



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

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

Wednesday, July 10, 2019

9:40 AM

Board Room - 1st Floor

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

1. Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [19-0665](#) Minutes of the June 12, 2019 meeting
- Action: Committee Approval
- Attachments: [2a_06-12-2019_Prog&Allocations_Draft_Minutes.pdf](#)
- 2b. [19-0151](#) Quarterly Report of Executive Director Delegated Authority actions
- Action: Information
- Presenter: Cheryl Chi
- Attachments: [2b_Delegation_of_Authority_Actions_.pdf](#)
- 2c. [19-0702](#) MTC Resolution No. 3914, Revised. Rescission of \$264,000 in AB1171 funds savings on previous Transbay Transit Center design and pre-construction phases, and reallocation to construction close-out.
- Action: Commission Approval
- Presenter: Craig Bosman
- Attachments: [2c_Reso-3914_Transbay_Transit_Center_Rescission.pdf](#)

- 2d. [19-0672](#) MTC Resolution No. 4202, Revised. Revision to the One Bay Area Grant Program (OBAG 2), to delegate authority to the Executive Director or designee to enter into Letters of Understanding with regional agencies for the exchange of federal Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

Action: Commission Approval

Presenter: Mallory Atkinson

Attachments: [2d_Reso-4202_OBAG2_Revisions.pdf](#)

- 2e. [19-0676](#) MTC Resolution No. 4388. Programming for FY2019-20 and allocation of approximately \$2.9 million in Five Percent Unrestricted State Fund Revenues and \$0.6 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

Action: Commission Approval

Presenter: Christina Hohorst

Attachments: [2e_Reso-4388_WETA_and_SF_Bay_Trail_Project_P&A.pdf](#)

- 2f. [19-0686](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-18.

Action: Commission Approval

Presenter: Adam Crenshaw

Attachments: [2f_Reso-4375_TIP_Amendment_2019-18.pdf](#)

- 2g. [19-0678](#) Transit Performance Initiative - Investment Program Semi-Annual Report

Action: Information

Presenter: Craig Bosman

Attachments: [2g_TPI_Investment_Program_Semi-Annual_Update.pdf](#)

- 2h. [19-0698](#) Proposed agreement with Mariposa County Local Transportation Commission (MCLTC) for exchange of federal apportionment. A request to authorize an agreement with the MCLTC to exchange roughly \$0.7 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.

Action: Commission Approval

Presenter: Ross McKeown

Attachments: [2h_Mariposa_LTC_CMAQ_Exchange.pdf](#)

- 2i. [19-0697](#) Federal Earmark Repurposing - Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the Department of Transportation Appropriations Act, 2019.

Action: Commission Approval

Presenter: Mallory Atkinson

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

3. Regional

- 3a. [19-0677](#) MTC Resolution No. 3664, Revised. Allocation of \$7 million in Regional Measure 2 (RM2) funds to the Alameda County Transportation Commission for construction of the Dublin Transit Center Parking Garage at the Dublin BART Station.

A request for an allocation of \$7 million in RM2 funds to the Alameda County Transportation Commission for construction of the Dublin Transit Center Parking Garage at the Dublin BART Station.

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [3a_Reso-3664_Dublin_BART_Parking_Garagex.pdf](#)

- 3b. [19-0671](#) MTC Resolution Nos. 4360, Revised, 4379, Revised, 4380, Revised, 4381, Revised, 4382, and 4389.

Revises the FY 2019-20 Fund Estimate, allocates \$380 million in FY 2019-20 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region, and approves the FY 2019-20 State of Good Repair Program project list.

Action: Commission Approval

Presenter: William Bacon

Attachments: [3b_Resos-4360-4379-4380-4381-4382-4389_Fund_Estimate.pdf](#)

- 3c. [19-0696](#) MTC Resolution No. 4250, Revised. Allocation of \$2.3 million in Regional Measure 2 (RM2) funds for the Bay Bridge Forward suite of projects.
- A request for an allocation of \$2.3 million in RM2 funds for the Commuter Parking Initiative project, part of the Bay Bridge Forward program.
- Action: Commission Approval
- Presenter: Kenneth Kao
- Attachments: [3c_Reso-4250_Bay_Bridge_Forward_Allocation.pdf](#)

4. Information

- 4a. [19-0707](#) Transportation Funding and Housing Linkages
- Staff will recap the discussion on transportation funding and housing linkages that occurred at the November 2018 Commission Workshop, provide an update on efforts that have occurred since the workshop, and outline ongoing efforts.
- Action: Information
- Presenter: Anne Richman
- Attachments: [4a_Transp_Funding_Housing_Linkages_rev.pdf](#)
- 4b. [19-0679](#) California Transportation Commission Update
- Update on the June 26-27, 2019 CTC meeting
- Action: Information
- Presenter: Kenneth Kao
- Attachments: [4b_CTC_Update.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

*****Please note: the next meeting of the Programming and Allocations Committee will be held on the first Wednesday of the month, September 4, 2019 at a time to be duly noticed, 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 Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0665 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 5/29/2019 **In control:** Programming and Allocations Committee
On agenda: 7/10/2019 **Final action:**
Title: Minutes of the June 12, 2019 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_06-12-2019_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the June 12, 2019 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

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

Wednesday, June 12, 2019

9:40 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Schaaf, and Commissioner Worth

Absent: 1 - Commissioner Ronen

Non-Voting Member Absent: Commissioner Tavares

Ex Officio Voting Members Present: Commission Chair Haggerty and Commission Vice Chair Pedroza

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

2. Consent Calendar

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

Aye: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Schaaf and Commissioner Worth

Absent: 1 - Commissioner Ronen

2a. [19-0513](#) Minutes of the May 8, 2019 meeting

Action: Committee Approval

2b. [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

Presenter: Rob Jaques

- 2c. [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
- Presenter:** Cheryl Chi
- 2d. [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
- Presenter:** Cheryl Chi
- 2e. [19-0517](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-16.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- 2f. [19-0518](#) MTC Resolution No. 4377. Adopts the \$17 million FY2019-20 State Transit Assistance (STA) Regional Program of Projects.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- 2g. [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
- Presenter:** Cheryl Chi
- 2h. [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
- Presenter:** Judis Santos

- 2i. [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

Presenter: Mallory Atkinson

- 2j. [19-0667](#) MTC Resolution No. 4273, Revised. Project Approval for FY2018-19 Cap and Trade Low Carbon Transit Operations Program.

Action: Commission Approval

Presenter: Craig Bosman

3. Regional

- 3a. [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

Presenter: Cheryl Chi

Upon the motion by Commissioner Glover and the second by Commissioner Papan, the Committee unanimously approved the referral of MTC Resolution No. 4378, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Schaaf and Commissioner Worth

Absent: 1 - Commissioner Ronen

- 3b. [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

Presenter: Cheryl Chi

Upon the motion by Commissioner Bruins and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution Nos. 4379, 4380, 4381, and 4384 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Schaaf and Commissioner Worth

Absent: 1 - Commissioner Ronen

4. Information

- 4a. [19-0523](#) California Transportation Commission Update

Update on the May 15-16, 2019 CTC meeting

Action: Information

Presenter: Kenneth Kao

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on July 10, 2019 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0151 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 2/6/2019 **In control:** Programming and Allocations Committee
On agenda: 7/10/2019 **Final action:**
Title: Quarterly Report of Executive Director Delegated Authority actions
Sponsors:
Indexes:
Code sections:
Attachments: [2b Delegation of Authority Actions .pdf](#)

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

Presenter:
Cheryl Chi

Recommended Action:
Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 10, 2019

Agenda Item 2b

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

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

This is the fourth quarter report for FY 2018-19, covering the period of April through June 2019. Fourth quarter and fiscal year end totals are summarized below and detailed in Attachment A.


Delegated Authority FY 2018-19	4th Quarter	Total FY2018-19
Allocations		
Transportation Development Act	\$ 1,072,039	\$ 27,744,260
State Transit Assistance	\$ 2,499,136	\$ 27,604,369
Regional Measure 2	\$ 407,000	\$ 10,019,670
Other Bridge Tolls	-	\$ 105,295
Total Allocations	\$ 3,978,175	\$ 65,473,594
Rescissions		
Transportation Development Act	\$ (105,062)	\$ (471,016)
State Transit Assistance	\$ (118,907)	\$ (940,400)
Regional Measure 2	\$ (30,000)	\$ (465,214)
Total Rescissions	\$ (253,969)	\$ (1,976,630)

In addition, final State Transit Assistance (STA) revenue for FY 2018-19 has not been received. As in past years, it is not expected until August. Therefore, the next quarterly report of the Executive Director's Delegation of Authority will include any necessary rescissions of STA funds so that allocations of STA funds do not exceed available revenue in FY2018-19.

Issues: None

Recommendation: Information

Attachments: Attachment A—FY 2018-19 Delegated Authority


Alix Bockelman

FY 2018-19 Delegated Authority

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

Fourth Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
San Jose	Citywide Bike Plan	100,000	100	06/26/19	Santa Clara Coun
Subtotal		100,000			
5801 - 99233.7, 99275 Community Transit Service - Operations					
CCCTA	Transit Operations	869,577	006	06/27/18	Contra Costa Cou
AC Transit	Transit Operations	634,463	007	06/27/18	Contra Costa Cou
LAVTA	Transit Operations	141,539	035	07/25/18	Alameda County
WCCTA	Transit Operations	138,621	036	07/25/18	Contra Costa Cou
Pleasanton	Community Transit	78,908	037	07/25/18	Alameda County
ECCTA	Transit Operations	461,683	064	09/26/18	Contra Costa Cou
NVTA	Transit Operations	465,356	065	09/26/18	Napa County
Solano TA	Community Transit	5,000	081	11/28/18	Dixon
Solano TA	Community Transit	40,000	081	11/28/18	Fairfield
Solano TA	Community Transit	5,000	081	11/28/18	Rio Vista
Solano TA	Community Transit	70,000	081	11/28/18	Vacaville
Solano TA	Community Transit	85,000	081	11/28/18	Vallejo/Benicia
Solano TA	Community Transit	759,836	081	11/28/18	Solano County
Union City	Community Transit	141,264	091	12/19/18	Alameda County
Subtotal					
5802 - 99260A Transit - Operations					
Union City	Transit Operations	150,000	095	04/24/19	Union City
Sonoma County	Transit Operations	250,000	101	06/26/19	Sonoma County
5803 - 99260A Transit - Capital					
Santa Rosa	Transit Capital	185,000	069	04/24/19	Santa Rosa
Fairfield	Transit Capital	63,000	099	05/22/19	Fairfield
5807 - 99400C Transit - Operations					
Rio Vista	Transit Operations	207,506	096	04/24/19	Rio Vista
Rio Vista	Transit Operations	12,633	096	04/24/19	Vallejo/Benicia
5812 - 99400D Planning and Administration - Operations					
Rio Vista	Planning and Administration	85,900	097	04/24/19	Rio Vista
5813 - 99400E Transit - Capital					
Santa Rosa	Transit Capital	185,000	098	04/24/19	Santa Rosa
Rio Vista	Transit Capital	18,000	098	04/24/19	Rio Vista
Total		1,072,039			

State Transit Assistance - Allocation (002)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5820 - 6730A Operations - Population-Based County Block Grant					
SMART	Transit Operations	159,328	092	06/26/19	Marin County
GGBHTD	Transit Operations	300,384	093	06/26/19	Marin County
5820 - 6730A Operations - Population-Based Northern County/Small Operator					
Sonoma County	Transit Operations	92,821	025	04/24/19	Sonoma County
ECCTA	Transit Operations	1,636	026	04/24/19	ECCTA
LAVTA	Transit Operations	6,405	062	04/24/19	LAVTA
Union City	Transit Operations	1,707	074	04/24/19	Union City
5822 - 6731C Paratransit - Operations - Population-based Regional Paratransit					
Sonoma County	Transit Operations	46,871	034	04/24/19	Sonoma County
5820 - 6730A Operations - Revenue-based					
SJRRC	Transit Operations	610,141	091	05/22/19	ACCMA ACE
5828 - 6731B Planning and Admin - Population-based Northern County / Small Operator					
Solano TA	Planning and Administration	75,000	087	04/24/19	Solano County
5821 - 6730B Capital Costs - Population-based Northern County / Small Operator					
Fairfield	Transit Capital	37,000	088	04/24/19	Solano County
5820 - 6730A Operations - Population-based Lifeline					
Fairfield	Cycle 5: Blue Line (Fairfield and Vacaville)	167,843	089	04/24/19	Solano County
5820 - 6730A Operations - Population-based MTC Coordination					
MTC	Clipper Operations	1,000,000	090	05/22/19	MTC
Total		2,499,136			

Regional Measure 2 Funds - Allocation (006)				Approval	
Claimant	Description	Amount	Code	Date	Notes
Operating Allocations					
<i>Operating projects must meet performance standards identified in MTC Res. 3636, Revised.</i>					
WCCTA	Project № 4: Route LYNX/JX	50,000	008	05/22/19	
AC Transit	Project № 5: Dumbarton Bus	150,000		05/22/19	19-4336-05
AC Transit	Project № 7: Owl Service	177,000		05/22/19	19-4336-06
Marketing					
Fairfield	Solano Express Marketing	30,000	026	05/22/19	
Total		407,000			
Allocations Grand Total		3,978,175			

Rescission - Transportation Development Act			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
NVTA	Transit Operations	(5,062)	06/26/19	19,001,065
San Jose	Citywide Bike Plan	(100,000)	06/26/19	17001027
Total		(105,062)		

Rescission - State Transit Assistance			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
BART	Transit Operations	(60,505)	06/26/19	19002070
BART	Transit Operations	(58,402)	06/26/19	19002071
Total		(118,907)		

Rescission - Regional Measure 2 Funds			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
MTC	Seamless Transit Map	(30,000)	05/22/19	19006002
Total		(30,000)		

Recissions Grand Total (253,969)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0702 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/6/2019 **In control:** Programming and Allocations Committee

On agenda: 7/10/2019 **Final action:**

Title: MTC Resolution No. 3914, Revised. Rescission of \$264,000 in AB1171 funds savings on previous Transbay Transit Center design and pre-construction phases, and reallocation to construction close-out.

Sponsors:

Indexes:

Code sections:

Attachments: [2c_Reso-3914_Transbay_Transit_Center_Rescission.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3914, Revised. Rescission of \$264,000 in AB1171 funds savings on previous Transbay Transit Center design and pre-construction phases, and reallocation to construction close-out.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 10, 2019

Agenda Item 2c

MTC Resolution No. 3914, Revised

Subject: A request for the rescission of \$264,000 in AB 1171 funds savings on previous Transbay Transit Center design and pre-construction phases, and reallocation for construction close-out.

Background: This item is a rescission and reallocation request for AB1171 funds allocated to the Transbay Joint Powers Authority (TJPA) for the Transbay Transit Center. TJPA has identified approximately \$264,000 in savings from allocation number 21, approved by the Commission on March 23, 2011, for finalizing the design and completing pre-construction and early construction on the Transbay Transit Center. TJPA has requested that these funds be reallocated to a new allocation for construction close-out activities, including construction management and general contractor services.

The construction contract close-out is anticipated to be complete by the end of Fiscal Year 2019-20.

Issues: None

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

Attachments: MTC Resolution No. 3914, Revised


Alix Bockelman

Date: June 24, 2009
W.I.: 1255
Referred by: PAC
Revised: 12/16/09-C 02/24/10-C 03/24/10-C
06/23/10-C 07/28/10-C 10/27/10-C
12/15/10-C 03/23/11-C 05/25/11-C
06/22/11-C 07/27/11-C 09/28/11-C
11/16/11-C 03/28/12-C 06/27/12-C
07/25/12-C 11/28/12-C 01/23/13-C
06/26/13-C 07/24/13-C 09/25/13-C
10/23/13-C 12/18/13-C 02/26/14-C
03/26/14-C 10/22/14-C 12/17/14-C
01/27/16-C 05/25/16-C 09/28/16-C
11/16/16-C 06/28/17-C 09/26/18-C
01/23/19-C 07/24/19-C

ABSTRACT

Resolution No. 3914, Revised

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

This resolution includes the following attachments:

Attachment A – Allocations of AB 1171 Bridge Toll funds

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 2

This resolution was revised on June 23, 2010 to allocate a total of \$11 million in AB 1171 funds to BART towards the completion of final design on the eBART project. This resolution was also revised to allocate \$134 million towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

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

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

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

This resolution was revised on January 23, 2019 to rescind savings of \$142,200 from Allocation #16 and \$10,692 from Allocation #18 to the e-BART project, and allocate \$152,892 to BART for construction on the e-BART Parking Lot Expansion at Antioch Station project.

This resolution was revised on July 24, 2019 to rescind savings of \$264,010 from Allocation #21 to the Transbay Transit Center project and allocate \$264,010 to TJPA for construction on the Transbay Transit Center project.

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, September 14, 2016, November 9, 2016, June 14, 2017, September 12, 2018, January 9, 2019, and July 10, 2019.

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

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3914

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

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

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

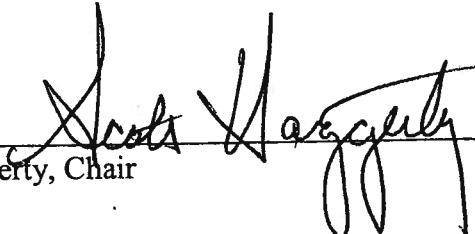
WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Date June 24, 2009
 W.I.: 1255
 Referred by: PAC
 Revised: 12/16/09-C 02/24/10-C 03/24/10-C
 06/23/10-C 07/28/10-C 10/27/10-C
 12/15/10-C 03/23/11-C 05/25/11-C
 06/22/11-C 07/27/11-C 09/28/11-C
 11/16/11-C 03/28/12-C 06/27/12-C
 07/25/12-C 11/28/12-C 01/23/13-C
 06/26/13-C 07/24/13-C 09/25/13-C
 10/23/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 10/22/14-C 12/17/14-C
 01/27/16-C 05/25/16-C 09/28/16-C
 11/16/16-C 06/28-17-C 09/26/18-C
 01/23/19-C 07/24/19-C

Attachment A
 Resolution No. 3914
 Page 1 of 37

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

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

21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$73,700,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ol style="list-style-type: none"> 1) Construction of the Transit Center “below grade structure” - \$41.5 M 2) Finalize Transit Center design - \$27.4 M 3) Complete remaining CM/GC pre-construction services - \$2.8 M 4) Pre-bid construction administration for structural cast steel nodes - \$2 M <p><i>Conditions:</i> Allocation and disbursement is contingent upon: a) Approval of the Initial Project Report (IPR) package by the TJPA board; and b) execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
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41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$376,813	11/16/16	<p>Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$331,157)	6/28/17	<p>This rescission of \$331,157 reduces Allocation #21 to \$73,368,843.</p> <p>The remaining \$73,368,843 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #25.</p>
34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$497,685)	6/28/17	<p>This rescission of \$497,695 reduces Allocation #34 to \$626,642.</p> <p>The remaining \$626,642 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
42	2016-17	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$2,028,515	6/28/17	<p>Scope of work: This allocation funds construction of the Transbay Transit Center Building and Related Structures.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

18	2011-12	CCTA	e-BART	(\$10,692)	1/23/19	<p>This rescission of \$10,692 reduces Allocation #18 to \$27,089,308.</p> <p>The remaining \$27,089,308 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
44	2018-19	BART	e-BART Parking Lot Expansion at Antioch Station	\$152,892	1/23/19	<p>Scope of Work: This allocation is for construction on the e-BART Parking Lot Expansion at Antioch Station project and related improvements.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon BART: (1) completing the project described in its Initial Project Report (2) complying with all provisions of MTC Resolution No. 3636, Revised. AB 1171 funds received under this allocation are subject to MTC Resolution No. 3636, Revised.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$264,009.68)	7/24/19	<p>This rescission of \$264,009.68 reduces Allocation #21 to \$73,104,833.</p> <p>The remaining \$73,104,833 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #21.</p>
45	2019-20	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/Downtown Caltrain Extension	\$264,009.68	7/24/19	<p>Scope of Work: This allocation funds construction close-out activities, including construction management oversight services, the construction manager/general contractor construction services, and staff support cost.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p>

Total Allocated	\$496,801,700
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* On January 23, 2013, MTC approved program commitments of: 1) \$4.4 million (subject to future allocation action) towards the reconstruction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0672 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

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

On agenda: 7/10/2019 **Final action:**

Title: MTC Resolution No. 4202, Revised. Revision to the One Bay Area Grant Program (OBAG 2), to delegate authority to the Executive Director or designee to enter into Letters of Understanding with regional agencies for the exchange of federal Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

Sponsors:

Indexes:

Code sections:

Attachments: [2d Reso-4202 OBAG2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised. Revision to the One Bay Area Grant Program (OBAG 2), to delegate authority to the Executive Director or designee to enter into Letters of Understanding with regional agencies for the exchange of federal Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 2d

MTC Resolution No. 4202, Revised

Subject: Revision to the One Bay Area Grant Program (OBAG 2), to delegate authority to the Executive Director or designee to enter into Letters of Understanding with regional agencies for the exchange of federal Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

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. This month, staff proposes the following revision to the administration of the OBAG 2 program:

Delegation for Letters of Understanding for the exchange of STP/CMAQ funds

It is often difficult for smaller regions to fully utilize their federal funds and deliver projects through the federal-aid process. This can place these more rural regions in conflict with state and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code, which require federal apportionment to be secured (obligated) within three years of federal eligibility, or when Congress enacts rescissions of unobligated funds. The SF Bay Area region is often in the opposite situation – more projects are ready for delivery than funds available each year.

