



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, December 18, 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 p.m. BATA meeting.

1. Roll Call / Confirm Quorum

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

2. Chair's Report (Haggerty)

- 2a. [20-0073](#) MTC Resolution No. 4401 - Resolution of Appreciation for Rosy Leyva upon her retirement after 29 years of service to the Metropolitan Transportation Commission.

Action: Commission Approval

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

5. Commissioner Comments

6. Consent Calendar:

- 6a. [19-1356](#) Minutes of the November 20, 2019 meeting.

Action: Commission Approval

Attachments: [6a Commission Draft Meeting Minutes 11-20-2019.pdf](#)

Programming and Allocations Committee

- 6b. [19-1272](#) MTC Resolution No. 3738, Revised. Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of up to \$18 million.
- Action:** Commission Approval
- Attachments:** [6b PAC 3a Reso-3738 BART Car Replacement.pdf](#)
- 6c. [19-1251](#) MTC Resolution No. 3925, Revised. Revision to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 program to program \$700,000 for Bike Share Implementation.
- Action:** Commission Approval
- Attachments:** [6c PAC 2b Reso-3925 Regional Bike Share.pdf](#)
- 6d. [19-1271](#) MTC Resolution No. 4272, Revised. Revisions to the Transit Capital Priorities Program to reprogram \$5.6 million of FY2017-18 FTA Section 5337 State of Good Repair Formula Program funds from WETA Ferry Vessel Rehabilitation to Ferry Vessel Replacement and \$1 million of FY2019-20 FTA Section 5307 Urbanized Area Formula Program funds from SFMTA Paratransit Operations Assistance to SFMTA Zero-Emission Bus Procurement.
- Action:** Commission Approval
- Attachments:** [6d PAC 2c Reso-4272 WETA Ferry & Zero Bus Emission Bus Procurement.pdf](#)
- 6e. [19-1238](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-27.
- Action:** Commission Approval
- Attachments:** [6e PAC 2d Reso-4375 TIP Amendment 2019-27.pdf](#)
- 6f. [19-1289](#) MTC Resolution Nos. 4380, Revised and 4381, Revised. Allocation of roughly \$68 million in Transportation Development Act (TDA) and State Transit Assistance (STA) to SamTrans in support of transit operations and capital projects.
- Action:** Commission Approval
- Attachments:** [6f PAC 2e Resos-4380-4381 SamTrans Allocation.pdf](#)

- 6g. [19-1273](#) Transit Performance Initiative - Investment Program Semi-Annual Update. Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program and minor scope modification on SFMTA Colored Lanes Round 2 Award.

Action: Commission Approval

Attachments: [6g_PAC_2f_TPI_Investment_Program_Update.pdf](#)

Committee Reports

7. Administration Committee (Glover)

- 7a. [20-0011](#) MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) - Amendment

A request that the Committee authorize the referral of MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) - Amendment #2, which would add two new grant awards and a final SB 1 allocation, to the Commission for approval.

Action: Commission Approval

Attachments: [7a_Admin_3b_Reso-4370_Revised_FY2019-Amendment2.pdf](#)

8. Programming and Allocations Committee (Josefowitz)

- 8a. [19-1258](#) MTC Resolution No. 4398, Revised. 2020 Regional Transportation Improvement Program (RTIP) Program of Projects.

Program of Projects for the 2020 Regional Transportation Improvement Program (RTIP), totaling approximately \$122 million in new programming for the Bay Area.

Action: Commission Approval

Attachments: [8a_PAC_4a_Reso-4398_RTIP.pdf](#)

- 8b. [19-1275](#) MTC Resolution No. 4404. Regional Measure 3 Policies and Procedures

Proposed adoption of policies and procedures for delivering the Regional Measure 3 program.

Action: Commission Approval

Attachments: [8b_PAC_3b_Reso-4404_RM3_Policies_and_Procedures.pdf](#)

- 8c. [19-1171](#) MTC Resolution No. 4399. Interregional Project Funding and Coordination Policy

Proposed adoption of a policy instructing use of regional discretionary funds on projects crossing beyond MTC's jurisdictional boundary.

