positions: See Attachment A

Attachments: Attachment A: Bill Positions


Therese W. McMillan

AB 352 (Garcia, E.) Bill Positions

Support

Comité Cívico del Valle
Sierra Nevada Alliance
California Parks & Recreation Society
East Bay Regional Park District
Eastern Sierra Land Trust
Placer Land Trust
Coachella Valley Association of Governments
Truckee Donner Land Trust
Sierra Business Council
San Bernardino County
Watershed Conservation Authority
Imperial County
Sierra Foothill Conservancy
Tahoe City Public Utilities District
Imperial County Transportation Commission
Sonoma County Regional Parks
Bear Yuba Land Trust
Mammoth Lakes Recreation
Mammoth Lakes Trails and Public Access Foundation

Oppose

None on file



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Legislation Details (With Text)

File #: 19-0656 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 5/28/2019 **In control:** Legislation Committee
On agenda: 6/14/2019 **Final action:**
Title: AB 784 (Mullin): Zero Emission Bus Sales Tax Exemption

AB 784 would exempt zero-emission buses (ZEBs) from the state portion of the sales and use tax until January 1, 2024. The state sales tax exemption would apply to those transit buses that are eligible for the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Sponsors:

Indexes:

Code sections:

Attachments: [9c Legislation 3d AB 784 \(Mullin\).pdf](#)
[3d AB 784 \(Mullin\).pdf](#)

Date	Ver.	Action By	Action	Result
6/14/2019	1	Legislation Committee		

Subject:

AB 784 (Mullin): Zero Emission Bus Sales Tax Exemption

AB 784 would exempt zero-emission buses (ZEBs) from the state portion of the sales and use tax until January 1, 2024. The state sales tax exemption would apply to those transit buses that are eligible for the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments:

**Metropolitan Transportation Commission
Legislation Committee**

June 14, 2019

Agenda Item 3d

AB 784 (Mullin): Zero Emission Bus Sales Tax Exemption

Subject: AB 784 would exempt zero-emission buses (ZEBs) from the state portion of the sales and use tax until January 1, 2024. The state sales tax exemption would apply to those transit buses that are eligible for the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Background: In December 2018, the California Air Resources Board (CARB) finalized the Innovative Clean Transit (ICT) Regulation, which requires transit agencies across the state to transition their bus fleets to zero-emission technology by 2040. Throughout the regulation's development, MTC strongly supported CARB's goal of reducing greenhouse gas (GHG) and other emissions, however we also expressed serious concerns about the financial impact on the region's transit operators, given the significant upfront costs associated with transitioning to zero-emission fleets. For example, a CARB analysis showed that in 2016, the price of a standard depot-charged battery electric transit bus was nearly \$300,000 more than a standard diesel transit bus. The incremental cost to purchase a standard fuel cell electric transit bus was approximately \$750,000. Those costs do not include the necessary infrastructure for charging those vehicles.

Existing low carbon transportation incentives, such as the Cap-and-Trade-funded HVIP, can help reduce near-term upfront fleet transition costs, but fall short of closing the gap between the cost of conventionally-fueled buses and zero-emission bus technologies.

Discussion: A state sales tax exemption for zero-emission transit buses, as proposed by AB 784, would reduce the upfront capital cost of transitioning to zero-emission transit buses by an estimated \$30,000 - \$50,000 per bus, decreasing the burden on Bay Area transit agencies while supporting GHG reduction. As such, staff recommends a "support" position on AB 784.

Recommendation: Support

Bill Positions: **AB 784 (Mullin)**

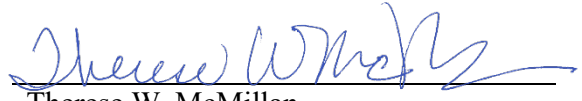
Support

Alameda-Contra Costa Transit District
BYD America
California Electric Transportation Coalition
California Manufacturers & Technology Association
California Transit Association
CALSTART
ChargePoint
Coalition for Clean Air

Electric Vehicle Charging Association
Foothill Transit Executive Board
Lion Electric Company
Marin County Board of Supervisors
Marin Transit Board of Directors
Proterra
San Mateo County Economic Development Association
San Mateo County Transit District
Silicon Valley Leadership Group
Southern California Edison

Oppose
None on file

Attachments: None


Therese W. McMillan

COMMISSION AGENDA ITEM 10 - Public Comment / Correspondence

TO: Metropolitan Transportation Commission (June 26, 2019 meeting)
Bay Area Regional Collaborative (June 21, 2019 meeting)

FROM: Jane Kramer

DATE: June 2, 2019

RE: Public Comment - Workshop – Overcoming Stage Fright As Change Agent

ISSUE:

You now find yourselves in the position of change agents as you go about establishing a regional housing-transportation program. You have the skills to accomplish the above. All that remains is to overcome stage fright. That is, you want to put aside your fear that those in political hierarchies and support bases will disapprove of your promotion of the open expression and uncovering of the unsaid. (Please read Preben Friis) How?