Regions also find themselves in situations where a project or activity is ineligible for a certain federal fund source such as CMAQ, and may require STP, while another region can easily use either fund source.

To address these funding issues, regions may enter into exchange agreements, where older unused STP/CMAQ funds subject to lapse or rescission from one region are “exchanged” with future funds from a region that can use the funds by the deadline. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be otherwise stalled due to a lack of eligible funding.

MTC has entered into several exchange agreements over the past few years, including the latest agreement with the Mariposa County Local Transportation Commission under agenda item 2h on this agenda. These agreements are becoming more frequent and are purely administrative in nature.

To facilitate and streamline such exchanges, which are usually time sensitive, it is recommended that the Commission delegate authority to the Executive Director or designee to sign letters of understanding with other regions for the exchange of STP/CMAQ funds within the conditions and limitations outlined below.

- The exchange does not negatively impact the delivery of the MTC Region's OBAG STP/CMAQ projects.
- The amount exchanged does not exceed \$2 million per region per year.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

Issues: None.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4202, Revised, Attachment A



Alix Bockelman

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 07/24/19-C

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

Attachment A – OBAG 2 Project Selection Criteria and Programming Policy

Attachment B-1 – OBAG 2 Regional Program Project List

Attachment B-2 – OBAG 2 County Program Project List

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 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

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

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

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

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

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

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

ABSTRACT

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.

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MTC Resolution No. 4202, Revised

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

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.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, **and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.**

ABSTRACT

MTC Resolution No. 4202, Revised

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Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, and July 10, 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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C 10/26/16-C
12/20/17-C 03/27/19-C
07/24/19-C

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

8. Regional STP/CMAQ Exchanges. It is often difficult for smaller regions to fully utilize their federal funds and deliver projects through the federal-aid process. This can place these more rural regions in conflict with state and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the State Streets and Highways Code which require federal apportionment to be secured (obligated) within three years of federal eligibility, or when Congress enacts rescissions of unobligated funds. The SF Bay Area region is often in the opposite situation – more projects are ready for delivery than funds available each year.

Regions also find themselves in situations where a project or activity is ineligible for a certain federal fund source such as CMAQ, and may require STP, while another region can easily use either fund source.

To avoid the lapsing of funds and address these funding issues, regions may enter into exchange agreements, where older unused STP/CMAQ funds subject to lapse or rescission from one region are “exchanged” with future funds from a region that can use the funds by the deadline. Or a simple fund source exchange is needed. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such exchanges, the MTC Executive Director or designee is hereby authorized to sign letters of understanding with other regions for the exchange of STP/CMAQ funds with the following conditions and limitations.

- The exchange does not negatively impact the delivery of regional STP/CMAQ projects.
- The amount exchanged does not exceed \$2 million per region per year.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans’ obligation authority management policy.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC’s apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0676 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 5/31/2019 **In control:** Programming and Allocations Committee
On agenda: 7/10/2019 **Final action:**
Title: MTC Resolution No. 4388. Programming for FY2019-20 and allocation of approximately \$2.9 million in Five Percent Unrestricted State Fund Revenues and \$0.6 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

Sponsors:

Indexes:

Code sections:

Attachments: [2e Reso-4388 WETA and SF Bay Trail Project P&A.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4388. Programming for FY2019-20 and allocation of approximately \$2.9 million in Five Percent Unrestricted State Fund Revenues and \$0.6 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

Presenter:

Christina Hohorst

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 2e

MTC Resolution No. 4388

Subject: Programming for FY2019-20 and allocation of approximately \$2.9 million in Five Percent Unrestricted State Fund Revenues and \$0.6 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.

Background: The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to “federalize” certain toll bridge projects under BATA’s jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations. Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015.

The Five Percent Revenues totaling \$2.9 million are proposed to continue to fund the San Francisco Bay Trail project and for WETA to operate the Alameda/Oakland and Vallejo Ferry routes in FY2019-20. The Two Percent Revenues totaling \$0.6 million are proposed to fund San Francisco Bay Trail program management and capital support and a ferry capital project for WETA. The ferry capital funds will support preventative maintenance for the M/V Argo, M/V Carina, M/V Gemini, and the M/V Pyxis through an overhaul of their main propulsion engines in accordance with the original equipment manufacturer’s requirements to maintain safe and reliable operations through the end of each vessel’s useful life.

The table below summarizes the staff recommendation for FY2019-20 funding for both programs.

Agency	Project	Five Percent Unrestricted State Fund Revenues	Two Percent Bridge Toll Revenues	Total Allocation
WETA	Operation of Alameda/Oakland and Vallejo Ferry Routes	\$2,642,300	\$0	\$2,642,300
	Propulsion Engine Overhaul of M/V Argo, M/V Carina, M/V Gemini and M/V Pyxis	\$0	\$153,070	\$153,070
MTC	Bay Trail Project	\$273,421	\$450,000	\$723,421
Totals:		\$2,915,721	\$603,070	\$3,518,791

Issues: None.

Recommendation: Refer MTC Resolution No. 4388 to the Commission for approval.

Attachments: MTC Resolution No. 4388.



Alix Bockelman

Date: July 24, 2019
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4388

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2019-20. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated July 10, 2019.

Date: July 24, 2019
W.I.: 1514
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2019-20 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4388

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, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2019-20; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2019-20 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

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 July 24, 2019.

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND
TWO PERCENT BRIDGE TOLL REVENUES
FOR FISCAL YEAR 2019-20

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
WETA	Operation of Vallejo and Alameda Ferry Routes	2,642,300	01	7/24/2019
MTC	Bay Trail Project Operations ¹	273,421	02	7/24/2019
Total - Five Percent Unrestricted State Fund Revenues		\$2,915,721		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
WETA	Propulsion Engine Overhaul of M/V Argo, M/V Carina, M/V Gemini and M/V Pyxis	153,070	03	7/24/2019
MTC	Bay Trail Project Management and Capital Support	450,000	04	7/24/2019
Total - Two Percent Bridge Toll Revenues		\$603,070		
TOTAL		\$3,518,791		

¹ Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015; ABAG's next increase will occur in FY2020-21.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0686 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 5/31/2019 **In control:** Programming and Allocations Committee
On agenda: 7/10/2019 **Final action:**
Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-18.

Sponsors:

Indexes:

Code sections:

Attachments: [2f Reso-4375 TIP Amendment 2019-18.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-18.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 2f

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-18.

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 2019-18 makes revisions to nine projects with a net funding increase of approximately \$115 million. Among other changes, this revision:

- Amends four new exempt projects into the TIP and updates one existing project to reflect the recent CTC approval of Regional Active Transportation Program (rATP), Cycle 4;
- Amends San Jose's Better Bikeway San Jose – San Fernando Street project into the TIP to reflect the award of Statewide Competitive ATP funds; and
- Updates the funding plan of the Caltrans managed Highway Bridge Program grouped listing.

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 2019-18
MTC Resolution No. 4375, Revised



Alix Bockelman

TIP Revision Summary 2019-18

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA190015	Alameda County	Active and Safe Oakland	Amend a new exempt project into the TIP with \$999K in ATP funds	\$999,000	~%
CC-170050	Concord	Downtown Corridors Bike/Pedestrian Improvements	Update the funding plan to reprogram \$404K in ATP and \$68K in local funds from FY19 PSE to FY20 PSE, reprogram \$85K in ATP and \$15K in local funds from FY19 ROW to FY20 ROW and add \$3.6M in FY23 CON RTP-LRP	\$3,622,000	496.8%
SCL170041	Palo Alto	Palo Alto Street Resurfacing	Update the funding plan to add \$1.5M in FY20 Local CON funds	\$1,511,000	128.2%
SCL190028	San Jose	Willow-Keyes Complete Streets Improvements	Amend a new exempt project into the TIP with \$12.9M in ATP and \$6.7M in Local funds	\$19,649,000	~%
SCL190029	San Jose	Better Bikeway San Jose - San Fernando Street	Amend a new exempt project into the TIP with \$10M in ATP and \$1.9M in Local funds	\$11,919,000	~%
SF-190005	San Francisco Municipal Transport Agency (SFMTA)	6th Street Pedestrian Safety Improvements	Amend a new exempt project into the TIP with \$6M in ATP, \$10.4M in Sales tax, and \$3.3M in local funds	\$19,761,000	~%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan to add \$14.1M in FY19 CON HBP and \$9.4M in FY19 CON AC-Local funds	\$23,465,869	3.2%
System: Public Lands/Trails					
ALA190016	Albany	Ohlone Greenway Trail Safety Improvements	Amend a new exempt project into the TIP with \$410K in ATP funds, \$75K in Sales Tax and \$180K in TDA funds	\$665,000	~%
System: Transit					
SON090002	Sonoma Marin Area Rail Transit (SMART)	Sonoma Marin Area Rail Corridor	Update the funding plan to add \$21M in FY19 CON TIRCP, \$1.8M in FY20 ROW ATP, and \$10.8M in FY21 CON ATP funds	\$33,574,000	5.6%
Total Funding Change:				\$115,165,869	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$664,519,239	\$94,258,576	\$58,999,025	\$530,738,581	\$1,348,515,421	\$260,313,779
Proposed:	\$678,630,843	\$158,159,576	\$58,999,025	\$567,891,846	\$1,463,681,290	\$352,703,648
Delta:	\$14,111,604	\$63,901,000	\$0	\$37,153,265	\$115,165,869	\$92,389,869

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 07/24/19-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, June 12, 2019, and July 10, 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.	46	-\$10,610,187	6/6/2019	6/6/2019
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
2019-17	Admin. Mod.	Pending	Pending	Pending	Pending
2019-18	Amendment	9	\$115,165,869	7/24/2019	Pending
Net Funding Change		253	\$1,152,784,828		
Absolute Funding Change			\$1,262,479,854		

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
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 7

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 an administrative modification that revises seven projects with a net funding decrease of approximately \$10.6 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 6, 2019. Among other changes, this revision:

- Updates the funding plans of 36 Transit Capital Priorities Program funded projects to reflect the latest programming decisions;
- Updates the funding plans of five Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules;
- Updates the funding plan of the Contra Costa Transportation Authority's New State Highway (SR-239) Study project to reflect the programming of unexpended High Priority Program and Transportation Improvement earmark funds; and
- Updates the Water Emergency Transportation Authority's San Francisco Ferry Terminal/Berthing Facilities project to reflect the programming of FHWA Ferry Boat Program (FBP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$597,635 in High Priority Program earmark funds, \$4.4 million in Transportation Improvement earmark funds, \$877,388 in FBP funds, \$311,764 in Low Carbon Transit Operations program funds, \$976,000 in Proposition 1B funds, and \$216,827 in SB1 funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-11, 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 2019-12 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 was received on May 8, 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.

Revision 2019-17 is a pending administrative modification.

Revision 2019-18 is an amendment that revises nine projects with a net funding increase of approximately \$115 million. The revision was referred by the Programming and Allocations Committee on July 10, 2019, and approved by the MTC Commission on July 24, 2019. Caltrans approval is expected in late August 2019, and final federal approval is expected in mid-September 2019. Among other changes, this revision:

- Amends four new exempt projects into the TIP and updates one existing project to reflect the recent CTC approval of Regional Active Transportation Program (rATP), Cycle 4;
- Amends San Jose's Better Bikeway San Jose – San Fernando Street project into the TIP to reflect the award of Statewide Competitive ATP funds; and
- Updates the funding plan of the Caltrans managed Highway Bridge Program grouped listing.

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 #: 19-0678 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 5/31/2019 **In control:** Programming and Allocations Committee
On agenda: 7/10/2019 **Final action:**
Title: Transit Performance Initiative - Investment Program Semi-Annual Report
Sponsors:
Indexes:
Code sections:
Attachments: [2g_TPI_Investment_Program_Semi-Annual_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transit Performance Initiative - Investment Program Semi-Annual Report

Presenter:

Craig Bosman

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 2g

Transit Performance Initiative – Investment Program Semi-Annual Update

Subject: Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program.

Background: The TPI Investment program funds low-cost capital investments that can improve operations and customer experience on major transit corridors and systems, and that can be implemented rapidly. In October 2012, the Commission committed \$82 million in federal Cycle 2 STP/CMAQ funds to the Transit Performance Initiative (TPI) Investment Program. As of July 2017, these funds have been fully programmed.

In May 2016, the Commission committed one-third of the region's annual population-based Low Carbon Transit Operations Program (LCTOP) funds to augment the TPI program, subject to the region's Cap and Trade Framework in MTC Resolution No. 4130, Revised. The Commission approved programming of approximately \$3 million in FY2017-18 LCTOP funds in March 2018 and approximately \$4.8 million in FY2018-19 LCTOP funds in April 2019 to projects for SFMTA, VTA, and AC Transit. In June 2019, the Commission reprogrammed VTA's FY2018-19 LCTOP project in order to prevent the loss of state funding, and in consultation with VTA; VTA is expected to commit a like amount of local funds toward an eligible TPI project.

To date, \$91 million has been programmed to 31 projects, and 14 of these have been completed or are substantially completed. SFMTA reports a 38% increase in ridership on the 9 and 9R as a cumulative result of improvements on the corridor, which include the 9-San Bruno/Potrero Avenue improvements project. Additional performance results for recently completed and soon-to-be completed projects are expected for the next semi-annual update.

This program update covers the period from December 2019 through May 2019. Please refer to attachments A and B for further information.

Issues: None

Recommendation: Receive the TPI Investment Program Semi-Annual Report as an information item.

Attachments:

Attachment A: Summary of TPI Investment Project by Round
Attachment B: TPI Investment Program Project Updates Presentation
Slides



Alix Bockelman

Transit Performance Initiative - Investment Program Projects by Round (\$ in millions)

1st Round (Approved May 2012)

Agency	Project	TPI Award (\$ millions)
AC Transit	Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
San Francisco Municipal Transportation Authority (SFMTA)	Mission Customer First <i>Substantially Complete</i>	\$7.0
	N-Judah Customer First <i>Substantially Complete</i>	\$3.8
	Bus Stop Consolidation and Roadway Modification (9-San Bruno)* <i>Complete</i>	\$4.1
	Light Rail Transit Signal Priority Improvements	\$1.6
Santa Clara Valley Transportation Authority (SCVTA)	Stevens Creek — Limited 323 Transit Signal Priority <i>Complete</i>	\$0.7
Total		\$27.7

*Scope determined Sept. 2014. Project is reporting with Round 2 projects

2nd Round (Approved September 2014)

Agency	Project	TPI Award (\$ millions)
Various – Small Operators	Clipper Phase 3 Implementation <i>Complete</i>	\$8.0
Santa Clara Valley Transportation Authority (SCVTA)	Mountain View Double Track Improvements – Phase 1 <i>Complete</i>	\$8.0
City of Dublin/ Livermore Amador Valley Transit Authority (LAVTA)	Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
AC Transit	South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.0
San Francisco Municipal Transportation Authority (SFMTA)*	Colored Lanes on MTA Rapid Network	\$1.0
	Geary BRT Phase 1	\$4.0
Total		\$27.0

*In January 2017, MTC approved reprogramming \$4 million from the SFMTA Round 2 Colored Lanes and Muni Forward projects to Geary BRT Phase 1, which was also awarded TPI Round 3 funds.

3rd Round (Approved January 2017)

Agency	Project	TPI Amount (\$ millions)
Various	Bay Bridge Forward	\$10.0
SFMTA	Geary BRT Phase 1	\$5.6
SamTrans	Traffic Signal Priority on El Camino Real	\$3.5
BART	Train Seat Modification Project <i>Complete</i>	\$1.5
AC Transit*	San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
VTA	Santa Clara Light Rail Crossovers and Switches	\$0.5
Total		\$26.1

*AC Transit received a total of \$5M in combined federal STP/CMAQ funds and state Cap and Trade LCTOP funds.

4th Round - North Bay (Approved July 2017)

County	Project	TPI Amount (\$ millions)
Marin	Novato Downtown SMART Station	\$0.5
Sonoma	Santa Rosa CityBus New Transit System Optimization	\$0.4
Napa	NVTA Imola Ave and SR-29 Express Bus Improvements	\$0.4
Solano	SolanoExpress Fairgrounds Drive/SR-37 Bus Stop <i>Substantially Complete</i>	\$1.0
Total		\$2.3

**Transit Performance Initiative - Investment Program
Projects by Round (\$ in millions)**

Low Carbon Transit Operations Program FY 2017-18 (Approved March 2018)

Agency	Project	TPI Amount (\$ millions)
SFMTA	Mission Bay Loop	\$1.4
VTA	North First Street Light Rail Speed and Safety Improvements Project - Phase 1	\$0.9
AC Transit	San Leandro BART -- Transit Access Improvements	\$0.6
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project <i>Complete</i>	\$0.2
Total		\$3.1

Low Carbon Transit Operations Program FY 2018-19 (Approved April 2019)

Agency	Project	TPI Amount (\$ millions)
SFMTA	West Portal Optimization and Crossover Activation	\$2.2
VTA	2021 Zero Emission Bus Procurement*	\$1.3
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$1.2
Total		\$4.7

*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.

TPI Program Grand Total	\$90.9
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Item 2g – Attachment B
Programming & Allocations Committee
July 10, 2019

Transit Performance Initiative – Investment Program Project Updates



TPI Investment Program Summary

- \$86 million in federal STP/CMAQ funds over 4 rounds
- Round 1 and 2 projects either complete or entering/under construction
- Round 3 and 4 projects either in design or entering construction
- Annual funding through Cap and Trade LCTOP program
- Future funding through OBAG 2 program



TPI Investment Projects

3

AC Transit	TPI Award (\$ millions)
Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.2
San Pablo and Telegraph Rapid Bus Upgrades Project	\$5.0
San Leandro BART -- Transit Access Improvements	\$0.6
Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$1.2
Subtotal AC Transit Awards	\$22.5
Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP)	\$10.0
Total AC Transit	\$32.5
SFMTA	TPI Award (\$ millions)
Mission Customer First <i>Substantially Complete</i>	\$7.0
N-Judah Customer First <i>Substantially Complete</i>	\$3.8
Bus Stop Consolidation and Roadway Modification (9-San Bruno) <i>Complete</i>	\$4.1
Colored Lanes on MTA Rapid Network	\$1.0
Geary BRT Phase 1	\$9.6
Mission Bay Loop	\$1.4
West Portal Optimization and Crossover Activation	\$2.2
Total SFMTA	\$29.1



TPI Investment Projects

VTA	TPI Award (\$ millions)
Light Rail Transit Signal Priority Improvements	\$1.6
Stevens Creek — Limited 323 Transit Signal Priority <i>Complete</i>	\$0.7
Mountain View Double Track Improvements – Phase 1 <i>Complete</i>	\$8.0
Santa Clara Light Rail Crossovers and Switches <i>(reprogrammed)</i>	\$0.5
North First Street Light Rail Speed and Safety Improvements Project - Phase 1	\$0.9
2021 Zero Emission Bus Procurement* (To be substituted with alternate project)	\$1.3
Total VTA	\$13.0
Other Operators/Projects	TPI Award (\$ millions)
LAVTA/Dublin — Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
SamTrans — Traffic Signal Priority on El Camino Real	\$3.5
BART — Train Seat Modification Project <i>Complete</i>	\$1.5
Novato — Downtown SMART Station	\$0.5
Santa Rosa CityBus — New Transit System Optimization	\$0.4
NVTA — Imola Ave and SR-29 Express Bus Improvements	\$0.4
SolanoExpress — Fairgrounds Drive/SR-37 Bus Stop <i>Substantially Complete</i>	\$1.0
Clipper — Phase 3 Implementation <i>Complete</i>	\$8.0
Total Other	\$16.3

*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.