Action: Commission Approval

Attachments: [8c Nov-PAC 5a Reso-4399 Interregional Project Funding Coordination Poli](#)

9. Public Comment / Other Business

10. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, January 22, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|-----------------------|---|----------------------|---|--|--|
| File #: | 20-0073 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Commission Approval | |
| File created: | 12/12/2019 | In control: | | Metropolitan Transportation Commission | |
| On agenda: | 12/18/2019 | Final action: | | | |
| Title: | MTC Resolution No. 4401 - Resolution of Appreciation for Rosy Leyva upon her departure after 29 years of service to the Metropolitan Transportation Commission. | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | | | | | |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution No. 4401 - Resolution of Appreciation for Rosy Leyva upon her departure after 29 years of service to the Metropolitan Transportation Commission.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1356 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Consent
File created: 11/14/2019 **In control:** Metropolitan Transportation Commission
On agenda: 12/18/2019 **Final action:**
Title: Minutes of the November 20, 2019 meeting.

Sponsors:

Indexes:

Code sections:

Attachments: [6a Commission Draft Meeting Minutes 11-20-2019.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Minutes of the November 20, 2019 meeting.

Recommended Action:

Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, November 20, 2019

1:45 PM

Yerba Buena Conference Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

- Present:** 11 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Sperring, and Commissioner Worth
- Absent:** 7 - Commissioner Bruins, Commissioner Connolly, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, and Commissioner Slocum

Non-Voting Commissioner Present: Commissioner Giacopini

Non-Voting Commissioners Absent: Commissioner Stracner and Commissioner Tavares

2. Chair's Report (Haggerty)

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

[19-1377](#) Executive Director's Report

5. Commissioner Comments

6. Consent Calendar:

Upon the motion by Commissioner Glover and the second by Commissioner Mackenzie, the Consent Calendar was unanimously approved by the following vote:

- Aye:** 11 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Sperring and Commissioner Worth
- Absent:** 7 - Commissioner Bruins, Commissioner Connolly, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Slocum

- 6a. [19-1216](#) Minutes of the October 23, 2019 meeting

Action: Commission Approval

Programming and Allocations Committee

- 6b. [19-1169](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant Program (OBAG 2) within the Contra Costa County Program.

Action: Commission Approval

- 6c. [19-1163](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-25.

Action: Commission Approval

- 6d. [19-1168](#) MTC Resolution Nos. 4380, Revised and 4381, Revised. Allocation of \$9.9 million in Transportation Development Act (TDA) funds to Fairfield and VTA and \$5 million in State Transit Assistance (STA) to various operators in support of transit operations and capital projects.

Action: Commission Approval

- 6e. [19-1178](#) Short Range Transit Plan Funding Request. Short Range Transit Plan (SRTP) Funding Recommendations for FY2019-20.

Action: Commission Approval

Committee Reports

7. Administration Committee (Glover)

- 7a. [19-1183](#) MTC Resolution No. 4173, Revised - Statement of Investment Policy for MTC Fund Management

A request for approval of the renewal of the MTC Statement of Investment Policy (MTC Resolution No. 4173, Revised) with a suggested change to authorize new Bond Repurchase accounts (Section VIII).

Action: Commission Approval

Upon the motion by Commissioner Glover and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4173, Revised. The motion carried by the following vote:

Aye: 11 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Spering and Commissioner Worth

Absent: 7 - Commissioner Bruins, Commissioner Connolly, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Slocum

7b. [19-1184](#) MTC Resolution No. 4265, Revised - MTC Debt Policy Issuance and Management

A request to refer MTC Resolution No. 4265, Revised to the Commission for approval authorizing the renewal of the Debt Policy for MTC and all MTC affiliated agencies as well as ABAG.