METHOD:

Interactive improvisation is the chosen method. Spontaneity is the process contained within it. Gary Izzo defines “spontaneity” as follows: “The imagination is not a process of storing up ideas, but opening doors. Spontaneity is the ability to summon an immediate, raw, unaltered creative impulse. Actually it’s more like opening the door to Fibber McGee’s closet than to a well-ordered storehouse.” (pg. 144-5) And the major tenet then becomes sensitivity to bodily movement – not mental control and manipulation. And touch, sound (vibration), and gesture are the underlying dynamics supporting the productivity of moment-to-moment changing social environments. (Sawyer, Izzo, Zaporah, Spolin)

THEORY:

Janet Weisenberg calls attention to the reality that touch is the only bodily sense that allows both passive interaction (perception) with one’s environment and in the same moment active response to it. (pg. 536) She further points out that touch “sums” energy over space and time (texture and duration) – in the doing, the process saves response time. (Ibid., pg. 543)

Ruth Zaporah argues that acute awareness of bodily movements allows one – both actor and audience members – to escape the domination of past habits (perceptual and behavioral) as it allows notice of details now allowed and found within new perspectives. (pg. xvi)

Gary Izzo argues that in improvisation theater, the actor non-judgmentally includes a one-time audience in the discovery of a one-time-never-the-same drama that takes into account the context of an idea or theme. And the remembering of the emerging details of the action leads to flexibility.

Henry Larson complements Preben Friis’ article. He gives us a stark example of entry into “spontaneity” by the uninitiated. In it, a partner-owner of a company enters into an on-stage improvisation of his

decision to outsource long-established company jobs. The experience of facing the accusation of betrayal from both his partners and now dismissed employees was initially paralyzing, the outcome of the venture instructively unsettling. (Please read pg. 44-50...and beyond, if you wish)

SUGGESTED EXERCISES:

Please do the following exercises in the order given. PLEASE WEAR COMFORTABLE CLOTHING.

Touch:

As you get dressed in the morning, please pay attention to the feel of and order in which you are putting on your clothes. You may wish to repeat this exercise. The point of this exercise is to become acutely aware of bodily movement and the specific feel of touch.

A Noteworthy Orchestra:

There is a conductor. Everyone else is a member of the orchestra. Each member defines the sound and movement of his/her instrument (You are your instrument). E.G., One instrument jumps up in the air and shouts hee-haw. Maybe another turns like a spinning top and keeps repeating a high pitched tone, etc... You sound your note (perform) as the conductor directs you to do – either as a unit, severally, or individually as he indicates. There will be times when he will point to one or two instruments to come stand in front of the orchestra and perform a short solo while he stands quietly aside. So, the conductor composes the work using changes and combinations of tone, motions, intensity, tempo, etc. Interspersing it with solos. The point of this exercise is to enter into the spirit of “spontaneity.” What old habits and controlling fears did you experience and then put away? What was the feel of actively creating an on-the-spur-of-the-moment composition?

Handle bars and Trapezes:

A team of players is on stage. Everyone else is audience. Player 1 on stage improves some specific activity recognizable to everyone. (e.g., player lights up a cigarette) Player 2 quickly – without pausing to think of what to do next – begins a new activity which begins at and with(in) the same behavior with which player 1 ends his activity (e.g., enters into the posture of an opera singer reaching for that very high or very low note). The interchange is to move so smoothly and quickly that there is no sense of disruption. The transition is serendipitous and dependent upon body motion and gesture. The team can extend the number of “frames” in its “string” at will, as it so wishes. The exercise is repeated until everyone has been on stage. The points of the exercise are two: (a) to increase one’s sense of communication via body motion and rhythm and (b) to increase one’s sense of creative fearlessness when entering into the unknown as a world of unexpected alternatives. Now please discuss as a group what “spontaneity” feels like. What does it allow you to do?

Refer Back To Henry Larson:

What do you think the executive in that article was relieved of and surprised to have learned?

SUGGESTED BIBLIOGRAPHY

Friis, Preben. (2006). "Presence and Spontaneity in Improvisational Work." In *Experiencing Risk, Spontaneity and Improvisation in Organizational Change*. (Patricia Shaw and Ralph Stacey, eds.). New York: Routledge. Pg. 75-94.

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Larson, Henry. (2006). "Risk and Acting into the Unknown." In *Experiencing Risk, Spontaneity and Improvisation in Organizational Change*. New York: Routledge, Pg. 6

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Zaporah, Ruth. (1995) *Action Theater: The Improvisation of Presence*. Berkeley, CA: North Atlantic Books.