1st Round Project Updates



14-Mission

- Branding installation in-progress; 90% of enhanced stop installation complete

N-Judah

- TSP, lane colorization, camera elements complete
- Stop branding installation will begin when 14-Mission is complete in the coming months
- Will be proposing to shift some cost savings to other corridor improvements

9-San Bruno

- Project is complete and in closeout
- Cumulative impact of improvements on the San Bruno Corridor is a 38% increase in ridership on the 9 and 9R



Light Rail TSP

- Engineering has taken longer than expected due to issues identified during prototype installation.
- Installation is now expected to commence in Summer 2019.
- Funding agreements with the Cities of San Jose and Santa Clara are currently under review

Stevens Creek 323 TSP

- Project is complete; VTA staff are working on a proposal to use unexpended funds for additional maintenance and operations equipment

2nd Round Project Updates



Geary Bus Rapid Transit

- Substantially completed initial project implementation (bus-only lanes, stop changes, near-term pedestrian safety improvements)
- 1st construction contract for pedestrian and transit bulbs and traffic signal upgrade received bids and will be awarded in Summer 2019
- 2nd construction contract for demolition of Steiner bridge will be advertised Summer 2019
- Colorization of transit lanes is being deferred until repaving is complete in late 2020

Colored Lanes

- Fremont St work completed
- Fourth St anticipated to be completed during 2019



Line 97/South Alameda

- Construction is completed and traffic control system is fine-tuned and in operation
- After-study completed in June 2019 and presented to the board later this summer
- Project closeout activities are in-progress



3rd Round Project Updates



El Camino Real TSP

- Design/build contract awarded in May 2019
- Completed design expected by Winter 2019



Light Rail Crossovers and Switches Project

- \$500k reprogrammed by MTC and incorporated into TIP, awaiting approval by FHWA/FTA



AC Transit San Pablo/Telegraph

- Design consultant procured in May 2019
- Design will take place through fall 2019
- RFQs for construction management will be issued in summer and awarded in fall 2019



Bay Bridge Forward

- **West Grand TSP** – Design services procured with the San Pablo/Telegraph project, project kick-off has been completed and outreach is upcoming
- **AC Transit Higher Capacity/Increased Service** – Double decker bus procurement completed and in service; increased frequency service started in 2017 and is in-progress
- **Double-Decker Bus Wash** – Added to program with bus procurement savings; will be out for solicitation soon, expected to be completed within 18 months

4th Round (North Bay) Project Updates



Santa Rosa CityBus New Transit System Optimization

- 4G upgrade and Clipper equipment is currently being procured
- Installation of hubs will start in late 2019 and continue through June 2020

Novato Downtown SMART Station



Phase 2 (signaling, systems, station amenities)

- Construction underway, to be completed within 2019
- Remaining funding through SB1 LPP to be appropriated at August CTC meeting

Phase 3 (former Depot site improvements)

- Agreement with developer/operator in-progress
- Grant was transferred to Phase 2 in Fall 2018, City is seeking alternate funding



4th Round (North Bay) Project Updates



SolanoExpress Fairgrounds Drive/SR-37 Bus Stop

- Construction is substantially completed on the stop, shelter installation is ongoing
- New Red Line service started July 1, 2019, connecting three cities, four PDAs, and four regional transit systems



NVTA Imola Ave and SR-29 Express Bus Improvements

- NVTA plans to expand project to include rebuilding of adjacent park-and-ride facility, but must address a funding shortfall to do so
- Design, engineering, and environmental contract awarded April 2019, completion expected summer 2020
- Plan to start construction in 2020 after completion of design

FY2017-18 Low Carbon Transit Operations Program (LCTOP)



Mission Bay Loop

- Construction continued during this period
- Completion expected Summer 2019



San Leandro BART Transit Access Improvements

- The design phase has been completed and construction has begun, with an anticipated completion date of December 2019



North First Street Light Rail Speed and Safety Improvements

- Transit Signal Priority and pedestrian safety improvements in San Jose
- Design still in progress





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0698 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/3/2019 **In control:** Programming and Allocations Committee

On agenda: 7/10/2019 **Final action:**

Title: Proposed agreement with Mariposa County Local Transportation Commission (MCLTC) for exchange of federal apportionment. A request to authorize an agreement with the MCLTC to exchange roughly \$0.7 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.

Sponsors:

Indexes:

Code sections:

Attachments: [2h_Mariposa_LTC_CMAQ_Exchange.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Proposed agreement with Mariposa County Local Transportation Commission (MCLTC) for exchange of federal apportionment. A request to authorize an agreement with the MCLTC to exchange roughly \$0.7 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 2h

Proposed Agreement with Mariposa County Local Transportation Commission for Exchange of Federal Apportionment

Subject: A request to authorize the Executive Director to enter into an agreement with the Mariposa County Local Transportation Commission (MCLTC) to exchange roughly \$0.7 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds.

Background: In response to an upcoming federal rescission of unobligated funds, MTC staff received a request from the Mariposa County Local Transportation Commission (MCLTC) to exchange roughly \$0.7 million in CMAQ apportionment.

The Fixing America's Surface Transportation (FAST) Act includes a provision that rescinds a portion of unobligated CMAQ funds as of September 30, 2019. Some regions are unable to use all of their CMAQ apportionment by this date. MTC will have no difficulty in securing (or obligating) all of the regional CMAQ funds to avoid this rescission. There are currently several CMAQ-funded projects ready to be delivered within the region, but are currently on hold due to lack of CMAQ funds in the region.

The Mariposa LTC has a CMAQ balance subject to the September 30, 2019 FHWA rescission. In order to avoid losing this apportionment balance, the Mariposa LTC requests to exchange up to \$0.7 million in current and prior year CMAQ apportionment with MTC, for an equal amount of MTC's CMAQ apportionment to be repaid in FFY 2019-20.

Exchanges such as this benefit the smaller rural counties by avoiding the rescission of their CMAQ balances, while allowing CMAQ projects currently on hold in the MTC region due to a lack of CMAQ funds to be delivered.

It is often difficult for smaller regions to fully utilize their federal funds and deliver projects through the federal-aid process. This exchange allows Mariposa LTC to pool multiple years of federal funding and consolidate into a single larger federal CMAQ project. MTC entered into similar agreements with Kern, Tehama and Tuolumne counties earlier this year.

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

The effective date of the transfer of CMAQ apportionment from MCLTC to MTC is July 24, 2019. The effective date of the transfer of CMAQ apportionment from MTC to MCLTC is October 1, 2019.

Issues:

Provision to Eliminate Risk


The CMAQ funds are subject to rescission by the Federal Highways Administration (FHWA) on September 30, 2019 unless an agreement can be executed between MTC and MLTC and the funds are secured in sufficient time. This exchange will not take place unless the agreement can be executed in time for MTC to secure the funds.

Recommendation:

Refer to the Commission, approval of authorization for the Executive Director or designee to make final minor adjustments and sign a Letter of Understanding with the Mariposa County Local Transportation Commission for exchange of up to a total of \$0.7 million, in CMAQ funds.

Attachment:

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



Alix Bockelman



July 24, 2019

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

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

Dear Mr. Zhang,

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

The MCLTC currently has a balance of CMAQ apportionment subject to the federal rescission on September 30, 2019 under the Fixing America's Surface Transportation (FAST) Act. To avoid the loss of this apportionment balance, the MCLTC requests to exchange its CMAQ fund balance of \$647,898 subject to rescission on September 30, 2019, for an equal amount of CMAQ funds from MTC, to be transferred back on October 1, 2019.

This letter is to formalize the exchange of up to \$647,898 in current and/or prior year CMAQ apportionment from MCLTC effective July 24, 2019, with an equivalent amount of FFY 2019-20 CMAQ apportionment from MTC effective October 1, 2019.

This exchange is contingent upon execution of this Letter of Understanding in time for the MTC to secure the funds prior to the September 30, 2019 federal rescission. Should the Letter of Understanding not be executed in time for the MTC to secure the funds prior to the rescission or if any Caltrans processes or other timely use of funds deadlines are not met that result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

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

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

Mr. Ray Zhang

July 24, 2019

Page 2

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

Sincerely,

Sincerely,

Mike Healy
Executive Director, MCLTC

Therese W. McMillan
Executive Director, MTC

cc: Mark Dvorak, Mariposa County LTC
Ross McKeown, MTC
John Flores, Caltrans, HQ



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0697	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	6/3/2019	In control:		Programming and Allocations Committee	
On agenda:	7/10/2019	Final action:			
Title:	Federal Earmark Repurposing - Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the Department of Transportation Appropriations Act, 2019.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2i_Federal Earmark Repurposing.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Federal Earmark Repurposing - Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the Department of Transportation Appropriations Act, 2019.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 2i

Federal Earmark Repurposing

Subject: Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Department of Transportation Appropriations Act, 2019.

Background: The Department of Transportation Appropriations Act, 2019 includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2008 and are completed and closed, or that otherwise have not substantially progressed (less than 10% of the earmark funds have been obligated).

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 50 miles of the original earmark designation in the State.

This is the fourth consecutive year States have been authorized to repurpose unused earmark balances. To date, nearly \$32 million in unspent earmark balances have been repurposed and put to use on projects in the Bay Area.

Earmarks Available for Repurposing

On June 14, 2019, Caltrans released the list of earmarks that are eligible for repurposing, totaling approximately \$16 million statewide. Within the Bay Area, three earmark balances are currently available for repurposing (Table 1).

Table 1. Earmarks Available for Repurposing

Sponsor	Earmark Description	Current Balance
WETA	Construction of a ferry terminal in the Berkeley/Albany area and construction of ferry vessels to operate between Berkeley/Albany and San Francisco	\$642,346
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	\$26,573
Danville	Design and construction of Camino Tassajara Crown Canyon to East Town	\$111,885
Total		\$780,804

Recommendation for Projects to Receive Repurposed Funds

Caltrans has requested regions to submit a recommended list of projects, if any, to receive repurposed funds (the projects to which the earmark funds will be directed) by August 16, 2019. Staff worked with project sponsors and County Transportation Agencies (CTAs) to verify the status of projects associated with the abovementioned earmarks.

July 10, 2019

Page 2 of 2

In response to the requests from CTAs and sponsors, staff recommends the Commission forward the following earmark balance to Caltrans for repurposing to a new project as identified below (Table 2). Projects in Table 3 are not to be repurposed; funds are to remain committed to the respective projects with the expectation that they can be delivered in the near-term.

Table 2. MTC Earmark Repurposing Recommendation

Sponsor	Earmark Description	Balance Available	MTC Recommendation
Danville	Design and construction of Camino Tassajara Crown Canyon to East Town	\$111,885	Repurpose to new project: Danville, Camino Ramon Improvements Total: \$111,885
Repurposing Recommendation Total:		\$111,885	

Table 3. Remaining Bay Area Earmark Balances - Do Not Repurpose (shown for informational purposes only)

Sponsor	Earmark Description	Balance Available	MTC Recommendation
WETA	Construction of a ferry terminal in the Berkeley/Albany area and construction of ferry vessels to operate between Berkeley/Albany and San Francisco	\$642,346	Do not repurpose; project proceeding and funds will be obligated in the near-term.
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	\$26,573	Do not repurpose; funds will be programmed to Redwood-Fairgrounds Dr. Interchange Imps. and will be obligated in the near-term.

Issues:

Federal regulations require repurposed funds to be fully obligated within three fiscal years of repurposing, or September 30, 2022 for this year's repurposing effort. To reduce the risk of funds being lost to the region, and consistent with MTC's Project Delivery Policy (MTC Resolution No. 3606), Bay Area sponsors are required to fully obligate any repurposed earmark balances one year in advance of federal deadlines.

Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

Recommendation:

Refer for approval to the Commission the recommended project to receive repurposed earmark funds (Table 2 above) and direct staff to submit the recommendation to Caltrans.

Attachments:

None.


Alix Bockelman



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0677 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/31/2019 **In control:** Programming and Allocations Committee
On agenda: 7/10/2019 **Final action:**
Title: MTC Resolution No. 3664, Revised. Allocation of \$7 million in Regional Measure 2 (RM2) funds to the Alameda County Transportation Commission for construction of the Dublin Transit Center Parking Garage at the Dublin BART Station.

A request for an allocation of \$7 million in RM2 funds to the Alameda County Transportation Commission for construction of the Dublin Transit Center Parking Garage at the Dublin BART Station.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Reso-3664 Dublin BART Parking Garagex.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3664, Revised. Allocation of \$7 million in Regional Measure 2 (RM2) funds to the Alameda County Transportation Commission for construction of the Dublin Transit Center Parking Garage at the Dublin BART Station.

A request for an allocation of \$7 million in RM2 funds to the Alameda County Transportation Commission for construction of the Dublin Transit Center Parking Garage at the Dublin BART Station.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 3a

MTC Resolution No. 3664, Revised

Subject: A request for an allocation of \$7 million in RM2 funds to the Alameda County Transportation Commission (Alameda CTC) for construction of the Dublin Transit Center Parking Garage at the Dublin BART Station.

Background: The \$65 million I-580 Tri-Valley Rapid Corridor Improvements project, identified as capital project number 32 under RM2, currently consists of two subprojects for which MTC has already allocated funds: project 32.1, Eastbound I-580 Improvements (eastbound HOV lane, allocated \$36 million in RM2 funds), and project 32.2, I-580/I-680 Interchange Modifications and WB I-580 Improvements (HOV connectors between I-580 and I-680, and an I-580 WB HOV lane, allocated \$17 million in RM2 funds).

This item proposes to add a third subproject, 32.3, the Dublin Transit Center Parking Garage project, and allocate \$7 million in RM2 funds for the construction phase of the project.

The Dublin Transit Center Parking Garage Project, adjacent to the BART Dublin/Pleasanton Parking Garage, would consist of a multi-level parking structure that will accommodate 537 parking spaces at maximum, and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project sponsor is the Alameda County Transportation Commission (Alameda CTC), and the project will be implemented by the Alameda County General Services Agency (GSA). Environmental documents were recently certified by Alameda County. The project will be design/build, with construction expected to begin in Spring 2020 and garage opening anticipated for mid-2021.

The total cost of the project is estimated to be \$34 million. The project, via LAVTA, was awarded a California Transit and Intercity Rail Capital Program (TIRCP) grant of \$20 million in 2018. At its July 2018 and June 2019 meetings, Alameda CTC programmed a total of \$7 million in funds for the project from Vehicle Registration Fee Transit Funds. The remaining \$7 million is proposed to be allocated from RM2.

Because of the nature of the garage – being constructed adjacent to a BART station by a different public agency, the following conditions are proposed for the Dublin/Pleasanton Parking Garage project allocation in order to ensure a more seamless transportation customer experience. The Alameda CTC shall ensure:

1. Garage design and construction includes safe and direct pedestrian access to Iron Horse Parkway and Campus Drive
2. Garage includes wayfinding for access to BART station and bus connections
3. Transit users are prioritized for access to garage
4. Garage hours of operation will be, at minimum, during operating hours of BART Dublin/Pleasanton station and consideration of any other future rail service at station.

Staff from MTC, ACTC, LAVTA, BART, and Alameda GSA have been working together to develop these proposed conditions.

Issues:

Additional issues identified for the Dublin Transit Center Parking Garage, but not imposed as conditions, are as follows:

1. The Tri-Valley BART stations (Dublin/Pleasanton and West Dublin/Pleasanton) currently have long waitlists for monthly parking permits, with over 3,800 at the Dublin/Pleasanton Station alone. BART and Alameda County may discuss options for consideration of these waitlists regarding any monthly permit options.
2. In an effort to ensure clarity for transit users, MTC encourages Alameda County to create clear signage for patrons regarding transit user priority, payment, garage rules, and hours of operation. Design, signage, and wayfinding should be coordinated with BART/regional standards, transit operators, and the City of Dublin to ensure seamless integration with the BART station, bus connections, and consistency with the surrounding urban context.
3. Similarly, differences in payment mechanisms, price, and operations compared to BART parking should be clearly communicated to customers. Alameda County is encouraged to explore potential integration with Clipper and/or BART payments.
4. MTC/511 will add the garage to local transit user maps, and BART is encouraged to add garage information to the Dublin/Pleasanton station section of its website and other materials. Alameda County and transit agencies are also encouraged to coordinate communication about any operational and/or pricing changes.

Recommendation: Refer MTC Resolution No. 3664, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3664, Revised.



Alix Bockelman

Date: October 27, 2004
W.I.: 1255
Referred by: PAC
Revised: 03/23/05-DA 07/26/06-C
04/25/07-C 09/28/07-DA
12/19/07-DA 04/23/08-C
08/27/08-DA 09/24/08-C
11/26/08-C 01/28/09-DA
09/23/09-DA 02/24/10-C
07/28/10-C 11/16/11-DA
02/22/12-DA 03/28/12-DA
06/27/12-DA 10/24/12-C
10/23/13-C 07/24/19-C

ABSTRACT

MTC Resolution No. 3664, Revised

This resolution approves the allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project sponsored and implemented by the Alameda County Congestion Management Agency.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Alameda County Congestion Management Agency's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Executive Director Delegated Authority on March 23, 2005 to give ACCMA the flexibility to invoice MTC as frequently as monthly for expenses incurred on this project.

This resolution was revised through Commission action on July 26, 2006 to include additional allocations for Project 32.1, Eastbound I-580 Improvements for \$11.5 million in new RM2 allocations, and Project 32.2, I-580/I-680 Interchange Modifications and Westbound I-580 Improvements for \$1.7 million in new RM2 allocations.

This resolution was revised through Commission action on April 25, 2007 to include supplemental allocations for Project 32.1, Eastbound I-580 Improvements for \$3.8 million in

ABSTRACT

MTC Resolution No. 3664, Revised

Page 2

new RM2 allocations, and for Project 32.2, Westbound I-580 Improvements for \$10 million in new RM2 allocations.

This resolution was revised through Delegated Authority on September 28, 2007 to provide a \$500,000 supplemental preliminary engineering allocation for Project 32.1, Eastbound I-580 Improvements.

This resolution was revised through Delegated Authority on December 19, 2007 to allocate \$500,000 in final design funds for Project 32.1, Eastbound I-580 HOV Improvements.

This resolution was revised through Commission Action on April 23, 2008 to allocate \$9.182 million in construction funds for Project 32.1, Eastbound I-580 HOV Improvements, in order to backfill TCRP funds, and to add a condition that any TCRP repayments for this amount shall be returned to MTC. This action also rescinds \$800,000 from an allocation for Environmental and reallocates the same amount for environmental under Project 32.2.

This resolution was revised through Delegated Authority on August 27, 2008 to allocate \$100,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on September 24, 2008 to allocate \$400,000 in environmental phase funds for Project 32.1, Eastbound I-580 HOV Improvements, for corridor management activities, and \$900,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on November 26, 2008 to allocate \$500,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Delegated Authority on January 28, 2009 to allocate \$700,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for the supplemental auxiliary lanes on I-580.

ABSTRACT

MTC Resolution No. 3664, Revised

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This resolution was revised through Delegated Authority on September 23, 2009 to rescind allocation of \$6,000,000 from the construction of Project 32.1d, Eastbound I-580 HOV Improvements, and to allocate \$200,000 in environmental and preliminary engineering funds for Project 32.2, Westbound I-580 HOV Improvements.

This resolution was revised through Commission Action on February 24, 2010 to allocate approximately \$1.7 million for the final design phase and \$2.6 million for the right of way phase for Project 32.2a, I-580 Westbound HOV Lane Improvements, and allocate \$300,000 for the environmental and preliminary engineering phase for Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).

This resolution was revised through Commission Action on July 28, 2010 to allocate about \$1.3 million for the environmental mitigation of the I-580 HOV corridor (Project 32.1e).

This resolution was revised through Delegated Authority on November 16, 2011 to rescind \$846,246.81 from the construction allocation of Project 32.1d, I-580 Eastbound HOV Lane Improvements (allocation number 08366416), due to payback from Traffic Congestion Relief Program reimbursement from the State of California.

This resolution was revised through Delegated Authority on February 22, 2012 to allocate \$800,000 for the final design and \$200,000 for right-of-way for Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on March 28, 2012 to allocate \$200,000 in RM2 funds for the final design phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on June 27, 2012 to allocate \$585,000 in RM2 funds for the environmental phase of Project 32.1e, I-580 HOV Corridor Environmental Mitigation.

This resolution was revised through Commission Action on October 24, 2012 to allocate \$335,279 for the final design phase and \$3,315,000 for the construction phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).