Action: Commission Approval

Upon the motion by Commissioner Glover and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4265, Revised. The motion carried by the following vote:

Aye: 11 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Spering and Commissioner Worth

Absent: 7 - Commissioner Bruins, Commissioner Connolly, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Slocum

7c. [19-1204](#) MTC Resolution No. 4371, Revised - MTC FY 2019-20 Agency Budget Amendment

A request to refer MTC Resolution No. 4371, Revised to the Commission for approval approving an increase of \$1,193,572 to the MTC FY 2019-20 agency budget.

Action: Commission Approval

Upon the motion by Commissioner Glover and the second by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4371, Revised. The motion carried by the following vote:

Aye: 11 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Spering and Commissioner Worth

Absent: 7 - Commissioner Bruins, Commissioner Connolly, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Slocum

8. Programming and Allocations Committee (Josefowitz)

- 8a. [19-1170](#) MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the MTC Exchange Program and the One Bay Area Grant Program (OBAG 2) to program \$6 million within the Priority Conservation Area (PCA) Grant Program.

Proposed program of projects for the competitive portion of the PCA Grant Program for projects located within Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties.

Action: Commission Approval

Jennifer Hooper of Santa Clara Valley Open Space Authority was called to speak.

Upon the motion by Commissioner Josefowitz and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution Nos. 3989, Revised and 4202, Revised. The motion carried by the following vote:

- Aye:** 11 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Spering and Commissioner Worth
- Absent:** 7 - Commissioner Bruins, Commissioner Connolly, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Slocum

- 8b. [19-1171](#) MTC Resolution No. 4399. Interregional Project Funding and Coordination Policy

Proposed adoption of a policy instructing use of regional discretionary funds on projects crossing beyond MTC's jurisdictional boundary.

Action: Commission Approval

Upon the motion by Commissioner Worth and the second by Commissioner Mackenzie, the Commission unanimously approved continuing MTC Resolution No. 4399 to the December agenda. The motion carried by the following vote:

- Aye:** 11 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Spering and Commissioner Worth
- Absent:** 7 - Commissioner Bruins, Commissioner Connolly, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Slocum

- 8c. [19-1048](#) Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations and MTC Resolution No. 4130, Revised

Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs; and Revision to MTC's Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Action: Commission Approval

Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted the Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations, and adopted MTC Resolution No. 4130, Revised. The motion carried by the following vote:

Aye: 11 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Spering and Commissioner Worth

Absent: 7 - Commissioner Bruins, Commissioner Connolly, Commissioner Liccardo, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Slocum

9. Public Comment / Other Business

Roland Lebrun was called to speak.

Rich Hedges was called to speak.

10. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held at 9:45 a.m. on Wednesday, December 18, 2019 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105. Please note this December meeting date is scheduled to take place on the 3rd Wednesday instead of the 4th Wednesday due to the holiday season.

Scott Haggerty, Chair



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1272 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/31/2019 **In control:** Programming and Allocations Committee
On agenda: 12/11/2019 **Final action:**
Title: MTC Resolution No. 3738, Revised. Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of up to \$18 million.

Sponsors:

Indexes:

Code sections:

Attachments: [6b PAC 3a Reso-3738 BART Car Replacement.pdf](#)
[3a Reso-3738 BART Car Replacement.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 12/11/2019 | 1 | Programming and Allocations Committee | | |

Subject:

MTC Resolution No. 3738, Revised. Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of up to \$18 million.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****December 11, 2019****Agenda Item 3a****MTC Resolution No. 3738, Revised**

Subject: MTC Resolution No. 3738, Revised. Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of \$18 million.

Background: In 2006, MTC and BART signed the BART Car Replacement Funding Exchange and Reserve Account Agreement (Agreement) to set aside funds for the eventual purchase of new railcars to replace BART's aging fleet. MTC agreed to program eligible Federal Highway (FHWA) or Federal Transit Administration (FTA) funds to BART's preventive maintenance program in exchange for BART depositing an equal amount of local funds into the Exchange Account. Since that time, approximately \$390 million has been deposited into the account. There has been one prior authorized withdrawal of \$15.5 million in 2012, and as of August 31, 2019, the balance of the account was \$397 million.