COMMISSION AGENDA ITEM 10 - Public Comment / Correspondence

To: Metropolitan Transportation Commission (June 26, 2019 meeting)

Bay Area Regional Collaborative (June 21, 2019 meeting)

FROM: Jane Kramer

DATE: June 15, 2019

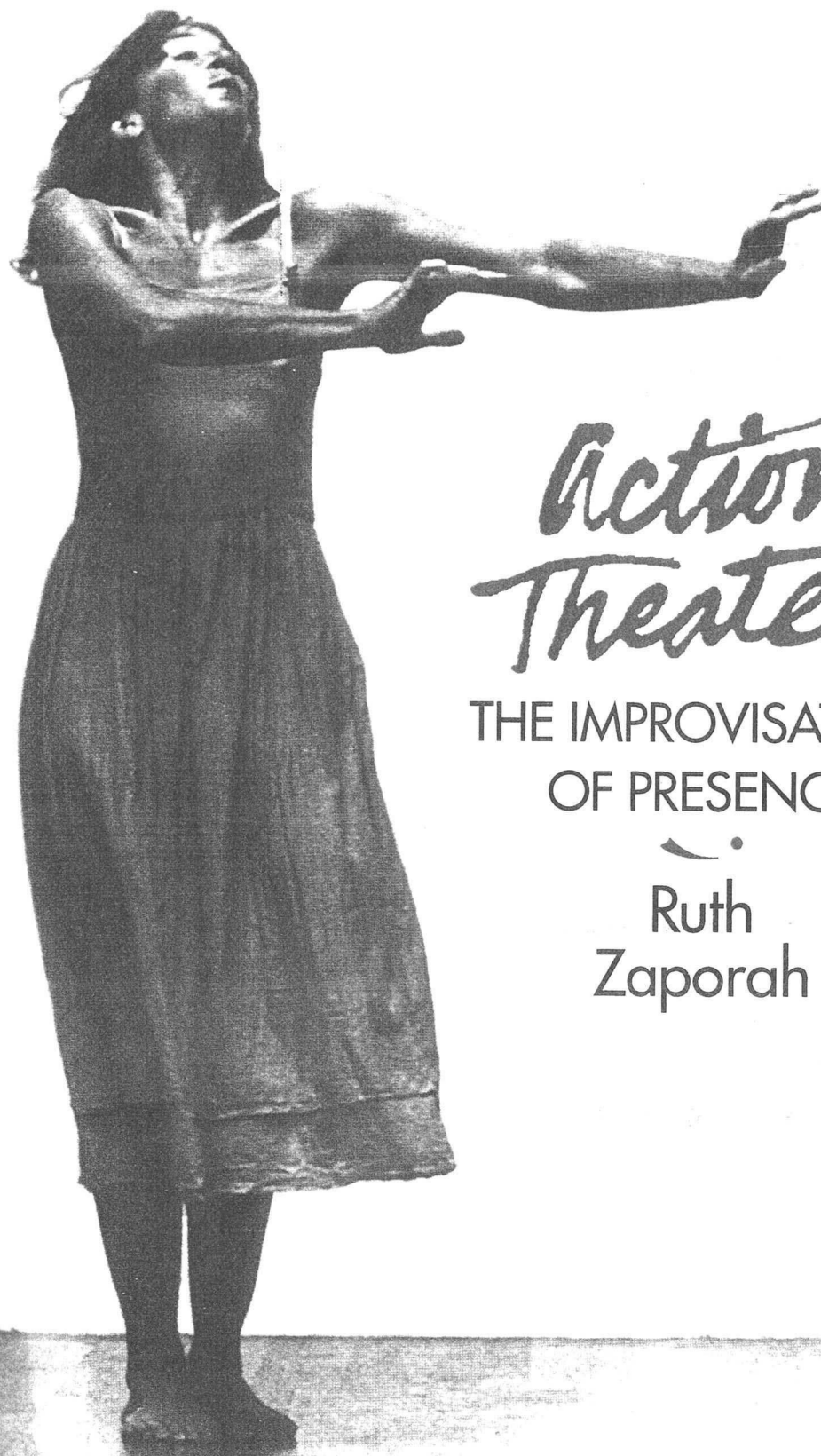
RE: Addendum to Public Comment – Workshop – Overcoming Stage Fright As Change Agent

Dated June 2, 2019

Please add the enclosed addendum (“Action Theater: the improvisation of presence”) to public comment – workshop – Overcoming Stage Fright As change Agent dated June 2, 2019)

Thank you,

Jane Kramer



Action Theater

THE IMPROVISATION
OF PRESENCE

— • —
Ruth
Zaporah