ABSTRACT

MTC Resolution No. 3664, Revised

Page 4

This resolution was revised through Commission Action on October 23, 2013 to rescind allocation of \$1.5 million of previously allocated RM2 funds from Projects 32.1 and 32.2 due to cost savings at project close out, and to allocate \$4 million in RM2 funds for the construction phase of Project 32.1f, I-580 HOV Improvements for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on July 24, 2019 to allocate \$7 million in RM2 funds for the construction phase of project 32.3, Dublin Transit Center Parking Garage Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated October 8, 2004, July 12, 2006, April 11, 2007, and December 10, 2008, and the summary sheet to the Programming and Allocations Committee dated April 9, 2008, July 9, 2008, September 10, 2008, November 12, 2008, February 10, 2010, July 14, 2010, October 10, 2012, October 9, 2013, and July 10, 2019.

Date: October 27, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Transit Corridor Improvements Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3664

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

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

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

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

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

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

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

WHEREAS, the Alameda County Congestion Management Agency has submitted a request for the allocation of RM 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project; and

WHEREAS, I-580 Tri-Valley Rapid Corridor Improvements project is identified as capital project number 32 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Alameda County Congestion Management Agency has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Alameda County Congestion Management Agency is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

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

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Alameda County Congestion Management Agency’s Initial Project Report (IPR) for this project; and

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

RESOLVED, that MTC approves MTC staff’s review of the Alameda County Congestion Management Agency’s IPR for this project as set forth in Attachment C; and be it further

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

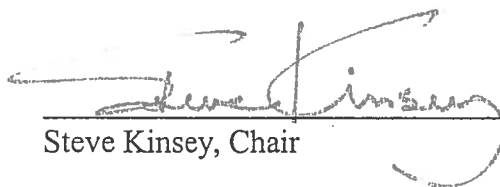
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION


Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 27, 2004.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Dublin Transit Center Parking Garage Project
Sponsor: Alameda County Transportation Commission
Project Number: 32.3

Allocation No. 32.3						
Activities to be funded with Allocation #1:						
This allocation will fund the construction of the Dublin Transit Center Parking Garage.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20366435	24-Jul-19	\$ 7,000,000	CON	FY 2019-20	\$	7,000,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Dublin Transit Center Parking Garage Project
Sponsor: Alameda County Transportation Commission
Project Number: 32.3

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following. Alameda CTC shall ensure that:

1. Garage design and construction includes safe and direct pedestrian access to Iron Horse Parkway and Campus Drive.
2. Garage includes wayfinding for access to BART station and bus connections.
3. Transit users are prioritized for access to garage.
4. Garage hours of operation will be, at minimum, during operating hours of BART Dublin/Pleasanton station and any other future rail service at station.

RM2 Project Number: 32.3
Dublin Transit Center Parking Garage Project

Lead Sponsor Alameda County Transportation Commission	Other Sponsors(s) None	Implementing Agency (if applicable) Alameda County Transportation Commission
Legislated Project Description Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$65000		Total Estimated Project Cost (in \$1,000) Total Overall Cost: \$366,500 (entire project)
Project Purpose and Description The Dublin Transit Center Parking Garage project consists of a multi-level parking structure that will accommodate 537 parking spaces at maximum and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project will be implemented by the Alameda County General Services Agency (GSA) on a 2.46 acre parcel of Alameda county owned land that is adjacent to the Dublin/Pleasanton BART station and the I-580 corridor. The project will significantly reduce traffic congestion, integrate multiple local and regional transit lines, increase transit access to a number of Bay Area and regional transit agencies, and further reduce Greenhouse Gas (GHG) emissions throughout the area.		
Funding Description Committed Funds: LAVTA and the Alameda County GSA have already secured a \$20 million TIRCP grant for this project. The Alameda CTC Commission approved programming \$7 million in Vehicle Registration Fee (VRF) funds. RM2 will provide the remaining \$7 million. Uncommitted Funds: Operating Capacity: Alameda County GSA		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document and Preliminary Eng.	10/2018	06/2019	\$600
2	Final Design - Plans, Specifications and Estimates	07/2019	06/2020	\$2,600
3	Right-of-Way	04/2020	07/2020	\$400
4	Construction	04/2020	06/2021	\$30,400
Total:				\$34,000

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Dublin Transit Center Parking Garage Project					Project No. 32.3				
Lead Sponsor	Alameda County Transportation Commission									
Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed										
TIRCP	Env/PE				600					600
TIRCP	PS&E				2,600					2,600
TIRCP	R/W				400					400
TIRCP	Construction					16,400				16,400
Alameda CTC VRF	Construction				7,000					7,000
RM2	Construction					7,000				7,000
										0
Total:		0	0	0	10,600	23,400	0	0	0	34,000
Uncommitted										
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	0	0	10,600	23,400	0	0	0	34,000

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Dublin Transit Center Parking Garage Project
Sponsor: Alameda County Transportation Commission
RM2 Project Number: 32.3

	PRIOR	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23 +	TOTAL
RM2 Funds Total	-	-	1,000,000	6,000,000	-	-	7,000,000
Environmental (ENV)	0	600,000	0	0	0	0	600,000
TIRCP		600,000					600,000
Final Design (PS&E)	0	0	2,600,000	0	0	0	2,600,000
TIRCP			2,600,000				2,600,000
Right of Way	0	0	300,000	100,000	0	0	400,000
TIRCP			300,000	100,000			400,000
Construction	0	0	4,340,000	26,060,000	0	0	30,400,000
TIRCP			2,340,000	14,060,000			16,400,000
VRF			1,000,000	6,000,000			7,000,000
RM2			1,000,000	6,000,000			7,000,000
TOTAL FUNDING							
Environmental	0	600,000	0	0	0	0	600,000
Final Design (PS&E)	0	0	2,600,000	0	0	0	2,600,000
Right of Way	0	0	300,000	100,000	0	0	400,000
Construction	0	0	4,340,000	26,060,000	0	0	30,400,000
PROJECT TOTAL	0	600,000	7,240,000	26,160,000	0	0	34,000,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0671 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/30/2019 **In control:** Programming and Allocations Committee
On agenda: 7/10/2019 **Final action:**
Title: MTC Resolution Nos. 4360, Revised, 4379, Revised, 4380, Revised, 4381, Revised, 4382, and 4389.

Revises the FY 2019-20 Fund Estimate, allocates \$380 million in FY 2019-20 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region, and approves the FY 2019-20 State of Good Repair Program project list.

Sponsors:

Indexes:

Code sections:

Attachments: [3b_Resos-4360-4379-4380-4381-4382-4389_Fund_Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4360, Revised, 4379, Revised, 4380, Revised, 4381, Revised, 4382, and 4389.

Revises the FY 2019-20 Fund Estimate, allocates \$380 million in FY 2019-20 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region, and approves the FY 2019-20 State of Good Repair Program project list.

Presenter:

William Bacon

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 3b

MTC Resolution Nos. 4360, Revised, 4379, Revised, 4380, Revised, 4381, Revised, 4382, and 4389

Subject: Revises the FY 2019-20 Fund Estimate, allocates \$380 million in FY 2019-20 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region, and approves the FY 2019-20 State of Good Repair Program project list.

Background:

1) Fund Estimate Revision

Reconcile Actual FY 2018-19 TDA and AB 1107 Revenue: Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2018-19 are 5.5% higher and 8.1% higher, respectively, than originally estimated by county auditors and MTC in February 2018. This results in roughly \$22 million more in TDA funding for Bay Area transit operators for FY 2018-19 than was originally anticipated. For AB 1107, \$7.0 million in revenue above what was originally expected will be made available to AC Transit and SFMTA based on the 50%-50% split in AB 1107 revenues between the two operators. Only one minor rescission was needed, in Napa County, to bring allocations in line with actual receipts due to actual revenues coming in 1.2% lower than anticipated receipts. Attachment A provides details on actual TDA revenues by county.

2) STA County Block Grant

In February 2018 the Commission adopted MTC Resolution No. 4321 which established a new STA County Block Grant program to distribute STA Population-Based funds in the region. Congestion Management Agencies (CMAs) are tasked with establishing policies to distribute STA County Block Grant funds within their jurisdictions and are required to report their distribution policies to MTC. Attachment B contains information on the proposed distribution policies for FY 2019-20.

Additionally, MTC Resolution No. 4321 required CMAs in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties to report on progress towards establishing or enhancing mobility management programs to help provide equitable and effective access to transportation. All five counties submitted summaries of current mobility management efforts, provided in Attachment D. Staff will use these reports as a baseline to evaluate mobility management activities going forward.

3) State of Good Repair Program – FY 2019-20 Regional Project List

Beginning in FY 2019-20, the State of Good Repair (SGR) Program guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the population-based funds, and submit a single region-wide list of projects to Caltrans by September 1st of each year. MTC has worked with the Bay Area's transit

operators to compile a single, regional list of SGR Program projects for FY 2019-20, as shown in Attachment A to MTC Resolution 4389.

Approximately \$29 million is expected in revenue-based funds, along with \$10 million in population-based funds. Most operators are using their revenue-based funds for state of good repair projects at facilities and stations, or to provide local match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the population-based funds, MTC is programming all \$10 million to the Clipper® Next Generation system, in accordance with the policy established in MTC Resolution No. 4321.

4) Allocations

Staff proposes an allocation of \$380 million in FY 2019-20 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB 1107 funds to six operators to support transit operations and capital projects in the region. These funds are allocated annually to the region's transit providers and are a core component of their funding.

Allocations from any apportionment 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, Revised for TDA and STA) and the RM2 Operating Program (MTC Resolution 4378, Revised).

Transit Operator/ Claimant	TDA Resolution No. 4380	STA Resolution No. 4381	RM2 Resolution No. 4379	AB1107 Resolution No. 4382	Total
AC Transit	\$ 83,835,546	\$ 28,211,252	\$ 12,955,503	\$ 45,500,000	\$ 170,502,301
ECCTA	\$ 8,403,327	\$ 5,969,639	\$ -		\$ 14,372,966
LAVTA	\$ 10,966,625	\$ 1,834,900			\$ 12,801,525
SFMTA	\$ 49,898,323	\$ 66,574,465	\$ 2,500,000	\$ 45,500,000	\$ 164,472,788
Sonoma County Transit	\$ 9,346,446	\$ 2,133,337	\$ -		\$ 11,479,783
WestCat	\$ 4,144,603	\$ 2,601,185	\$ -		\$ 6,745,788
Total	\$ 166,594,870	\$ 107,324,778	\$ 15,455,503	\$ 91,000,000	\$ 380,375,151

Information regarding the operating budgets and major initiatives of the above operators is provided in Attachment C. Notably, AC Transit, LAVTA, and Sonoma County Transit have recently experienced small increases in ridership. Most of the operators receiving allocations this month are keeping costs within inflation after accounting for service increases.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4360, Revised, 4379, Revised, 4380, Revised, 4381, Revised, 4382, and 4389 to the Commission for approval.

Attachments: Attachment A: TDA and AB 1107 Revenues
Attachment B: STA County Block Grant Summary

Attachment C: Transit Operator Budget Summary
Attachment D: County Mobility Management Activities Summary
MTC Resolution Nos. 4360, Revised, 4379, Revised, 4380, Revised, 4381,
Revised, 4382, and 4389



Alix Bockelman

Attachment A: TDA and AB 1107 Revenues (\$ millions)

	A	B	C	D			
County	FY 2017-18	FY 2018-19	FY 2018-19	FY 2018-19	FY 2018-19 Revenue Adjustment	FY 2018-19 Revenue Adjustment	FY 2018-19 Actual vs FY 2017-18 Actual
	Actual Revenue	Feb. 2018 Original Estimate	Feb. 2019 Revised Estimate	Actual Revenue	(D - B) - \$	(D - B) - %	(D - A) - %
Alameda	\$83.59	\$85.63	\$91.63	\$90.42	\$4.79	5.6%	8.2%
Contra Costa	\$42.32	\$43.66	\$47.83	\$45.41	\$1.75	4.0%	7.3%
Marin	\$13.11	\$13.49	\$14.17	\$14.04	\$0.55	4.0%	7.1%
Napa	\$8.89	\$9.62	\$8.76	\$9.51	(\$0.11)	-1.2%	6.9%
San Francisco	\$47.76	\$49.07	\$48.89	\$52.84	\$3.77	7.7%	10.6%
San Mateo	\$41.91	\$44.45	\$46.12	\$45.67	\$1.22	2.7%	9.0%
Santa Clara	\$109.02	\$109.93	\$115.90	\$118.21	\$8.28	7.5%	8.4%
Solano	\$19.22	\$19.72	\$21.24	\$20.45	\$0.73	3.7%	6.4%
Sonoma	\$24.17	\$24.90	\$26.00	\$25.77	\$0.87	3.5%	6.6%
Total TDA	\$389.99	\$400.47	\$420.53	\$422.31	\$21.85	5.5%	8.3%
Total AB 1107	\$85.96	\$86.54	\$89.00	\$93.55	\$7.01	8.1%	8.8%

**State Transit Assistance (STA) Population-Based County Block Grant
Fiscal Year 2019-20 Distribution Policy**

County	STA Population-Based County Block Grant Amount Fiscal Year 2019-20	STA Population-Based County Block Grant Framework Fiscal Year 2019-20
Alameda	\$9,300,688	<p>The Alameda County Transportation Commission's (Alameda CTC) adopted framework was approved on 4/18/2019 and includes four main programs, which remain the same as the overall program adopted for FY 2018-19:</p> <ul style="list-style-type: none"> -Small Operator (Union City and LAVTA) Guarantee - 24% - \$2,329,398 -Paratransit/Mobility Management - 25% - \$2,426,456 -Low Income Student Riders on the Affordable Student Transit Pass Program - 25.5% - \$2,474,986 -Lifeline Program - 25.5% - \$2,474,986 <p>The breakdown by transit operator for FY 2019-20 is:</p> <ul style="list-style-type: none"> AC Transit - 63.6% - \$6,172,905 BART - 6.1% - \$593,997 LAVTA - 21.9% - \$2,124,605
Contra Costa	\$11,671,183	<p>The Contra Costa Transportation Authority's (CCTA) adopted framework was approved on 5/15/2019 and includes specific percentages for each designated transit operator, these percentages remain the same as the program adopted for FY 2018-19:</p> <ul style="list-style-type: none"> -County Connection - 47.2% - \$5,508,470 -Tri Delta Transit - 30.1% - \$3,513,026 -WestCAT - 7.6% - \$887,010 -AC Transit - 14.4% - \$1,680,650 -BART - 0.6% - \$70,027
Napa	\$1,836,579	100% of Napa County's Block Grant will be directed to the Napa Valley Transportation Authority (NVTA).
Marin	\$3,002,408	<p>The Transportation Authority of Marin's (TAM) adopted framework was approved on 3/28/2019 and includes specific percentages for each designated transit operator:</p> <ul style="list-style-type: none"> -GGBHTD - 57.5% - \$1,726,685 -Marin Transit - 38.5% - \$1,157,128 -SMART - 4.0% - \$118,595

**State Transit Assistance (STA) Population-Based County Block Grant
Fiscal Year 2019-20 Distribution Policy**

County	STA Population-Based County Block Grant Amount Fiscal Year 2019-20	STA Population-Based County Block Grant Framework Fiscal Year 2019-20
San Francisco	\$4,448,795	<p>The San Francisco County Transportation Authority's (SFCTA) adopted framework was approved on 12/11/2018 and includes two main programs, which remain the same as the overall program adopted for FY 2018-19:</p> <p>SFMTA Paratransit - 40% - \$1,779,518 San Francisco Lifeline Transportation Program (competitive) - 60% - \$2,669,277</p> <p>Note that SF is using 60% of its STA County Block Grant funds from FY 2018-19 and FY 2019-20 to fund Cycle 1 of their San Francisco Lifeline Transportation Program. On 4/23/2019 the SFCTA adopted the following three Cycle 1 San Francisco Lifeline Transportation Program projects:</p> <p>BART – Elevator Attendant Initiative – \$2,600,000 SFMTA – SF Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods - \$396,300 SFMTA - Continuing Late Night Transit Service to Communities in Need - \$1,609,700</p>
San Mateo	\$2,663,609	<p>37% of funds will be allocated to SamTrans' paratransit program and 63% will be held by the City/County Association of Governments (C/CAG) for a county-led Lifeline Program.</p> <p>SamTrans Paratransit - 37% - \$985,535 San Mateo Lifeline Program - 63% - \$1,678,074</p>
Santa Clara	\$7,414,416	100% of Santa Clara County's Block Grant will be directed to Valley Transportation Authority (VTA) paratransit operations.
Solano	\$5,525,538	Solano County's normal annual budget process for the use of STA Population-Based funds is being carried forward and will conclude in June 2019. By late-June 2019 the Solano Transportation Authority will share with MTC their FY 2019-20 Block Grant program.
Sonoma	\$6,751,093	<p>The Sonoma County Transportation Authority (SCTA) prepares a coordinated TDA/STA claim annually on behalf of all transit operators serving Sonoma County. Their FY 2019-20 Coordinated Claim distributed Block Grant funds accordingly:</p> <p>-Petaluma Transit - 11.3% - \$762,299 -Santa Rosa CityBus - 34.4% - \$2,321,780 -Sonoma County Transit - 46.8% - \$3,156,071 -Golden Gate Transit - 0% -SMART - 7.6% - \$510,944</p>

Attachment C – Transit Operator Budget Summary

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
AC Transit	\$452,747,000	\$474,024,000	4.7%	1.3%	\$174,514,020	37%	<ul style="list-style-type: none"> 80% of the budget increase is due to rising salary and benefit costs. However, the budget does not include any salary increase for the Amalgamated Transit Union (ATU) contract which covers a majority of the workers since contract negotiations are ongoing. An increase in wage or benefits to this contract will have an impact on the budget. Five new employees will be hired to support the Bus Rapid Transit (BRT) service: four Ambassadors/Fare Collection Enforcement so that fares can be paid before boarding and one bus stop maintenance staff.
Tri Delta (ECCTA)	\$21,220,720	\$22,398,895	5.6%	5.3%	\$17,178,400	77%	<ul style="list-style-type: none"> Tri Delta Transit will soon launch an on-demand service (first mile/last mile service) focused around the Antioch and Pittsburg Bay Point BART stations. Tri Delta has budgeted for potential service hour increases as they adjust service based on ridership changes due to the opening of the BART extension as well as missed service in FY2018-19 due to driver shortages. The Mobility on Demand program (partnership with ridesharing and taxi companies) provides rides to paratransit customers at reduced costs. Ridership has rapidly increased as a result of this option.
LAVTA	\$19,414,875	\$20,596,291	6.1%	2.0%	\$14,495,070	70%	<ul style="list-style-type: none"> Three new studies, including autonomous vehicle testing and the Short Range Transit Plan, comprise 60% of the budget increase. The final study, Tri-Valley Hub Network Integration Study, will analyze the feasibility of express bus service to fill gaps in regional rail service as part of its TIRCP grant. LAVTA received a BAAQMD two- year grant to expand its on-demand shared-ride project to other parts of the Tri-Valley not served by fixed route transit.

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

Attachment C – Transit Operator Budget Summary

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
SFMTA	\$904,318,190	\$955,514,855	5.7%	4.1%	\$162,280,051	17%	<ul style="list-style-type: none"> • SFMTA will expand Late Night Service, partly due to Lifeline funding. • SFMTA expects to receive its last light rail expansion vehicle later this year as well as finalize procurement for the first phase of light rail replacement vehicles.
Sonoma County Transit	\$17,170,994	\$17,732,249	3.3%	3.0%	\$13,071,692	74%	<ul style="list-style-type: none"> • Increases in vehicle maintenance costs account for 70% of the budget increase. Several 2010 and 2012 buses need engine rebuilds, which have not been necessary for mid- to late-life buses in the past. New high-temperature engines and emission technologies have contributed to this issue. • Sonoma County Transit's Fare-Free program now includes five routes with the final local route expected to be added soon. Ridership on these routes have increased 48% overall and it has also increased local government interest in local transit services.
WestCat	\$12,059,300	\$12,868,100	6.7%	5.0%	\$8,555,574	66%	<ul style="list-style-type: none"> • Purchased transportation accounts for one-third of the budget increase. The contract was increased to retain and recruit drivers. The contract also includes budget capacity to increase service by 5%. Another one-third of the budget increase is due equally to insurance increases and lease expenses for the Salesforce Transit Center. • WestCat began operating double decker buses, funded through Bay Bridge Forward, on the LYNX service in February 2019. These buses increase capacity by 50% and support continued ridership growth on this service.