In September 2017, the Commission adopted Resolution No. 4302, the Exchange Account Agreement Supplemental, which committed up to \$179 million from the Exchange Account to BART for the costs of new railcars included in BART's Transbay Corridor Core Capacity Project (TCCCP) in order to support the advancement of the TCCCP for funding through the FTA's Capital Investment Grant (CIG) Program. Since that time, BART has been advanced through the CIG Program and is now in the Engineering phase, anticipating receipt of a Full-Funding Grant Agreement by the end of the year.

The action proposed today would authorize the withdrawal of \$18 million from the Exchange Account, which BART would use for initial payments associated with a new base contract with Bombardier that includes the procurement of 252 railcars associated with TCCCP. The BART Board of Directors is expected to authorize withdrawal at their December 5th meeting, as required by the Agreement.

This new base contract is expected to consist of at least 50 railcars totaling a minimum of \$179 million, along with up to 7 options for additional railcars for a total of up to 425. When considering BART's existing contract with Bombardier for 775 railcars to replace the existing fleet, this new contract could eventually bring BART's fleet to 1,200 railcars. Table 1 on the next page summarizes the various discrete vehicle purposes that add to 1,200. The highlighted row is the subfleet of vehicles associated with today's proposed action.

Table 1. BART Railcar Procurement Summary

| Purpose | Number of Railcars | Cumulative Total | Cost (millions) |
|------------------------------|--------------------|------------------|-----------------|
| Railcar Replacement | 669 | 669 | \$ 2,584 |
| Berryessa Extension (SV1) | 60 | 729 | |
| Expansion (775-car contract) | 46 | 775 | |
| TCCCP Expansion | 252 | 1,027 | \$ 1,528* |
| Systemwide Expansion | 54 | 1,081 | |
| San Jose Extension (SV2) | 60 | 1,141 | |
| Additional Future Expansion | 59 | 1,200 | |
| Total | 1,200 | | \$ 4,112 |

**Estimated amount, subject to change based on final negotiations with Bombardier.*

The remainder of the Exchange Account balance will continue to accrue interest until further deposits are requested and authorized to support BART's railcar procurement projects.


BART intends to award the new base contract for railcars by obligating the \$179 million committed by the Commission in Resolution No. 4302. This obligation is consistent with the intent of the resolution, and further requests for withdrawals from the Exchange Account would be brought back to the Commission in the future.

Issues: Approval of this request for withdrawal is contingent upon approval of the withdrawal by the BART Board of Directors at their December 5th meeting. Should BART's Board not approve the withdrawal, this action will be continued to a future Commission meeting.

Recommendation: Refer Resolution No. 3738, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3738, Revised.

Staff Contact: Rob Jaques



Therese W. McMillan

Date: May 24, 2006
W.I.: 1512
Referred By: PAC
Revised: 11/15/06-ED 09/26/07-C
12/15/10-C 11/28/12-C
12/18/13-C 01/27/16-C
09/28/16-C 12/18/19-C

ABSTRACT

Resolution No. 3738, Revised

This resolution approves the principles, process, and schedule for exchanging federal, state, and local funds and the criteria for reserving these funds for BART's A, B, C1, and C2 cars until the cars are eligible for replacement, beginning in 2013, and the funds are needed by BART.

This resolution was revised through administrative action by the Executive Director on November 15, 2006 to include the final version of the agreement between MTC and BART. The revisions specify that the amount of local funds BART agrees to deposit into the Account is equal to 100% of the federal reimbursement less any BART principal previously withheld for retention in the Account, delete a reference to early termination of the agreement, and made a few other terminology changes.

This resolution was revised by the Commission on September 26, 2007 to make a minor correction in Attachment B to the amount programmed in FY 2006-07, and to include in Attachment B a reference to \$45 million in Third Cycle STP funds that were programmed to the BART Car Replacement project by the Commission in MTC Resolution 3723, Revised.