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

Attachment D
State Transit Assistance (STA) Population-Based County Block Grant
2019 County Mobility Management Activities Summary

County ¹	Summary of Activities
Alameda	<ul style="list-style-type: none"> - Alameda CTC Paratransit Program: <ul style="list-style-type: none"> • Provides and maintains Access Alameda resources • Convenes biannual Countywide Mobility Management Working Group meetings that support information sharing and promotes collaboration and coordination amongst providers in Alameda County • Oversees the paratransit and planning committee and the county paratransit coordinating council • Approximately \$30 million (funded with Measures B and BB) annually for county programs for discretionary grant program which supports cities, transit agencies and other services throughout the county - Travel Training: 7 Cities or non-profits offer travel training services in Alameda County (funded by ACTC) - ADA Certification: LAVTA, East Bay Paratransit and Union City) use in-person certification - Information and referral services (I&R): 4 cities/non-profits provide I&R (note 3 of these agencies also provide travel training) in the county (funded by ACTC)
Contra Costa	<ul style="list-style-type: none"> - CCTA is leading a countywide Accessible Transportation Strategic Plan, funded through a Caltrans Planning grant, which will identify opportunities for improving cooperation and service - Paratransit services are provided by the four operators (WestCat, County Connection, Tri-Delta, AC Transit) and supplemented by non-profit, client-based services <p>Next Steps: Identifying an appropriate Mobility Manager will be one charge of the ATS plan</p>
San Francisco	<ul style="list-style-type: none"> - Mobility management in SF is led by SFMTA and is staffed within SFMTA's paratransit office - Information and referrals for travel options are provided to paratransit customers (SFMTA programs, the RTC card and senior Clipper card) - SF Paratransit website update under development - SFMTA hosts the Mobility Management Steering Committee, which connects with the larger community of non-profit, client-based providers - SFMTA coordinates with: <ul style="list-style-type: none"> • SF Paratransit Coordinating Council • Department of Aging and Adult Services

¹ Counties of Marin, Napa, Solano and Sonoma are not required to submit reports.

County ¹	Summary of Activities
	Next Steps: Enhanced interjurisdictional coordination; promotion of new website and content (including travel training videos); outreach; investigation of resource and technology sharing between SF Paratransit and community providers
San Mateo	<ul style="list-style-type: none"> - Mobility Management in SM is led by SamTrans - SamTrans adopted the 2018 SamTrans Mobility Plan for Older Adults and People with Disabilities <p>Next Steps: C/CAG is looking to become more involved in mobility management efforts in San Mateo</p>
Santa Clara	<ul style="list-style-type: none"> - Three years of funding (\$2.6M) has been identified using Section 5307, STA and local funds to create a Mobility Assistance Program, which will have three components, all with separate eligibility: <ul style="list-style-type: none"> • Individualized travel plans and training for fixed route public transit • Demand-responsive transportation services for those who lack access to or the ability to use fixed route transit • Guaranteed Ride Home services to cover emergency needs

Date: February 27, 2019
W.I.: 1511
Referred by: PAC
Revised: 07/24/19-C

ABSTRACT

MTC Resolution No. 4360, Revised

This resolution approves the FY 2019-20 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

This resolution was revised on July 24, 2019 to reflect actual receipts for TDA and AB 1107 funds in FY 2018-19, the rescission actions that were necessary to match FY 2018-19 allocations to the actual revenue collected, and the allocations of additional revenue for FY 2018-19 per operators' requests.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 14, 2018 and July 10, 2019.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4360

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2018-19 and FY 2019-20 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2019-20 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and


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

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2019-20 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2019-20 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION


Chair

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

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

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TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	FY2019-20	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,451,946	(87,841,429)	85,627,000	4,793,858	(3,616,834)	93,648,000	(3,745,920)	110,316,620
Contra Costa	18,330,873	(46,122,379)	43,662,990	1,743,564	(1,816,262)	49,794,669	(1,991,786)	63,601,668
Marin	788,882	(13,680,637)	13,492,255	543,054	(561,412)	14,695,062	(587,802)	14,689,402
Napa	5,923,436	(12,600,192)	9,623,888	(118,653)	(380,209)	8,941,741	(357,670)	11,032,342
San Francisco	1,134,529	(48,209,325)	49,067,500	3,775,682	(2,113,727)	49,262,500	(1,970,501)	50,946,658
San Mateo	7,914,338	(44,885,837)	44,447,807	1,218,927	(1,826,669)	47,777,676	(1,911,106)	52,735,135
Santa Clara	6,658,406	(116,103,953)	109,927,000	8,282,854	(4,728,394)	117,635,000	(4,705,400)	116,965,512
Solano	27,519,736	(28,965,638)	19,722,853	728,438	(818,052)	21,239,810	(849,592)	38,577,555
Sonoma	8,705,497	(25,761,290)	24,900,000	868,001	(1,030,720)	26,800,000	(1,072,000)	33,409,488
TOTAL	\$98,427,643	(\$424,170,680)	\$400,471,293	\$21,835,726	(\$16,892,279)	\$429,794,458	(\$17,191,777)	\$492,274,380

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

<i>Column</i>	<i>A</i>		<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2018		FY2017-19	FY2018-19	FY2019-20	FY2019-20
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Revenue Estimate ³	Revenue Estimate	Available for Allocation
State Transit Assistance						
Revenue-Based	20,181,706		(146,843,148)	179,153,920	208,601,170	261,093,648
Population-Based	56,059,253		s	64,770,585	75,416,824	135,264,289
SUBTOTAL	76,240,959		(207,825,524)	243,924,505	284,017,994	396,357,936
AB1107 - BART District Tax (25% Share)	0		(93,552,924)	93,552,924	91,000,000	91,000,000
Bridge Toll Total						
MTC 2% Toll Revenue	5,840,894		(5,072,516)	1,450,000	1,450,000	3,668,376
5% State General Fund Revenue	13,306,059		(8,892,690)	3,581,607	3,614,688	11,609,663
SUBTOTAL	19,146,952		(13,965,206)	5,031,607	5,064,688	15,278,039
Low Carbon Transit Operations Program	0		0	54,058,614	44,305,559	98,364,173
State of Good Repair Program						
Revenue-Based	88,616		0	28,352,052	29,060,854	57,501,523
Population-Based	66,936		(500,000)	10,250,287	10,506,544	20,323,767
SUBTOTAL	155,552		(500,000)	38,602,339	39,567,398	77,825,290
TOTAL	\$95,543,464		(\$315,843,654)	\$435,169,989	\$463,955,639	\$678,825,438

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

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19 for TDA and AB 1107 and as of 1/31/19 for STA and the SGR Program

3. Actual FY 2018-19 revenue is shown for AB 1107, estimates are shown for all other sources.

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

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FY2018-19 TDA Revenue Estimate					FY2019-20 TDA Revenue Estimate					
FY2018-19 Generation Estimate Adjustment					FY2019-20 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 18)			85,627,000		13. County Auditor Estimate				93,648,000	
2. Actual Revenue (Jun, 19)			90,420,858		FY2019-20 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				4,793,858	14. MTC Administration (0.5% of Line 13)			468,240		
FY2018-19 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)			468,240		
4. MTC Administration (0.5% of Line 3)			23,969		16. MTC Planning (3.0% of Line 13)			2,809,440		
5. County Administration (Up to 0.5% of Line 3)			23,969		17. Total Charges (Lines 14+15+16)				3,745,920	
6. MTC Planning (3.0% of Line 3)			143,816		18. TDA Generations Less Charges (Lines 13-17)				89,902,080	
7. Total Charges (Lines 4+5+6)				191,754	FY2019-20 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				4,602,104	19. Article 3.0 (2.0% of Line 18)			1,798,042		
FY2018-19 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				88,104,038	
9. Article 3 Adjustment (2.0% of line 8)			92,042		21. Article 4.5 (5.0% of Line 20)			4,405,202		
10. Funds Remaining (Lines 8-9)				4,510,062	22. TDA Article 4 (Lines 20-21)				83,698,836	
11. Article 4.5 Adjustment (5.0% of Line 10)			225,503							
12. Article 4 Adjustment (Lines 10-11)				4,284,559						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,304,890	53,204	4,358,094	(4,867,401)	0	1,644,038	92,042	1,226,773	1,798,042	3,024,815
Article 4.5	177,650	3,364	181,015	(4,167,540)	0	4,027,894	225,503	266,872	4,405,202	4,672,074
SUBTOTAL	4,482,541	56,568	4,539,109	(9,034,941)	0	5,671,932	317,545	1,493,645	6,203,244	7,696,889
Article 4										
AC Transit										
District 1	2,181,680	35,805	2,217,485	(51,634,148)	0	49,454,451	2,768,725	2,806,514	53,652,104	56,458,618
District 2	573,116	9,416	582,532	(13,593,692)	0	13,021,099	728,991	738,930	14,405,019	15,143,949
BART ³	9,216	31	9,247	(101,489)	0	93,204	5,218	6,179	99,686	105,865
LAVTA	8,253,898	64,178	8,318,076	(10,880,707)	0	10,544,788	590,354	8,572,510	11,862,197	20,434,707
Union City	5,951,495	61,408	6,012,904	(3,063,977)	240,118	3,416,446	191,271	6,796,762	3,679,830	10,476,592
SUBTOTAL	16,969,405	170,839	17,140,244	(79,274,013)	240,118	76,529,988	4,284,559	18,920,895	83,698,836	102,619,731
GRAND TOTAL	\$21,451,946	\$227,406	\$21,679,352	(\$88,308,954)	\$240,118	\$82,201,920	\$4,602,104	\$20,414,540	\$89,902,080	\$110,316,620

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

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

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

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	43,662,990		13. County Auditor Estimate	49,794,669	
2. Actual Revenue (Jun, 19)	45,406,554		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	1,743,564		14. MTC Administration (0.5% of Line 13)	248,973	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	248,973	
4. MTC Administration (0.5% of Line 3)	8,718		16. MTC Planning (3.0% of Line 13)	1,493,840	
5. County Administration (Up to 0.5% of Line 3)	8,718		17. Total Charges (Lines 14+15+16)	1,991,786	
6. MTC Planning (3.0% of Line 3)	52,307		18. TDA Generations Less Charges (Lines 13-17)	47,802,883	
7. Total Charges (Lines 4+5+6)	69,743		FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	1,673,821		19. Article 3.0 (2.0% of Line 18)	956,058	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	46,846,825	
9. Article 3 Adjustment (2.0% of line 8)	33,476		21. Article 4.5 (5.0% of Line 20)	2,342,341	
10. Funds Remaining (Lines 8-9)	1,640,345		22. TDA Article 4 (Lines 20-21)	44,504,484	
11. Article 4.5 Adjustment (5.0% of Line 10)	82,017				
12. Article 4 Adjustment (Lines 10-11)	1,558,328				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,229,103	18,462	1,247,565	(1,983,694)	0	838,329	33,476	135,676	956,058	1,091,734
Article 4.5	64,239	554	64,793	(2,104,344)	0	2,053,907	82,017	96,373	2,342,341	2,438,714
SUBTOTAL	1,293,343	19,016	1,312,358	(4,088,038)	0	2,892,236	115,493	232,049	3,298,399	3,530,448
Article 4										
AC Transit										
District 1	211,689	3,425	215,114	(7,009,922)	0	6,799,654	271,526	276,372	7,683,913	7,960,285
BART ³	8,726	47	8,773	(281,512)	0	275,140	10,987	13,388	309,402	322,790
CCCTA	13,008,802	116,179	13,124,981	(24,129,651)	1,699,736	18,312,124	731,246	9,738,436	20,909,368	30,647,804
ECCTA	889,558	7,406	896,965	(8,959,319)	0	11,300,787	451,267	3,689,699	12,929,972	16,619,671
WCCTA	2,918,755	30,902	2,949,656	(3,530,648)	0	2,336,529	93,303	1,848,841	2,671,829	4,520,670
SUBTOTAL	17,037,530	157,959	17,195,489	(43,911,052)	1,699,736	39,024,234	1,558,328	15,566,736	44,504,484	60,071,220
GRAND TOTAL	\$18,330,873	\$176,974	\$18,507,847	(\$47,999,089)	\$1,699,736	\$41,916,470	\$1,673,821	\$15,798,785	\$47,802,883	\$63,601,668

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

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

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

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FY2018-19 TDA Revenue Estimate					FY2019-20 TDA Revenue Estimate					
<i>FY2018-19 Generation Estimate Adjustment</i>					<i>FY2019-20 County Auditor's Generation Estimate</i>					
1. Original County Auditor Estimate (Feb, 18)			13,492,255		13. County Auditor Estimate				14,695,062	
2. Actual Revenue (Jun, 19)			14,035,309		<i>FY2019-20 Planning and Administration Charges</i>					
3. Revenue Adjustment (Lines 2-1)				543,054	14. MTC Administration (0.5% of Line 13)			73,475		
<i>FY2018-19 Planning and Administration Charges Adjustment</i>					15. County Administration (0.5% of Line 13)			73,475		
4. MTC Administration (0.5% of Line 3)			2,715		16. MTC Planning (3.0% of Line 13)			440,852		
5. County Administration (Up to 0.5% of Line 3)			2,715		17. Total Charges (Lines 14+15+16)				587,802	
6. MTC Planning (3.0% of Line 3)			16,292		18. TDA Generations Less Charges (Lines 13-17)				14,107,260	
7. Total Charges (Lines 4+5+6)				21,722	<i>FY2019-20 TDA Apportionment By Article</i>					
8. Adjusted Generations Less Charges (Lines 3-7)				521,332	19. Article 3.0 (2.0% of Line 18)			282,145		
<i>FY2018-19 TDA Adjustment By Article</i>					20. Funds Remaining (Lines 18-19)				13,825,115	
9. Article 3 Adjustment (2.0% of line 8)			10,427		21. Article 4.5 (5.0% of Line 20)			0		
10. Funds Remaining (Lines 8-9)				510,905	22. TDA Article 4 (Lines 20-21)				13,825,115	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				510,905						
TDA APPORTIONMENT BY JURISDICTION										
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=Sum(H:I)</i>
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	580,302	14,305	594,607	(837,830)	0	259,051	10,427	26,255	282,145	308,400
Article 4.5										
SUBTOTAL	580,302	14,305	594,607	(837,830)	0	259,051	10,427	26,255	282,145	308,400
Article 4/8										
GGBHTD	133,790	3,200	136,991	(7,760,055)	0	7,626,263	306,952	310,150	8,286,774	8,596,924
Marin Transit	74,790	9,142	83,932	(5,109,399)	0	5,067,251	203,953	245,737	5,538,341	5,784,078
SUBTOTAL	208,581	12,342	220,923	(12,869,454)	0	12,693,514	510,905	555,887	13,825,115	14,381,002
GRAND TOTAL	\$788,882	\$26,647	\$815,529	(\$13,707,284)	\$0	\$12,952,565	\$521,332	\$582,142	\$14,107,260	\$14,689,402

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

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

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FY2018-19 TDA Revenue Estimate					FY2019-20 TDA Revenue Estimate					
FY2018-19 Generation Estimate Adjustment					FY2019-20 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 18)			9,623,888		13. County Auditor Estimate				8,941,741	
2. Actual Revenue (Jun, 19)			9,505,235		FY2019-20 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)			-118,653		14. MTC Administration (0.5% of Line 13)			44,709		
FY2018-19 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)			44,709		
4. MTC Administration (0.5% of Line 3)			(593)		16. MTC Planning (3.0% of Line 13)			268,252		
5. County Administration (Up to 0.5% of Line 3)			(593)		17. Total Charges (Lines 14+15+16)			357,670		
6. MTC Planning (3.0% of Line 3)			(3,560)		18. TDA Generations Less Charges (Lines 13-17)			8,584,071		
7. Total Charges (Lines 4+5+6)			(4,746)		FY2019-20 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)			(113,907)		19. Article 3.0 (2.0% of Line 18)			171,681		
FY2018-19 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)			8,412,390		
9. Article 3 Adjustment (2.0% of line 8)			(2,278)		21. Article 4.5 (5.0% of Line 20)			420,620		
10. Funds Remaining (Lines 8-9)			(111,629)		22. TDA Article 4 (Lines 20-21)			7,991,770		
11. Article 4.5 Adjustment (5.0% of Line 10)			(5,581)							
12. Article 4 Adjustment (Lines 10-11)			(106,048)							
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	376,020	3,968	379,988	(542,206)	0	184,779	(2,278)	20,283	171,681	191,964
Article 4.5	12,649	33	12,682	(459,775)	0	452,708	(5,581)	34	420,620	420,654
SUBTOTAL	388,669	4,001	392,670	(1,001,981)	0	637,487	(7,859)	20,317	592,301	612,618
Article 4/8										
NVTA ³	5,534,768	36,150	5,570,918	(13,236,453)	1,598,092	8,601,446	(106,048)	2,427,954	7,991,770	10,419,724
SUBTOTAL	5,534,768	36,150	5,570,918	(13,236,453)	1,598,092	8,601,446	(106,048)	2,427,954	7,991,770	10,419,724
GRAND TOTAL	\$5,923,436	\$40,151	\$5,963,587	(\$14,238,434)	\$1,598,092	\$9,238,933	(\$113,907)	\$2,448,271	\$8,584,071	\$11,032,342

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.
3. NVTA is authorized to claim 100% of the apportionment to Napa County.

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

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	49,067,500		13. County Auditor Estimate	49,262,500	
2. Actual Revenue (Jun, 19)	52,843,182		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		3,775,682	14. MTC Administration (0.5% of Line 13)	246,313	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	246,313	
4. MTC Administration (0.5% of Line 3)	18,878		16. MTC Planning (3.0% of Line 13)	1,477,875	
5. County Administration (Up to 0.5% of Line 3)	18,878		17. Total Charges (Lines 14+15+16)	1,970,501	
6. MTC Planning (3.0% of Line 3)	113,270		18. TDA Generations Less Charges (Lines 13-17)	47,291,999	
7. Total Charges (Lines 4+5+6)		151,026	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		3,624,656	19. Article 3.0 (2.0% of Line 18)	945,840	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	46,346,159	
9. Article 3 Adjustment (2.0% of line 8)	72,493		21. Article 4.5 (5.0% of Line 20)	2,317,308	
10. Funds Remaining (Lines 8-9)		3,552,163	22. TDA Article 4 (Lines 20-21)	44,028,851	
11. Article 4.5 Adjustment (5.0% of Line 10)	177,608				
12. Article 4 Adjustment (Lines 10-11)		3,374,555			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,134,528	30,000	1,164,528	(2,076,622)	0	942,096	72,493	102,495	945,840	1,048,335
Article 4.5	0	0	0	0	(2,308,135)	2,308,135	177,608	177,608	2,317,308	2,494,916
SUBTOTAL	1,134,528	30,000	1,164,528	(2,076,622)	(2,308,135)	3,250,231	250,101	280,103	3,263,148	3,543,251
Article 4										
SFMTA	1	0	1	(46,162,703)	2,308,135	43,854,568	3,374,555	3,374,556	44,028,851	47,403,407
SUBTOTAL	1	0	1	(46,162,703)	2,308,135	43,854,568	3,374,555	3,374,556	44,028,851	47,403,407
GRAND TOTAL	\$1,134,529	\$30,000	\$1,164,529	(\$48,239,325)	\$0	\$47,104,799	\$3,624,656	\$3,654,659	\$47,291,999	\$50,946,658

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

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

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	44,447,807		13. County Auditor Estimate	47,777,676	
2. Actual Revenue (Jun, 19)	45,666,734		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	1,218,927		14. MTC Administration (0.5% of Line 13)	238,888	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	238,888	
4. MTC Administration (0.5% of Line 3)	6,095		16. MTC Planning (3.0% of Line 13)	1,433,330	
5. County Administration (Up to 0.5% of Line 3)	6,095		17. Total Charges (Lines 14+15+16)	1,911,106	
6. MTC Planning (3.0% of Line 3)	36,568		18. TDA Generations Less Charges (Lines 13-17)	45,866,570	
7. Total Charges (Lines 4+5+6)	48,758		FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	1,170,169		19. Article 3.0 (2.0% of Line 18)	917,331	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	44,949,239	
9. Article 3 Adjustment (2.0% of line 8)	23,403		21. Article 4.5 (5.0% of Line 20)	2,247,462	
10. Funds Remaining (Lines 8-9)	1,146,766		22. TDA Article 4 (Lines 20-21)	42,701,777	
11. Article 4.5 Adjustment (5.0% of Line 10)	57,338				
12. Article 4 Adjustment (Lines 10-11)	1,089,428				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,343,206	76,745	3,419,951	(3,267,191)	0	853,398	23,403	1,029,561	917,331	1,946,892
Article 4.5	361,262	8,740	370,002	(2,090,825)	0	2,090,825	57,338	427,340	2,247,462	2,674,802
SUBTOTAL	3,704,468	85,485	3,789,953	(5,358,016)	0	2,944,223	80,741	1,456,901	3,164,793	4,621,694
Article 4										
SamTrans	4,209,869	112,366	4,322,236	(39,725,672)	0	39,725,672	1,089,428	5,411,664	42,701,777	48,113,441
SUBTOTAL	4,209,869	112,366	4,322,236	(39,725,672)	0	39,725,672	1,089,428	5,411,664	42,701,777	48,113,441
GRAND TOTAL	\$7,914,338	\$197,851	\$8,112,189	(\$45,083,688)	\$0	\$42,669,895	\$1,170,169	\$6,868,565	\$45,866,570	\$52,735,135