This resolution was revised by the Commission on December 15, 2010 to incorporate references to FTA funds programmed to the BART Car Replacement Project in conjunction with MTC Resolution 3918.

This resolution was revised by the Commission on November 28, 2012 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement, and to authorize the withdrawal of up to \$15.5 million from the Funding Exchange Account under specified conditions.

This resolution was revised by the Commission on December 18, 2013 to revise the language of Attachment A regarding BART's deposits of local funds into the Funding Exchange Account,

ABSTRACT

MTC Resolution No. 3738, Revised

Page 2 of 2

and to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

This resolution was revised by the Commission on January 27, 2016 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

This resolution was revised on September 28, 2016 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

Attachment B of this resolution was revised on December 18, 2019 to authorize the withdrawal of \$18 million from the Funding Exchange Account under specified conditions.

Further discussion of the BART car fund exchange and reserve account is contained in the “Executive Director” memorandum and the Programming and Allocations Summary Sheet dated May 10, 2006, and the Programming and Allocations Summary Sheets dated September 12, 2007, November 10, 2010, November 14, 2012, December 11, 2013, January 13, 2016, September 14, 2016, and December 11, 2019.

Date: May 24, 2006
W.I.: 1512
Referred By: PAC

RE: BART Car Replacement Funding Exchange and Reserve Account

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3738

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

WHEREAS, MTC has adopted a 25-year regional transportation plan (RTP), entitled the Transportation 2030 Plan, (MTC Resolution No. 3681, approved February 23, 2005); and

WHEREAS, the Transportation 2030 Plan identifies a funding shortfall of \$1.3 billion over the next twenty-five years for high priority transit capital projects; and

WHEREAS, the Bay Area Rapid Transit District's (BART) fleet replacement program, which is scheduled to begin in 2013, comprises a significant portion of the region's high priority transit capital shortfall; and

WHEREAS, MTC and BART staff have been in discussions over the development of a program to fund the BART A, B, C1, and C2 car replacement program, hereinafter called "Project", set to begin in 2013, by exchanging federal, state, and local funds for BART local funds and establishing a reserve for such funds, and propose that MTC and BART enter into an agreement articulating the principles for accomplishing such fund exchanges and establishing a reserve capital funding account for the Project; and

WHEREAS, MTC as the regional planning agency has facilitated discussions about financing the Project, including exchanging regional funds and reserving funds for this purpose in coordination with members of the Bay Area Partnership and have afforded opportunity for comment; and

WHEREAS, MTC and BART have specified the terms and conditions of the Project in an agreement which is set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length; now, therefore be it

RESOLVED, that MTC approves Attachment A; and, be it further

RESOLVED, that Attachment B, Programmed Amounts, attached hereto and incorporated herein as though set forth at length, sets forth the agreed-upon funding amounts for the fund exchange, which may be amended from time to time by amendment to this Resolution; and, be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that upon execution of Attachment A by the signatory agencies, MTC staff shall commence implementing the fund exchange and establishing the BART Car Replacement Restricted Account.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Jon Rubin", is written over a horizontal line.

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 24, 2006.

Date: May 24, 2006
 W.I.: 1512
 Referred By: PAC
 Revised: 11/15/06-ED 09/26/07-C
 12/15/10-C 11/28/12-C
 12/18/13-C 01/27/16-C
 09/28/16-C 12/18/19-C