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

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

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	109,927,000		13. County Auditor Estimate	117,635,000	
2. Actual Revenue (Jun, 19)	118,209,854		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	8,282,854		14. MTC Administration (0.5% of Line 13)	588,175	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	588,175	
4. MTC Administration (0.5% of Line 3)	41,414		16. MTC Planning (3.0% of Line 13)	3,529,050	
5. County Administration (Up to 0.5% of Line 3)	41,414		17. Total Charges (Lines 14+15+16)	4,705,400	
6. MTC Planning (3.0% of Line 3)	248,486		18. TDA Generations Less Charges (Lines 13-17)	112,929,600	
7. Total Charges (Lines 4+5+6)	331,314		FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	7,951,540		19. Article 3.0 (2.0% of Line 18)	2,258,592	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	110,671,008	
9. Article 3 Adjustment (2.0% of line 8)	159,031		21. Article 4.5 (5.0% of Line 20)	5,533,550	
10. Funds Remaining (Lines 8-9)	7,792,509		22. TDA Article 4 (Lines 20-21)	105,137,458	
11. Article 4.5 Adjustment (5.0% of Line 10)	389,625				
12. Article 4 Adjustment (Lines 10-11)	7,402,884				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	6,658,405	156,884	6,815,290	(7,225,766)		2,110,598	159,031	1,859,152	2,258,592	4,117,744
Article 4.5	0	0	0	0	(5,451,753)	5,170,966	389,625	108,838	5,533,550	5,642,388
SUBTOTAL	6,658,406	156,884	6,815,290	(7,225,766)	(5,451,753)	7,281,564	548,656	1,967,990	7,792,142	9,760,132
Article 4										
VTA	0	0	0	(109,035,071)	5,451,753	98,248,356	7,402,884	2,067,922	105,137,458	107,205,380
SUBTOTAL	0	0	0	(109,035,071)	5,451,753	98,248,356	7,402,884	2,067,922	105,137,458	107,205,380
GRAND TOTAL	\$6,658,406	\$156,884	\$6,815,290	(\$116,260,837)	\$0	\$105,529,920	\$7,951,540	\$4,035,912	\$112,929,600	\$116,965,512

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

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

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	19,722,853		13. County Auditor Estimate	21,239,810	
2. Actual Revenue (Jun, 19)	20,451,291		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	728,438		14. MTC Administration (0.5% of Line 13)	106,199	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	106,199	
4. MTC Administration (0.5% of Line 3)	3,642		16. MTC Planning (3.0% of Line 13)	637,194	
5. County Administration (Up to 0.5% of Line 3)	3,642		17. Total Charges (Lines 14+15+16)	849,592	
6. MTC Planning (3.0% of Line 3)	21,853		18. TDA Generations Less Charges (Lines 13-17)	20,390,218	
7. Total Charges (Lines 4+5+6)	29,137		FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	699,301		19. Article 3.0 (2.0% of Line 18)	407,804	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	19,982,414	
9. Article 3 Adjustment (2.0% of line 8)	13,986		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)	685,315		22. TDA Article 4 (Lines 20-21)	19,982,414	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)	685,315				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	767,550	8,994	776,544	(956,448)	0	378,679	13,986	212,761	407,804	620,565
Article 4.5										
SUBTOTAL	767,550	8,994	776,544	(956,448)	0	378,679	13,986	212,761	407,804	620,565
Article 4/8										
Dixon	1,474,407	17,511	1,491,918	(1,268,791)	0	821,240	30,331	1,074,698	903,994	1,978,692
Fairfield	5,209,597	60,294	5,269,891	(6,685,220)	60,133	4,858,030	179,425	3,682,259	5,277,659	8,959,918
Rio Vista	532,756	6,110	538,866	(345,296)	0	383,810	14,176	591,555	417,466	1,009,021
Solano County	1,674,281	16,559	1,690,840	(948,412)	0	843,581	31,157	1,617,166	892,044	2,509,210
Suisun City	46,475	1,204	47,678	(1,293,143)	0	1,246,669	46,044	47,249	1,326,366	1,373,615
Vacaville	9,878,356	115,298	9,993,654	(6,563,529)	0	4,189,863	154,747	7,774,735	4,497,114	12,271,849
Vallejo/Benicia	7,936,315	99,041	8,035,356	(11,289,943)	0	6,212,067	229,435	3,186,914	6,667,772	9,854,686
SUBTOTAL	26,752,185	316,017	27,068,203	(28,394,334)	60,133	18,555,260	685,315	17,974,576	19,982,414	37,956,990
GRAND TOTAL	\$27,519,736	\$325,011	\$27,844,747	(\$29,350,782)	\$60,133	\$18,933,939	\$699,301	\$18,187,337	\$20,390,218	\$38,577,555

1. Balance as of 6/30/18 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

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

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
FY2018-19 Generation Estimate Adjustment			FY2019-20 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 18)	24,900,000		13. County Auditor Estimate	26,800,000	
2. Actual Revenue (Jun, 19)	25,768,001		FY2019-20 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		868,001	14. MTC Administration (0.5% of Line 13)	134,000	
FY2018-19 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	134,000	
4. MTC Administration (0.5% of Line 3)	4,340		16. MTC Planning (3.0% of Line 13)	804,000	
5. County Administration (Up to 0.5% of Line 3)	4,340		17. Total Charges (Lines 14+15+16)	1,072,000	
6. MTC Planning (3.0% of Line 3)	26,040		18. TDA Generations Less Charges (Lines 13-17)	25,728,000	
7. Total Charges (Lines 4+5+6)		34,720	FY2019-20 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		833,281	19. Article 3.0 (2.0% of Line 18)	514,560	
FY2018-19 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	25,213,440	
9. Article 3 Adjustment (2.0% of line 8)	16,666		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		816,615	22. TDA Article 4 (Lines 20-21)	25,213,440	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		816,615			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,776,179	31,898	1,808,077	(899,957)	0	478,080	16,666	1,402,866	514,560	1,917,426
Article 4.5										
SUBTOTAL	1,776,179	31,898	1,808,077	(899,957)	0	478,080	16,666	1,402,866	514,560	1,917,426
Article 4/8										
GGBHTD ³	152,347	4,607	156,954	(6,003,623)	0	5,856,480	204,154	213,965	6,303,360	6,517,325
Petaluma	838,632	7,802	846,434	(1,711,157)	0	1,752,259	61,083	948,619	1,951,520	2,900,139
Santa Rosa	2,355,593	22,905	2,378,497	(7,173,901)	0	6,247,693	217,791	1,670,081	6,812,671	8,482,752
Sonoma County	3,582,747	40,209	3,622,956	(10,080,074)	0	9,569,488	333,587	3,445,957	10,145,888	13,591,845
SUBTOTAL	6,929,318	75,523	7,004,841	(24,968,755)	0	23,425,920	816,615	6,278,622	25,213,440	31,492,062
GRAND TOTAL	\$8,705,497	\$107,422	\$8,812,919	(\$25,868,712)	\$0	\$23,904,000	\$833,281	\$7,681,488	\$25,728,000	\$33,409,488

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

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

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

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

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 1/31/19.
3. Projected carryover as of 6/30/19 does not include interest accrued in FY2018-19.
4. FY2019-20 STA revenue generation is based on January 31, 2019 estimates from the SCO.

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

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STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ⁴	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators						
Marin	614,135	(613,281)	0	854	0	854
Napa	331,884	(331,425)	0	459	0	459
Solano/Vallejo	6,642,077	(4,089,567)	0	2,552,510	0	2,552,510
Sonoma	1,174,682	(1,080,237)	0	94,445	0	94,445
CCCTA	1,170,610	(995,164)	0	175,446	0	175,446
ECCTA	703,901	(702,265)	0	1,636	0	1,636
LAVTA	1,155,405	(1,149,000)	0	6,405	0	6,405
Union City	340,951	(339,244)	0	1,707	0	1,707
WCCTA	155,106	(154,890)	0	216	0	216
SUBTOTAL	12,288,750	(9,455,073)	0	2,833,678	0	2,833,678
Regional Paratransit						
Alameda	635,953	s	0	848	0	848
Contra Costa	344,514	(344,169)	0	345	0	345
Marin	86,811	(86,744)	0	67	0	67
Napa	70,449	(70,350)	0	99	0	99
San Francisco	504,602	(503,904)	0	698	0	698
San Mateo	250,492	0	0	250,492	0	250,492
Santa Clara	106,910	(106,910)	0	0	0	0
Solano	1,201,490	(526,439)	0	675,051	0	675,051
Sonoma	290,864	(243,549)	0	47,315	0	47,315
SUBTOTAL	3,492,086	(2,517,170)	0	974,915	0	974,915
Lifeline						
Alameda	3,843,413	(1,727,256)	0	2,116,157	0	2,116,157
Contra Costa	2,166,351	(1,021,204)	0	1,145,147	0	1,145,147
Marin	389,335	(25,837)	0	363,498	0	363,498
Napa	305,889	0	0	305,889	0	305,889
San Francisco	2,039,429	(1,098,050)	0	941,379	0	941,379
San Mateo	1,749,177	0	0	1,749,177	0	1,749,177
Santa Clara	8,242,789	0	0	8,242,789	0	8,242,789
Solano	1,056,779	(460,133)	0	596,646	0	596,646
Sonoma	1,171,693	(367,341)	0	804,352	0	804,352
MTC Mean-Based Discount Project	713,054	0	0	713,054	0	713,054
JARC Funding Restoration ⁵	400,668	(60,000)	0	340,668	0	340,668
Participatory Budgeting Pilot	1,003,435	0	0	1,003,435	0	1,003,435
Reserve for a Means-Based Transit Fare	5,910,243	0	0	5,910,243	0	5,910,243
SUBTOTAL	28,992,255	(4,759,821)	0	24,232,434	0	24,232,434
MTC Regional Coordination Program⁶		0	0	0	0	0
BART to Warm Springs	1,682	(1,682)	0	0	0	0
SamTrans	40,561	0	0	40,561	0	40,561
GRAND TOTAL	\$44,815,334	(\$16,733,749)	\$0	\$28,081,588	\$0	\$28,081,588

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 1/31/19.

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

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

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

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

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

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

1. Balance as of 6/30/18 is from MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 1/31/19.

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

4. FY2019-20 STA revenue generation based on January 31, 2019 State Controller's Office (SCO) forecast.

5. County Block Grant adopted through MTC Resolution 4321 in February 2018.

6. Regional Program adopted through MTC Resolution 4321 in February 2018. Balance and carryover amounts are from the MTC Regional Coordination Program established through MTC Resolution 3837, Revised. Funds are committed to Clipper® and other MTC Customer Service projects.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2019-20 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

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

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.
2. Balance as of 6/30/18 is from MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 1/31/19
4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2019-20 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2018-19 AB1107 Revenue Estimate					FY2018-19 AB1107 Estimate				
1. Original MTC Estimate (Feb, 18)				\$86,536,800	4. Projected Carryover (Jun, 19)				\$0
2. Actual Revenue (Jun, 19)				\$93,552,924	5. MTC Estimate (Feb, 19)				\$91,000,000
3. Revenue Adjustment (Lines 2-1)				\$7,016,124	6. Total Funds Available (Lines 4+5)				\$91,000,000
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(46,776,462)	43,268,400	3,508,062	0	45,500,000	45,500,000
SFMTA	0	0	0	(46,776,462)	43,268,400	3,508,062	0	45,500,000	45,500,000
TOTAL	\$0	\$0	\$0	(\$93,552,924)	\$86,536,800	\$7,016,124	\$0	\$91,000,000	\$91,000,000

1. Balance as of 6/30/18 is from MTC FY2017-8 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.

**FY 2019-20 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda Article 4.5		Contra Costa Article 4.5	
Total Available	\$4,672,074		\$2,438,714	
AC Transit	\$4,272,694		\$739,358	
LAVTA	\$159,008			
Pleasanton	\$84,625			
Union City	\$155,747			
CCCTA				
ECCTA			\$1,009,387	
WCCTA			\$529,158	
			\$160,812	
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2019-20			
CCCTA	\$861,895			
LAVTA	\$725,279			
ECCTA	\$2,802,042			
WCCTA	\$2,923,975			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$44,015,367	
STA Revenue-Based	BART	AC Transit	(459,611)	BART-AC Transit MOU Set-Aside ²
STA Revenue-Based	BART	CCCTA	(861,895)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(619,414)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,802,042)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,601,185)	BART Feeder Bus
Total Payment			(7,344,147)	
Remaining BART STA Revenue-Based Funds			\$36,671,219	
Total Available BART TDA Article 4 Funds			\$428,655	
TDA Article 4	BART-Alameda	LAVTA	(105,865)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(322,790)	BART Feeder Bus
Total Payment			(428,655)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$18,522,058	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$17,721,034	
Total Available Union City TDA Article 4 Funds			\$10,476,592	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$10,359,893	

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

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments. Funds will be allocated to AC Transit in FY 2019-20.

**FY 2019-20 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-18	MTC Res-3833	MTC Res-3925	FY2019-20
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

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

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FY2018-19 LCTOP Revenue Estimate¹		FY2019-20 LCTOP Revenue Estimate²	
1. Statewide Appropriation (Jan, 19)	\$147,041,725	5. Estimated Statewide Appropriation (Jan, 19)	\$120,513,000
2. MTC Region Revenue-Based Funding	\$39,704,139	6. Estimated MTC Region Revenue-Based Funding	\$32,540,866
3. MTC Region Population-Based Funding	\$14,354,475	7. Estimated MTC Region Population-Based Funding	\$11,764,693
4. Total MTC Region Funds	\$54,058,614	8. Estimated Total MTC Region Funds	\$44,305,559

1. The FY 2018-19 LCTOP revenue generation is based on State Controller's Office letter dated January 31, 2019

2. The FY 2019-20 LCTOP revenue generation is based on the \$179 million estimated in the FY 2019-20 State Budget.

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

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

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

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

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

Attachment A
Res No. 4360
Page 20 of 20
7/24/2019

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

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

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

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

Date: June 26, 2019
W.I.: 1255
Referred by: PAC
Revised: 07/24/19-C

ABSTRACT

Resolution No. 4379, Revised

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).

This resolution was revised on July 24, 2019 to allocate funds to AC Transit and San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, and July 10, 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

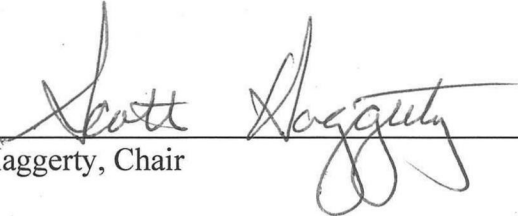
RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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
Revised: 07/24/19-C

ABSTRACT

Resolution No. 4380, Revised

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).

This resolution was revised on July 24, 2019 to allocate funds to AC Transit, Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019 and July 10, 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

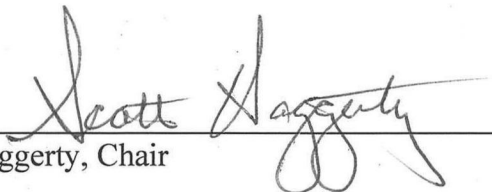
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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
 Revised: 07/24/19-C

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	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
VTA	Paratransit Operations	5,533,550	01	06/26/19	Santa Clara County	
CCCTA	Paratransit Operations	1,056,604	02	06/26/19	Contra Costa County	
AC Transit	Paratransit Operations	4,272,694	06	07/24/19	Alameda County	
	Subtotal	10,862,848				
5802 - 99260A Transit - Operations						
VTA	Transit Operations	105,137,458	03	06/26/19	VTA	
CCCTA	Transit Operations	17,880,362	04	06/26/19	CCCTA	
AC Transit	Transit Operations	56,458,618	07	07/24/19	AC Transit Alameda D1	
AC Transit	Transit Operations	15,134,949	08	07/24/19	AC Transit Alameda D2	
AC Transit	Transit Operations	7,960,285	09	07/24/19	AC Transit Contra Costa	
LAVTA	Transit Operations	9,692,625	10	07/24/19	LAVTA	
WCCTA	Transit Operations	2,942,039	11	07/24/19	WCCTA	
Sonoma County	Transit Operations	6,946,567	12	07/24/19	Sonoma County	
Sonoma County	Transit Operations	234,607	12	07/24/19	Petaluma	
SFMTA	Transit Operations	47,403,407	13	07/24/19	San Francisco County	1
SFMTA	Transit Operations	2,494,916	14	07/24/19	SFMTA	
ECCTA	Transit Operations	8,403,327	15	07/24/19	ECCTA	
	Subtotal	280,689,160				
5803 - 99260A Transit - Capital						
CCCTA	Transit Capital	2,584,265	05	06/26/19	CCCTA	
LAVTA	Transit Capital	1,274,000	16	07/24/19	LAVTA	
WCCTA	Transit Capital	1,202,564	17	07/24/19	WCCTA	
	Subtotal	5,060,829				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operating	2,118,981	18	07/24/19	Sonoma County	
Sonoma County	Transit Operating	46,291	18	07/24/19	Petaluma	
	Subtotal	2,165,272				
	TOTAL	298,778,109				

Note:

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

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
Revised: 07/24/19-C

ABSTRACT

Resolution No. 4381, Revised

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).

This resolution was revised on July 24, 2019 to allocate funds to AC Transit, Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019 and July 10, 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

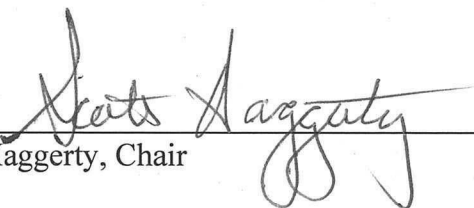
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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.

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 Operations - Population-based Lifeline					
AC Transit	Cycle 5: Preserve service in CoC	1,109,174	05	07/24/19	Alameda County
	Subtotal	1,109,174			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	32,900,898	01	06/26/19	VTA
AC Transit	Transit Operations	20,253,875	06	07/24/19	AC Transit
WCCTA	Transit Operations	2,601,185	07	07/24/19	BART
SFMTA	Transit Operations	64,970,651	08	07/24/19	SFMTA
ECCTA	Transit Operations	2,802,042	09	07/24/19	BART
	Subtotal	123,528,651			
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
AC Transit	Transit Operations	5,331,184		07/24/19	Alameda County
AC Transit	Transit Operations	1,517,019		07/24/19	Contra Costa County
LAVTA	Transit Operations	1,834,900		07/24/19	Alameda County
Sonoma County	Transit Operations	2,133,337		07/24/19	Sonoma County
ECCTA	Transit Operations	3,167,597		07/24/19	Contra Costa County
SFMTA	Transit Operations	1,603,814		07/24/19	SFMTA
	Subtotal	21,101,727			
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	160,253,968			

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: July 24, 2019
WI: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4382

This resolution approves the allocation of fiscal year 2019-20 AB 1107 half-cent sales tax funds to AC Transit and San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 10, 2019.

Date: July 24, 2019
Referred by: PAC

Re: Allocation of Fiscal Year 2019-20 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4382

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

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

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2019-20 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2019-20 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California

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

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2019-20 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

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

METROPOLITAN TRANSPORTATION COMMISSION

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 July 24, 2019.

Date: July 24, 2019
Referred by: PAC

Attachment A
MTC Resolution No. 4382
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2019-20

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

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 17-18	FY 19-20			
SFMTA	Transit Operations	75.7%	74.1%	50% of deposits to MTC's AB 1107 account.	1	07/24/19
AC Transit	Transit Operations	59.4%	58.7%	50% of deposits to MTC's AB 1107 account.	2	07/24/19

Date: July 24, 2019
Referred by: PAC

Attachment B
Resolution No. 4382
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2019-20
AB 1107 FUNDS

FINDINGS

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

	<i>AC Transit</i>	<i>SFMTA</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2017-18 and included in the proposed FY 2019-20 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>	<i>YES</i>

Date: July 24, 2019
W.I.: 1511
Referred by: PAC

ABSTRACT

Resolution No. 4389

This resolution adopts the project allocations for the Caltrans transit State of Good Repair Program for the San Francisco Bay Area for Fiscal Year (FY) 2019-20.