Attachment B
 Resolution No. 3738, Revised
 Page 1 of 2

ATTACHMENT B
 TABLE 1. PROGRAMMED FEDERAL FUNDING AMOUNTS SUBJECT TO
 BART CAR REPLACEMENT FUNDING EXCHANGE AGREEMENT

| Ready-to-go Project Title | Transportation Improvement Program | Fund Source | Amount | Fiscal Year Programming |
|---------------------------|------------------------------------|---|--------------|-------------------------|
| Preventive Maintenance | REG050020 | Surface Transportation Program | \$22,680,000 | FY 2005-06 |
| Preventive Maintenance | REG050020 | Surface Transportation Program | \$22,681,000 | FY 2006-07 |
| Preventive Maintenance | REG050020 | Surface Transportation Program | \$22,682,000 | FY 2007-08 |
| Preventive Maintenance | REG050020 | Surface Transportation Program | \$22,683,000 | FY 2008-09 |
| Preventive Maintenance | REG050020 | FTA Section 5307 | \$25,940,067 | FY 2010-11 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5309 FG | \$23,979,594 | FY 2011-12 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5337 | \$72,000,000 | FY 2012-13 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5337 & Surface Transportation Program | \$77,000,000 | FY 2013-14 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5337 | \$52,815,324 | FY 2014-15 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5337 | \$47,116,668 | FY 2015-16 |

ATTACHMENT B
TABLE 2. AUTHORIZED WITHDRAWALS FROM BART CAR
REPLACEMENT FUNDING EXCHANGE ACCOUNT

| Withdrawal No. | Fiscal Year | MTC Approval Date | Authorized Amount | Conditions |
|----------------|-------------|-------------------|-------------------|---|
| 01 | 2012-13 | November 28, 2012 | \$15,500,000 | Funds to be withdrawn from the ACCOUNT are to be expended for PROJECT costs only. |
| 02 | 2019-20 | December 18, 2019 | \$18,000,000 | Funds to be withdrawn from the ACCOUNT are to be expended for PROJECT costs only. |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1251 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 10/31/2019 **In control:** Programming and Allocations Committee
On agenda: 12/11/2019 **Final action:**
Title: MTC Resolution No. 3925, Revised. Revision to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 program to program \$700,000 for Bike Share Implementation.

Sponsors:

Indexes:

Code sections:

Attachments: [6c PAC 2b Reso-3925 Regional Bike Share.pdf](#)
[2b Reso-3925 Regional Bike Share.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution No. 3925, Revised. Revision to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 program to program \$700,000 for Bike Share Implementation.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 11, 2019

Agenda Item 2b

MTC Resolution No. 3925, Revised

Subject: Revision to the Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 program to program \$700,000 for Regional Bike Share Implementation.

Background: The Cycle 1 STP/CMAQ Program adopted by the Commission establishes commitments and policies for investing Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Transportation Improvement Program (RTIP) funds for regional and local programs, prior to the beginning of the One Bay Area Grant program.

This month, staff recommends the following revision to the regional program:

Regional Bike Share Implementation

Redirect \$700,000 from Bike Share in Emerging Communities to Regional Bike Share Implementation. This action will maintain MTC's ongoing support for bike share coordination, outreach, and implementation efforts for three years, through FY2021-22.

Background

In May 2015, the Commission set aside \$4.5 million in federal funds for bike share expansion projects. In the first round of bike share capital grants, approved in 2017, the Commission awarded \$2.3 million to Richmond, Fremont, and a joint project along the SMART corridor by the Transportation Authority of Marin (TAM) and Sonoma County Transportation Authority (SCTA).

Regional Role

In recognition of changes in the bike share industry reducing the need for capital funds, and the important lessons learned from the Ford GoBike system around equity and outreach, staff proposes redirecting funds set aside for bike share capital to maintain MTC's ongoing role in regional policy coordination and information sharing to ensure bike share throughout the Bay Area is accessible, seamless, safe, and equitable.

Issues: None.