This resolution includes the following attachment:

Attachment A – FY 2019-20 State of Good Repair Program Public Utilities Code § 99314
Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 10, 2019.

Date: July 24, 2019
W.I.: 1511
Referred by: PAC

RE: Caltrans Transit State of Good Repair Program, FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4389

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

WHEREAS, the SGR Program will provide approximately \$105 million annually to transit operators in California for eligible transit maintenance and capital projects; and

WHEREAS, Public Utilities Code § 99313 and 99314 provides for the allocation by the State Controller of SGR Program 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 based on each Bay Area operator's qualifying revenue, respectively; and

WHEREAS, the State Department of Transportation (Caltrans) is responsible for administering the SGR Program; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing SGR Program funds to eligible project sponsors; and

WHEREAS, Caltrans' guidelines for the Fiscal Year 2019-20 SGR Program require Regional Transportation Planning Agencies (RTPAs) like MTC to approve and submit a regional project list for all Public Utilities Code § 99314 funds to be allocated to operators in the Bay Area; and

WHEREAS, staff has prepared a SGR Program Public Utilities Code § 99314 funding allocation request list, Attachment A, for submittal to Caltrans, said attachment attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the Fiscal Year 2019-20 SGR Program Public Utilities Code § 99314 funding allocation request list, attached hereto as Attachment A; and, be it further

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

RESOLVED, that MTC hereby authorizes the submittal of the SGR Program Public Utilities Code § 99314 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that should the final Fiscal Year 2019-20 amount differ from the State Controller's Office estimate, any amount above or below the estimate will be allocated to the projects listed in Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A to conform to sponsor requests, and Caltrans and State Controller's actions.

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 July 24, 2019.

Fiscal Year 2019-20 State of Good Repair Program Public Utilities Code § 99314 Project List			
Agency	Project Title	Amount	Notes
Alameda-Contra Costa Transit District (AC Transit)	East Bay Bus Rapid Transit (BRT)	\$1,329,596	
Alameda-Contra Costa Transit District (AC Transit)	Non-revenue vehicles	\$1,000,000	
Alameda-Contra Costa Transit District (AC Transit)	Portable lifts	\$300,000	
Alameda-Contra Costa Transit District (AC Transit)	Replace roof at Division 2	\$500,000	
ACE Train (Alameda County Apportionment)	Railcar Midlife Overhaul	\$41,614	
BART	At various BART stations maintain and renovate/rehabilitate existing elevators and escalators and security cameras	\$6,129,507	
Peninsula Corridor Joint Powers Board (Caltrain)	Systemwide Track Rehabilitation	\$920,000	Includes apportionments for Caltrain (\$1,280,968), VTA (\$4,582,981), and ACE - Corresponding to VTA (\$32,146). VTA notified MTC and Caltrain on April 9, 2019 that it was transferring all of its FY 2019-20 SGR Program 99314 funds to Caltrain.
Peninsula Corridor Joint Powers Board (Caltrain)	Bayshore Station Overpass	\$1,207,506	
Peninsula Corridor Joint Powers Board (Caltrain)	Central Equipment & Maintenance Facility State of Good Repair	\$474,200	
Peninsula Corridor Joint Powers Board (Caltrain)	Caltrain Network Infrastructure Refresh	\$342,494	
Peninsula Corridor Joint Powers Board (Caltrain)	F40 Locomotive State of Good Repair FY20	\$1,273,105	
Peninsula Corridor Joint Powers Board (Caltrain)	MP36 Locomotive State of Good Repair FY20	\$113,653	
Peninsula Corridor Joint Powers Board (Caltrain)	Stations State of Good Repair	\$150,000	
Peninsula Corridor Joint Powers Board (Caltrain)	Preventive Maintenance	\$1,415,137	
Central Contra Costa Transit Authority (County Connection)	ITS Security Maintenance	\$118,205	
City of Fairfield (FAST)	Corporation Yard Transit Fleet Electrification	\$35,874	
Golden Gate Bridge Highway and Transportation District	New Vessel Acquisition	\$1,281,234	
Livermore-Amador Valley Transit Authority (Wheels)	Bus Shelter and Stop Maintenance	\$52,305	
Marin County Transit District (Marin Transit)	Purchase 11 40 foot Hybrid Replacement Vehicles	\$216,827	
Napa County Transportation and Planning Agency	Vine Transit Bus Maintenance Facility	\$16,806	
City of Petaluma	Preventative Maintenance	\$6,349	
San Mateo County Transit District (SamTrans)	North and South Base Bus Parking Area Restriping	\$258,000	
San Mateo County Transit District (SamTrans)	North and South Base Bus Vacuum Replacement Design	\$150,000	
San Mateo County Transit District (SamTrans)	North Base Bus Washer Replacement	\$540,000	
San Mateo County Transit District (SamTrans)	South Base Bus Washer Walls Rehab	\$308,926	
City of Santa Rosa (Santa Rosa City Bus)	Preventive Maintenance of Fixed-Route Fleet	\$26,061	
City of San Francisco (SFMTA)	SFMTA Facilities SGR Project FY19-20	\$5,019,580	Preventative maintenance will occur at the following facilities: Kirkland Yard, Scott Garage, Flynn Yard, Presidio Yard, Wood Yard and the Cable Car Barn.

Fiscal Year 2019-20 State of Good Repair Program Public Utilities Code § 99314 Project List			
Agency	Project Title	Amount	Notes
City of San Francisco (SFMTA)	SFMTA Fixed Guideway SGR Project FY19-20	\$5,019,581	Projects will be focused on track switches and rail tracks at various locations on the fixed guideway network.
Sonoma-Marín Area Rail Transit District (SMART)	SMART Capital Spare Parts	\$262,832	
Solano County Transit (SolTrans)	Mid-Life Battery Refresh for Two Diesel-Hybrid Buses	\$61,791	Includes apportionments for SolTrans (\$56,273), Vacaville (\$4,081), Dixon (\$1,081) and Rio Vista (\$356). Vacaville, Dixon, and Rio Vista notified MTC and SolTrans that they wished to transfer all of their FY 2019-20 SGR Program 99314 funds to SolTrans.
County of Sonoma (Sonoma County Transit)	Sonoma County Transit Maintenance Facility Roof Rehabilitation	\$35,011	
Eastern Contra Costa Transit Authority (TriDelta Transit)	Maintenance Facility HVAC Unit Replacement	\$55,334	
City of Union City (Union City Transit)	Bus Stop Improvements	\$16,926	
Western Contra Costa Transit Authority (WestCAT)	Local Match for Purchase of Replacement Revenue Vehicles	\$73,555	
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Replacement Vessel for the M/V Bay Breeze	\$308,845	
TOTAL		\$29,060,854	

Fiscal Year 2019-20 State of Good Repair Program Public Utilities Code § 99313 Project List			
Agency	Project Title	Amount	Notes
Metropolitan Transportation Commission	Clipper/Next Generation Clipper System	\$10,506,544	
TOTAL		\$10,506,544	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0696 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 6/3/2019 **In control:** Programming and Allocations Committee
On agenda: 7/10/2019 **Final action:**
Title: MTC Resolution No. 4250, Revised. Allocation of \$2.3 million in Regional Measure 2 (RM2) funds for the Bay Bridge Forward suite of projects.

A request for an allocation of \$2.3 million in RM2 funds for the Commuter Parking Initiative project, part of the Bay Bridge Forward program.

Sponsors:

Indexes:

Code sections:

Attachments: [3c Reso-4250 Bay Bridge Forward Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4250, Revised. Allocation of \$2.3 million in Regional Measure 2 (RM2) funds for the Bay Bridge Forward suite of projects.

A request for an allocation of \$2.3 million in RM2 funds for the Commuter Parking Initiative project, part of the Bay Bridge Forward program.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 3c

MTC Resolution No. 4250, Revised

Subject: Allocation of \$2.3 million in Regional Measure 2 (RM2) funds to MTC for Commuter Parking Initiative project, part of Bay Bridge Forward.

Background: In July 2016, the Commission approved the One Bay Area Grant (OBAG 2) framework. This framework includes \$40 million for Bay Bridge Forward (BBF), a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds. This month, MTC's BBF team requests an allocation of RM2 funds for the Commuter Parking Initiative project, summarized in the table below.

Table 1: July Allocation Summary

BBF Sub-Element	Previous RM2 Allocations	Current (July) RM2 Request	Total RM2 Allocations
Commuter Parking	\$3,117,000	\$2,300,000	\$5,417,000

Commuter Parking Initiative

MTC has allocated \$3.1 million in RM2 funds to-date to construct three commuter parking lots at I-880/Fruitvale Avenue and I-880/High Street in the City of Oakland, and I-80/Buchanan Street in the City of Albany.

During construction, the contractor experienced increased costs due to unforeseen field conditions. Further, the BBF team expects increased costs to operate and maintain the commuter parking lots once open. The BBF team requests an additional \$2.3 million in RM2 funds to cover the cost increase and to replenish the project contingencies. These funds will be redirected from other BBF program elements, as described below and in Table 2. Since RM2 capital funds may not be used for ongoing operations and maintenance, MTC will use other funds for non-RM2 eligible components.

The contract approval for the capital increase is on the July 12, 2019 Operations Committee agenda; the operation and maintenance contract approval is expected to be on the September 13, 2019 Operations Committee agenda. The funding actions included in this item are conditioned upon Commission approval of both contracts; funds would be rescinded should one or both contract fail to be approved.

Staff expects the lots to open late 2019.

BBF Program Funding Updates

MTC has \$21 million in RM2 funds programmed to the BBF suite of projects. Over the last few months, the BBF team re-examined its priorities for each of the BBF sub-elements. Based on this re-examination, and to accommodate the unanticipated Commuter Parking Initiative project cost increase, staff proposes to update BBF's RM2 programming as identified below.

- West Grand HOV/Bus-Only Lane. Staff proposes increasing programming by \$1.5 million to augment funding for Phase 2, which would extend the

HOV/Bus-Only Lane on the West Grand approach to the Bay Bridge toward San Francisco.

- Sterling Street and Integrated Bridge Corridor Projects. Staff proposes to reduce programming by \$3.8 million and re-examine solutions to maximize person throughput at this ramp to the lower deck of the Bay Bridge. This subproject also includes pilot projects such as automated vehicle occupancy detection and intelligent transportation system (ITS) elements.
- Casual Carpool. Staff redirected the initial \$1 million programming in September 2018 to an earlier cost increase on the Commuter Parking project. Staff deleted the casual carpool sub-element due to lack of interest from jurisdictions to formalize casual carpool.
- Commuter Parking. Staff requests an increase of \$2.3 million due to increased costs as discussed in this memo.

A summary of the proposed funding split among the sub-elements is listed in Table 2.


Table 2: Bay Bridge Forward RM2 Programming Summary

BBF Sub-Element	Current Programmed	Proposed Change	Proposed Programming
West Grand HOV/Bus-Only Lane	\$5,879,000	+\$1,500,000	\$7,379,000
Sterling Street and Integrated Bridge Corridor Projects	\$10,633,000	-\$3,800,000	\$6,833,000
Casual Carpool	\$0	\$-	\$0
Commuter Parking	\$3,117,000	+\$2,300,000	\$5,788,000
Commuter Parking (Environmental)	\$371,000	\$-	
Flexible On-Demand Transit	\$1,000,000	\$-	\$1,000,000
Total	\$21,000,000	\$0	\$21,000,000

Issues: Since RM2 capital funds may not be used for ongoing operations and maintenance, the BBF team will use other funds for any non-RM2 eligible Commuter Parking project components.

Recommendation: Refer MTC Resolution No. 4250, Revised, to the Commission for approval.

Attachments: Map of Bay Bridge Forward Projects
MTC Resolution No. 4250, Revised


Alix Bockelman

Operational

1

2

3

4

West Grand HOV/Bus Only Lane

Sterling St On-Ramp Express Lane

~~Casual Carpooling~~ Project Canceled

Integrated Bridge Corridor

Cost (\$M)*

\$20

Transit Core

5

6

7

8

9

Higher-Capacity/Increased Express Bus Service

Pilot Express Bus Routes

Transit Signal Priority

Commuter Parking

Higher Frequency Ferry Service

\$19

Shared Mobility

10

11

Flexible, On-Demand Transit

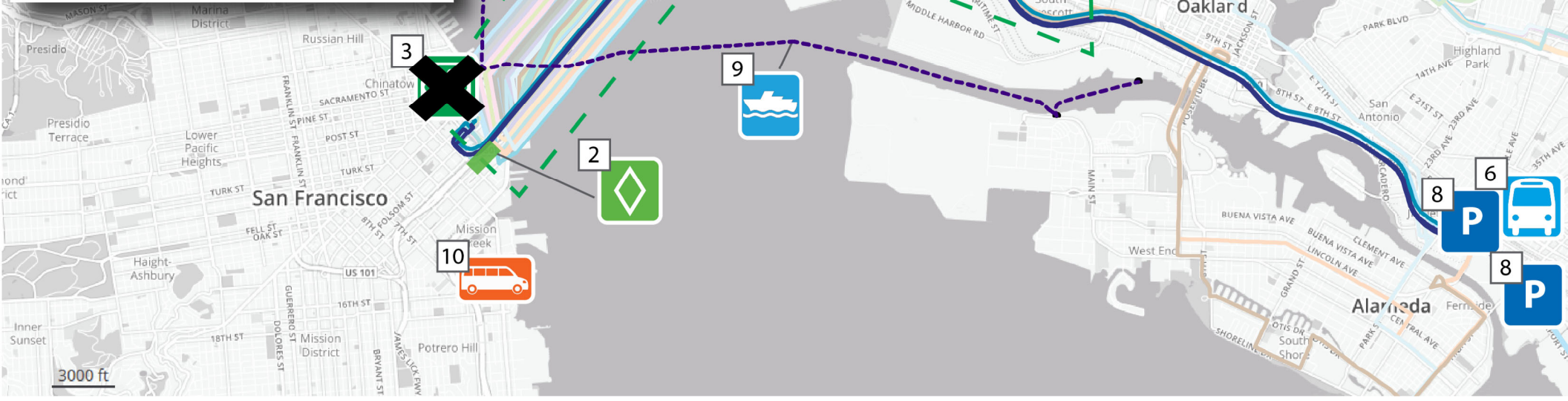
Shared Mobility

\$1

Total: \$40 M

Existing Transbay Routes

*Preliminary estimate subject to further refinement



Date: December 21, 2016
W.I.: 1255
Referred by: PAC
Revised: 05/24/17-DA 06/28/17-C
12/20/17-C 02/28/18-DA
06/27/18-DA 07/25/18-C
09/26/18-DA 07/24/19-C

ABSTRACT

MTC Resolution No. 4250, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

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

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate \$730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate \$200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate \$750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on December 20, 2017 to allocate \$2.5 million in RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1), and \$168,000 for the final design phase of the Commuter Parking project, both part of the Bay Bridge Forward program. Allocation for the commuter parking project is conditioned on approval of the environmental document, expected in early December.

This resolution was amended via delegated authority on February 28, 2018 to allocate \$417,000 in RM2 funds for the final design of the Commuter Parking project, \$200,000 for the study of Vehicle Occupancy Detection pilot, and \$100,000 for the study of High-Occupancy Vehicle Enforcement pilot, all of which are part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on June 27, 2018 to allocate \$880,000 in RM2 funds for the construction of the Commuter Parking project, and \$120,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, both part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 25, 2018 to allocate \$700,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, \$310,000 for the study phase of the CHP Enforcement Pilot, and \$1,250,000 for the environmental and project study phases of various Bay Bridge Forward projects, all of which are part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on September 26, 2018 to allocate \$1 million in additional RM2 funds for the construction of the Commuter Parking project, part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 24, 2019 to allocate \$2.3 million in additional RM2 funds for the construction of the Commuter Parking project, part of the Bay Bridge Forward program.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016, June 14, 2017, December 13, 2017, July 11, 2018, and July 10, 2019.

Date: December 21, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4250

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

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

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

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

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

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

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

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

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

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

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

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

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; 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 MTC staff's review of the project sponsor's IPR for this project as set forth in Attachment C; and be it further

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

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

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

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

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



David Correse, 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 December 21, 2016.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #1:					
This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425001	21-Dec-16	\$ 2,312,000	ENV/PE	FY 2016-17	\$ 2,312,000

Activities to be funded with Allocation #2:					
Allocation 17425002 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.					
Allocation 17425003 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425002	24-May-17	\$ 730,000	ENV/PE	FY 2016-17	\$ 3,042,000
17425003	24-May-17	\$ 200,000	PS&E	FY 2016-17	\$ 3,242,000

Activities to be funded with Allocation #3:					
Allocation 17425004 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.					
Funding Information:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17425004	28-Jun-17	\$ 750,000	ENV/PE	FY 2016-17	\$ 3,992,000

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #4:						
Allocation 18425005 will fund the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1), and allocation 18425006 will fund the final design of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425005	20-Dec-17	\$ 2,500,000	CON	FY 2017-18	\$	6,492,000
18425006	20-Dec-17	\$ 168,000	PS&E	FY 2017-18	\$	6,660,000

Activities to be funded with Allocation #5:						
Allocation 18425007 will augment allocation 18425006 to fund the final design of the BBF Commuter Parking project; allocation 18425008 will fund the study of Vehicle Occupancy Detection (VOD) pilot; and allocation 18425009 will augment allocation 18425002 to fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425007	28-Feb-18	\$ 417,000	PS&E	FY 2017-18	\$	7,077,000
18425008	28-Feb-18	\$ 200,000	ENV/PE	FY 2017-18	\$	7,277,000
18425009	28-Feb-18	\$ 100,000	ENV/PE	FY 2017-18	\$	7,377,000

Activities to be funded with Allocation #6:						
Allocation 18425010 will fund the construction of the BBF Commuter Parking project; and Allocation 18425011 will augment allocation 18425005 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1).						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425010	27-Jun-18	\$ 880,000	CON	FY 2017-18	\$	8,257,000
18425011	27-Jun-18	\$ 120,000	CON	FY 2017-18	\$	8,377,000

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #7:						
Allocation 19425012 will augment allocations 18425005 and 18425011 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1); Allocation 19425013 will augment allocations 17425002 and 18425009 to fund the study of high-occupancy vehicle enforcement pilot by the CHP; and Allocation 19425014 will augment allocation 17425001 for the planning, environmental, and preliminary engineering phases for the Bay Bridge Forward suite of projects.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19425012	25-Jul-18	\$ 700,000	CON	FY 2018-19	\$	9,077,000
19425013	25-Jul-18	\$ 310,000	ENV/PE	FY 2018-19	\$	9,387,000
19425014	25-Jul-18	\$ 1,250,000	ENV/PE	FY 2018-19	\$	10,637,000

Activities to be funded with Allocation #8:						
Allocation 19425015 will augment allocation 18425010 for the construction of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19425015	26-Sep-18	\$ 1,000,000	CON	FY 2018-19	\$	11,637,000

Activities to be funded with Allocation #9:						
Allocation 20425016 will augment allocations 18425010 and 19425015 for the construction of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20425016	24-Jul-19	\$ 2,300,000	CON	FY 2019-20	\$	13,937,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

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

1. Allocation 18425006 is conditioned upon the approval of the environmental document for the Commuter Parking project.



Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016
Attachment C
MTC Resolution No. 4250
Revised: 06/28/17-C; 12/20/17-C
02/28/18-DA; 06/27/18-DA; 07/25/18-C; 09/26/18-DA

RM2 Project Number: 29.7 Bay Bridge Forward

Lead Sponsor Metropolitan Transportation Commission	Other Sponsors(s) None.	Implementing Agency (if applicable) Metropolitan Transportation Commission
Legislated Project Description Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,933 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$10,042) 29.7 Bay Bridge Forward (\$21,000) 29.X Reserve (\$4,801)		Total Estimated Project Cost (in \$1,000) \$33,100
Project Purpose and Description Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description Committed Funds: Fully funded by RM2, federal, and other regional funds. Uncommitted Funds: None. Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	6/2019	\$6,921
2	Designs, Plans, Specs, & Estimates	3/2017	12/2019	\$2,685
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	6/2020	\$23,494

Total: \$33,100

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward	Project No.	29.7
Lead Sponsor	Metropolitan Transportation Commission	Last Updated	9/26/2018

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed										
RM2	Env./ PE		2,000	500	4,152					6,652
Local/Regional	Env./ PE		269							269
RM2	PS&E		200	585	1,900					2,685
RM2	CON			3,500	1,700	6,463				11,663
Federal Funds	CON				2,500					2,500
Local/Regional	CON				9,331					9,331
Total:		0	2,469	4,585	19,583	6,463	0	0	0	\$ 33,100
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	2,469	4,585	19,583	6,463	0	0	0	\$ 33,100

REGIONAL MEASURE 2 PROGRAM

Project Cash Flow Plan

Project Title: Bay Bridge Forward
 Sponsor: Metropolitan Transportation Commission
 RM2 Project Number: 29.7

December 21, 2016
 Attachment D
 MTC Resolution No. 4250
 Org. Key: 840-8829-07
 Page 1 of 1
 Revised: 05/24/17-DA 06/28/17-C
 12/20/17-C 02/28/18-DA
 06/27/18-DA 07/25/18-C
 09/26/18-DA 07/24/19-C

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
RM2 Funds Total		3,992,000	4,385,000	3,260,000	2,300,000	-	13,937,000
Environmental, PE	0	4,061,000	300,000	1,560,000	0	0	5,921,000
RM2		3,792,000	300,000	1,560,000			5,652,000
Local/Regional Funds		269,000					269,000
Final Design (PS&E)	0	200,000	585,000	0	0	0	785,000
RM2		200,000	585,000				785,000
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	3,500,000	13,531,000	2,300,000	0	19,331,000
RM2			3,500,000	1,700,000	2,300,000		7,500,000
Federal Funds				2,500,000			2,500,000
Other Local Funds				9,331,000			9,331,000
TOTAL FUNDING							
Environmental	0	4,061,000	300,000	1,560,000	0	0	5,921,000
Final Design (PS&E)	0	200,000	585,000	0	0	0	785,000
Right of Way	0	0	0	0	0	0	0
Construction	0	0	3,500,000	13,531,000	2,300,000	0	19,331,000
PROJECT TOTAL	0	4,261,000	4,385,000	15,091,000	2,300,000	0	26,037,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0707	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	6/6/2019	In control:		Programming and Allocations Committee	
On agenda:	7/10/2019	Final action:			
Title:	Transportation Funding and Housing Linkages				

Staff will recap the discussion on transportation funding and housing linkages that occurred at the November 2018 Commission Workshop, provide an update on efforts that have occurred since the workshop, and outline ongoing efforts.