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

Attachments: MTC Resolution No. 3925, Revised



Therese W. McMillan

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

ABSTRACT

Resolution No. 3925, Revised

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

The resolution includes the following attachments:

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

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

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

1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

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

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 4

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 6

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 7

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

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

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

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

On December 18, 2019, Attachment B was revised to redirect \$700,000 within the Climate Initiatives Innovative Grants program from Bike Share in Emerging Communities to Bike Share Implementation.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016, December 14, 2016, April 12, 2017, May 10, 2017, November 8, 2017, February 14, 2018, April 25, 2018, September 12, 2018, February 13, 2019, and December 11, 2019.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 18, 2019

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

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other TE/RTIP/CMIA | Total Cycle 1 |
|--|---------------------|----------------------|--------------------------|----------------------|
| T4 FIRST CYCLE PROGRAMMING | | \$574,774,420 | \$130,732,000 | \$705,506,420 |
| 1. REGIONAL PLANNING ACTIVITIES (STP Planning) | | | | |
| Regional Agency Planning Activities | | | | |
| ABAG Planning | ABAG | \$1,786,000 | \$0 | \$1,786,000 |
| BCDC Planning | BCDC | \$893,000 | \$0 | \$893,000 |
| MTC Planning | MTC | \$1,786,000 | \$0 | \$1,786,000 |
| SUBTOTAL | | \$4,465,000 | \$0 | \$4,465,000 |
| County CMA Planning Activities | | | | |
| CMA Planning - Alameda | ACTC | \$2,566,000 | \$0 | \$2,566,000 |
| CMA Planning - Contra Costa | CCTA | \$2,029,000 | \$0 | \$2,029,000 |
| CMA Planning - Marin | TAM | \$1,786,000 | \$0 | \$1,786,000 |
| CMA Planning - Napa | NCTPA | \$1,786,000 | \$0 | \$1,786,000 |
| CMA Planning - San Francisco | SFCTA | \$1,867,000 | \$0 | \$1,867,000 |
| CMA Planning - San Mateo | SMCCAG | \$1,786,000 | \$0 | \$1,786,000 |
| CMA Planning - Santa Clara | VTA | \$2,840,000 | \$0 | \$2,840,000 |
| CMA Planning - Solano | STA | \$1,786,000 | \$0 | \$1,786,000 |
| CMA Planning - Sonoma | SCTA | \$1,786,000 | \$0 | \$1,786,000 |
| SUBTOTAL | | \$18,232,000 | \$0 | \$18,232,000 |
| 1. REGIONAL PLANNING ACTIVITIES (STP Planning) | TOTAL: | \$22,697,000 | \$0 | \$22,697,000 |
| * NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount. | | | | |
| 2. REGIONAL OPERATIONS (RO) PROGRAMS | | | | |
| Regional Operations | | | | |
| Clipper® Fare Card Collections System | MTC | \$19,772,000 | \$0 | \$19,772,000 |
| Clipper® Fare Card Collections System | GGBHTD | \$8,900,000 | \$0 | \$8,900,000 |
| Clipper® Fare Card Collections System/Preventive Maintenance | SamTrans | \$228,000 | \$0 | \$228,000 |
| 511 - Traveler Information | MTC | \$34,500,000 | \$0 | \$34,500,000 |
| Regional Transportation Marketing | MTC | \$2,100,000 | \$0 | \$2,100,000 |
| SUBTOTAL | | \$65,500,000 | \$0 | \$65,500,000 |