Sponsors:

Indexes:

Code sections:

Attachments: [4a Transp Funding Housing Linkages rev.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transportation Funding and Housing Linkages

Staff will recap the discussion on transportation funding and housing linkages that occurred at the November 2018 Commission Workshop, provide an update on efforts that have occurred since the workshop, and outline ongoing efforts.

Presenter:

Anne Richman

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 4a

Transportation Funding and Housing Linkages

- Subject:** This item will recap the November 2018 Commission Workshop discussion related to linking transportation funding to housing performance and will provide further information on near term opportunities to improve regional housing performance with funding programs and policies.
- Background:** In November 2018, a Commission workshop was convened in part, to discuss the possibility of strengthening the linkages between transportation funding and housing, as a means of improving housing performance in the region.
- Although Commissioner feedback was mixed on the topic of conditioning transportation funds on housing performance, there was general support for providing planning and financial support to encourage local jurisdictions to develop housing. Commissioners were also supportive of updating MTC's Transportation Oriented Development policy and evaluating the effectiveness of the existing OBAG program.
- Near term options to continue the discussion related to transportation funding and housing linkages include the development of the 2020 RTIP Guidelines beginning in September, and development of OBAG 3 in mid-2020.
- In addition, since last November, housing has been a key topic in Sacramento and state budget and legislative initiatives may provide additional funding and policy development opportunities including a substantial grant program for housing planning and infrastructure, and the potential establishment of a regional agency with authority to place revenue measures on the ballot.
- Issues:** None
- Recommendation:** Information only
- Attachments:** Presentation: Transportation Funding and Housing


Alix Bockelman

Transportation Funding & Housing:

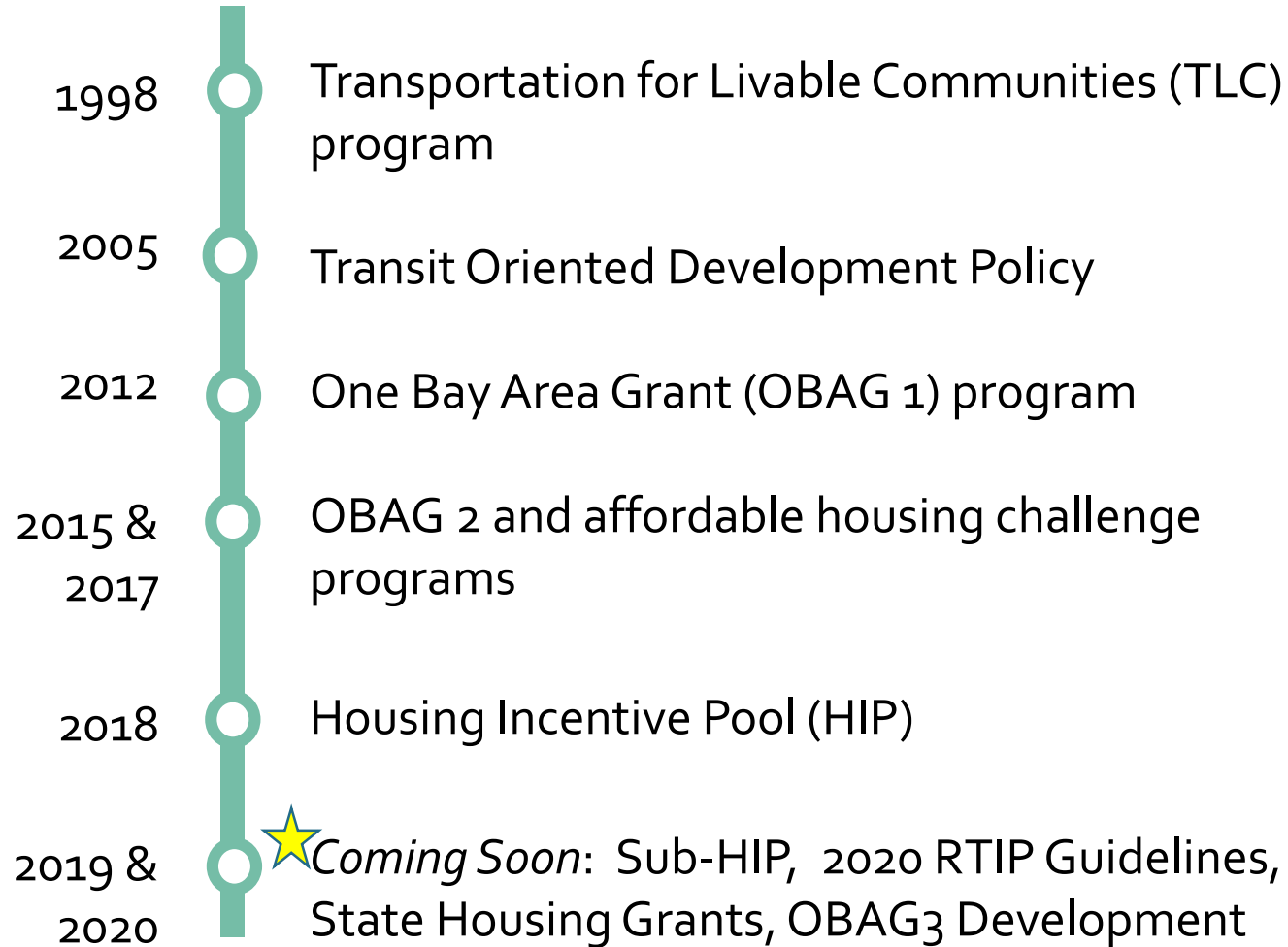
November, 2018 Commission Workshop Follow-Up

Programming & Allocations
Committee

July 10, 2019



MTC Actions to Advance Regional Housing Goals



November 2018 Commission Workshop Recap

- ❖ Staff presented approaches to:
 - ❖ Condition transportation funding on housing performance
 - ❖ Support public agencies in housing development
 - ❖ Existing and new policy development to encourage housing

Conditioning Approaches for Consideration

1	Change OBAG3 County-Share Formula to be Based Entirely on Housing Production	\$77 million/year
2	Expand OBAG-Style Conditioning to Other Fund Sources with MTC Discretion	\$105 million/year
3	Support Public Agencies Developing Housing	TBD
4	Update MTC's TOD Policy	TBD
5	Develop Policy Framework for " Missing Middle "	TBD

Transportation / Housing Funding Linkage

Comprehensive Approach (as presented in November 2018)

Focus on funds that:

1. Are large enough to matter;
2. MTC has discretion over; and/or
3. Are directed to municipal jurisdictions

** Gas Tax conditioning would require change in state law*

Transportation Funding Sources – Matrix of Potential Linkages to Housing

1. Large Enough to Matter	2. MTC Discretion	3. Municipal Recipient	Fund Source	Annual Revenue	Major Funding Purpose
✓	✓	✓	STP/CMAQ – County Program	\$77	Multiple
✓		✓	Gas Tax Subventions*	\$500	Local Roads
✓	✓		STP/CMAQ – Regional Program	\$95	Multiple
✓	✓		STA/SGR/LCTOP – Pop. Based	\$74	Transit Ops/Cap
✓	✓		STIP	\$50 - \$80	Hwy Capital
✓	✓	✓	ATP, SR ₂ T, TDA ₃	\$41	Bike/Ped
		✓	SB1-LPP Formula	\$23	Multiple
✓	✓		FTA Formula	\$423	Transit Capital
✓	✓		TDA ₄	\$350	Transit Ops
✓	✓		STA/SGR/LCTOP – Rev. Based	\$208	Transit Ops/Cap
✓	✓		AB1107	\$85	Transit Ops
✓			SB1 Competitive		Multiple

Commissioner Feedback

- ❖ Focus on OBAG, refine approach for OBAG₃
 - ❖ Evaluate existing OBAG program effectiveness
 - ❖ Mixed feedback on changing formula for OBAG₃ to favor housing production
 - ❖ Consider larger funding envelope/relationship to OBAG Regional Programs
- ❖ Generally supportive of technical assistance for local agencies to encourage housing
- ❖ Generally supportive of updating the TOD policy - should be reflective of the regional growth framework
- ❖ Include “Missing Middle” – relates to Sub-HIP and PDA Connected Communities
- ❖ Some support for conditioning Bike-Ped funds to local jurisdictions
- ❖ Concern about conditioning STIP, SB₁, RM₃

Landscape Changes – New Developments on Housing/Transportation Funding Linkage

❖ State Proposed Transportation Conditioning

❖ Governor's May Budget Revise and Proposed Trailer Bill Language:

❖ Beginning FY 2023, SB 1 funding could be conditioned on housing element compliance and annual housing goal zoning and entitlements

❖ **UPDATE: not included in final trailer bill (AB101)**

❖ Potential New Funding Linked to Housing

❖ State grants for planning and Infrastructure

❖ New County and FASTER Proposals – could consider performance link or direct investment in housing

New Proposed Near Term Housing Funding – State Programs

Resources for Local Jurisdictions to Advance Housing Efforts

1. AB1487 (Chiu)

- ❖ Would establish the Housing Alliance for the Bay Area (HABA)
 - ❖ Bill authorizes HABA to place on the ballot a series of revenue raising measures to help produce and preserve affordable housing and pay for tenant protection services (note: amendments proposed by MTC/ABAG – bill still in legislative process)

2. Local and Regional Housing Planning & Infrastructure Funding

- ❖ One-time funding in state budget trailer bill for grant programs to be administered by the Dept. of Housing and Community Development (HCD)

Program	Funding	Intended Use
Planning & Technical Assistance	\$250 Million <ul style="list-style-type: none">• \$125 M – Jurisdictions<ul style="list-style-type: none">• \$26M - Bay Area jurisdictions• \$125 M – COGs<ul style="list-style-type: none">• \$26M - ABAG	Planning, technical assistance, process improvements, etc. to accelerate housing.
Infill Infrastructure Grant Program	\$500 Million	Infrastructure that supports higher-density affordable and mixed-income housing in infill locations.

Near Term Options

3. OBAG 3 – Proposed Work Plan

- ❖ Work with County Transportation Agencies to conduct the OBAG assessment (Coordinate with regional growth framework update)
- ❖ Return with policy principles/scenarios for discussion on changing the OBAG formula to further incentivize housing production
- ❖ Return with information/concepts on how Regional Program fits in

❖ Schedule:

Task	Timeframe
OBAG Assessment	Next 9-12 months
OBAG 3 Discussion Starts on Formula and Policies	Late-2019 to Mid-2020
OBAG 3 Framework - Commission Approval	2021

Near Term Options

4. 2020 Regional Transportation Improvement Program (RTIP)

- ❖ September 2019 Guideline Adoption, December Program Adoption
- ❖ Funds mainly highway, transit, and active transportation corridor projects
- ❖ About \$50 million expected in new programming capacity (distributed by county share)
- ❖ Commission deferred discussion on conditioning funding based on housing performance from 2018 RTIP
- ❖ *Staff recommends not tying RTIP funding to housing performance*
 - ❖ RTIP projects tend to cross multiple jurisdictions and are sponsored by Caltrans, County Transportation Agencies, or transit operators
 - ❖ Significantly less funding than expected
 - ❖ Option to require housing law compliance as condition of eligibility where jurisdictions are recipients (approved housing element, ADU, Surplus Lands Act, Density Bonus)

Near Term Options

5. “Missing Middle” Focus

- ❖ Return with Sub-HIP Guidelines and missing middle analysis/data
- ❖ Consider in PDA Connected Communities

6. TOD Policy Update

- ❖ Harmonize with near-term related efforts:
 - ❖ OBAG/PDA Assessment
 - ❖ PDA Growth Framework
 - ❖ Regional Rail Synthesis
 - ❖ Plan Bay Area 2050
- ❖ Consider modernization and infill transit along with extensions
- ❖ Consider 3P framework

Updated Conditioning Approaches for Consideration

- ❖ State legislative landscape has changed significantly
- ❖ MTC discretion to condition on housing performance is limited for most fund sources:
 - ❖ Fund sources are not distributed to local jurisdictions (i.e., transit, county, or corridor are primary recipients/projects)
 - ❖ Eligibility is constrained by geography or use
 - ❖ Distribution is set by state law
- ❖ Most suitable source is already linked through OBAG policies (STP/CMAQ)
- ❖ Opportunities still exist for some fund sources to provide incentives for housing and ensure compliance with housing laws

Updated Conditioning Approaches for Consideration

Staff proposes the following conditioning approaches for the fund sources listed:

- ❖ Performance Incentive – funding amounts are based all or in part on housing *performance* relative to other jurisdictions or goal
- ❖ Compliance Eligibility – jurisdictions must comply with housing element laws or other set criteria to receive funding

We seek your input on this approach. Each funding program will be subject to further discussion.

MTC Discretionary Transportation Funding	Amount Million/year	Recommended Conditioning Approach	Timing / Next Cycle
OBAG 3 County Program (STP/CMAQ)	\$77*	Incentive/Eligibility	OBAG 3 2021
RTIP	\$50-80	Eligibility	Fall 2019
ATP - Regional Share	\$19	Eligibility	2021
RM3 - Safe Routes to Transit	~\$15	Eligibility	TBD
TDA Article 3	\$7	Incentive/Eligibility	FY 2021
Total	\$247-277		
One-Time Funding Sources:			
<i>Transportation:</i>			
Housing Incentive Pool	\$76	Incentive / Eligibility	2022
<i>Housing Related:</i>			
HCD Grants for Housing (ABAG)	\$26	Incentive / Eligibility	2019
HCD Infrastructure Grants	TBD		
Total	\$102		

*Potential to expand funding envelope

Next Steps

- ❖ Adopt 2020 RTIP Guidelines in September
- ❖ Continue work on OBAG Assessment and TOD Policy update
- ❖ Return to Commission regarding:
 - ❖ Budget trailer bill and HCD grant priorities
 - ❖ Sub-HIP Guidelines
 - ❖ OBAG Policy discussion
 - ❖ Conditioning for other sources, as cycles arise





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0679 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/31/2019 **In control:** Programming and Allocations Committee
On agenda: 7/10/2019 **Final action:**
Title: California Transportation Commission Update
Update on the June 26-27, 2019 CTC meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4b CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission Update

Update on the June 26-27, 2019 CTC meeting

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 4b

California Transportation Commission Update

Subject: Updates on the June 26-27, 2019 California Transportation Commission meeting and Senate Bill 1 (SB 1) Programs.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council), Jim Ghielmetti (Chief Executive Officer, Signature Homes, Inc.), and Carl Guardino (President and CEO, Silicon Valley Leadership Group). There are currently two CTC Commissioner vacancies from Jim Earp's retirement and Jim Madaffer's resignation.

June CTC Meeting (June 26-27, Sacramento, CA)

The CTC discussed the following issues of significance to the region.

Proposed Federal "SAFE" Vehicle Rule. The federal government has proposed a new Safer Affordable Fuel Efficient (SAFE) Vehicles rule replacing the existing Corporate Average Fuel Economy (CAFÉ) standards. The new rule reduces long-term vehicle fuel economy standards, and eliminates a waiver allowing California and other states to set more aggressive fuel economy standards. If the new rule is approved, California faces multiple challenges, including an air quality conformity lapse affecting most transportation projects, and a halt to any Plan or TIP amendments requiring an air quality determination, until CalEPA updates the statewide air quality model, which could take up to a year or more. CTC received an update on the proposed rule and will continue to work with state and regional agencies to oppose or modify the rule.

Draft 2020 State Transportation Improvement Program Fund Estimate and Guidelines. The CTC reviewed the draft 2020 STIP fund estimate (FE), which lays out the new programming capacity for the 2020 STIP. The draft estimate includes almost \$50 million in new funding for the nine-county Bay Area. This amount is substantially less than the 2018 STIP, due to significant STIP advances to match competitive SB1 projects as well as the Board of Equalization's inaction to raise the price-based excise tax in 2018. CTC will consider approving the final 2020 STIP FE and the 2020 STIP Guidelines at its August meeting. MTC's 2020 Regional Transportation Improvement Program (RTIP), which is part of the 2020 STIP, is due to CTC in December 2019.

Senate Bill 1 Program Updates and Actions. The CTC approved the following items related to SB 1 implementation:

- **SB 1 Cycle 2 Update.** CTC has held three workshops to discuss the Local Partnership Program (\$200 million per year), and will hold the next workshop for the Solutions for Congested Corridors (\$250 million per year) on July 9 in Los Angeles. CTC will hold more workshops for other SB 1 programs, and will adopt

Guidelines in the Fall (Winter for Trade Corridor Enhancement Program), with applications due in Winter 2020. CTC plans to adopt the competitive programs in June 2020.

- SB 1 Project Allocations. The CTC approved \$3 million in Local Partnership Formula Program funds to three projects in Contra Costa (2) and Sonoma Counties.

Active Transportation Program Update. In May, Senate Bill 152 (Beall) did not move out of the Senate Appropriations Committee. SB 152 proposed changing the Active Transportation Program to expand project administration flexibility and to increase funding suballocated to large regions such as MTC. While legislation is not moving forward, MTC staff will closely follow the cycle 5 guidelines process and work with CTC staff on administrative changes such as re-examining definitions and scoring of disadvantaged communities, and simplifying the application process. Staff will also examine resources for technical assistance during the application process, and will increase focus on delivery of ATP projects to ensure selected projects meet deadlines and deliver project benefits.

Extension and Allocations. The CTC approved the following:

- Allocation extensions for 56 Active Transportation Program (ATP) projects, of which one was from the Bay Area;
- One Local Partnership Competitive Program allocation extension for an AC Transit project;
- One Trade Corridor Enhancement Program allocation extension for Emeryville's Quiet Zone project;
- Funding allocations for two State Transportation Improvement Program (STIP) projects in San Mateo and Santa Clara Counties;
- One Transit and Intercity Rail Capital Program (TIRCP) allocation of \$27 million for Caltrain Electrification;
- A \$10 million allocation of State Highway Operation and Protection Program (SHOPP) funds for SR-37 to address recurring flooding; and
- Two ATP allocations in Alameda and Marin Counties.

MTC staff will continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

The next CTC meeting is scheduled for August 14-15, 2019 in San José, CA.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.



Alix Bockelman