| FSP/Incident Management | SAFE | \$14,962,000 | \$0 | \$14,962,000 |
| I-880 Integrated Corridor Management | MTC | \$3,438,000 | \$0 | \$3,438,000 |
| SUBTOTAL | | \$18,400,000 | \$0 | \$18,400,000 |
| 2. REGIONAL OPERATIONS (RO) PROGRAMS | TOTAL: | \$83,900,000 | \$0 | \$83,900,000 |
| 3. FREEWAY PERFORMANCE INITIATIVE (FPI) | | | | |
| Freeway Performance Initiative | | | | |
| Regional Performance Monitoring | MTC | \$750,000 | \$0 | \$750,000 |
| Regional Performance Initiatives Implementation | SAFE | \$4,058,000 | \$0 | \$4,058,000 |
| Program for Arterial System Synchronization (PASS) | MTC | \$3,750,000 | \$0 | \$3,750,000 |
| SUBTOTAL | | \$8,558,000 | \$0 | \$8,558,000 |
| Ramp Metering and TOS Elements | | | | |
| FPI - ALA I-580: SSJ Co. Line to I-880 | Caltrans | \$2,690,000 | \$3,535,000 | \$6,225,000 |
| FPI - ALA I-680: SCL Co. Line to CC Co. Line | Caltrans | \$2,100,000 | \$6,673,000 | \$8,773,000 |
| FPI - ALA I-880: SCL Co. Line to Davis Street | Caltrans | \$2,000,000 | \$7,227,000 | \$9,227,000 |
| FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880 | Caltrans | \$1,617,000 | \$4,680,000 | \$6,297,000 |
| FPI - CC SR 4: Alhambra Avenue to Loveridge Road | Caltrans | \$15,740,000 | \$0 | \$15,740,000 |
| FPI - MRN US 101: SF Co. Line to SON Co. Line | Caltrans | \$4,682,000 | \$0 | \$4,682,000 |
| FPI - SCL I-680: US 101 to ALA Co. Line | Caltrans | \$3,657,000 | \$7,498,000 | \$11,155,000 |
| FPI - SCL SR 85: I-280 to US 101 | Caltrans | \$2,068,000 | \$2,258,000 | \$4,326,000 |
| FPI - SCL US 101: SBT Co. Line to SR 85 | Caltrans | \$4,240,000 | \$15,000,000 | \$19,240,000 |
| FPI - SOL I-80/I-680/SR12 Interchange Modifications | STA/Caltrans | \$1,000,000 | \$0 | \$1,000,000 |
| FPI - SOL I-80: I-505 to YOL Co Line | Caltrans | \$3,700,000 | \$0 | \$3,700,000 |
| FPI - SOL I-80: CC Co Line to I-505 | Caltrans | \$3,991,000 | \$18,086,000 | \$22,077,000 |
| FPI - SON 101 - MRN Co Line - Men Co Line | Caltrans | \$4,000,000 | \$0 | \$4,000,000 |
| SUBTOTAL | | \$51,485,000 | \$64,957,000 | \$116,442,000 |
| 3. FREEWAY PERFORMANCE INITIATIVE (FPI) | TOTAL: | \$60,043,000 | \$64,957,000 | \$125,000,000 |
| 4. CLIMATE CHANGE INITIATIVES (CCI) | | | | |
| Eastern Solano CMAQ Program | | | | |
| Vacaville - Ulatis Creek Bicycle Pedestrian Path | Vacaville | \$810,000 | \$0 | \$810,000 |
| Vacaville Intermodal Station Phase 2 | Vacaville | \$975,000 | \$0 | \$975,000 |
| STA - Solano Napa Commuter Information (SNCI) | STA | \$445,000 | \$0 | \$445,000 |
| STA - Solano Safe Routes To School Program | STA | \$215,000 | \$0 | \$215,000 |
| Solano County - Vacaville-Dixon Bicycle Route - Phase 5 | Solano County | \$555,000 | \$0 | \$555,000 |

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 18, 2019

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

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other TE/RTIP/CMIA | Total Cycle 1 |
|--|---------------------------|----------------------|--------------------------|----------------------|
| T4 FIRST CYCLE PROGRAMMING | | \$574,774,420 | \$130,732,000 | \$705,506,420 |
| SUBTOTAL | | \$3,000,000 | \$0 | \$3,000,000 |
| Public Education/Outreach | | | | |
| Public Education Outreach including SB1339 Implementation | MTC | \$2,843,000 | \$0 | \$2,843,000 |
| Public Education Outreach including SB1339 Implementation | BAAQMD | \$400,000 | \$0 | \$400,000 |
| Electric Vehicle Promotional Campaign | MTC | \$925,000 | \$0 | \$925,000 |
| Smart Driving Pilot Program | MTC | \$260,000 | \$0 | \$260,000 |
| Spare the Air Youth Program 1 | MTC | \$3,065,000 | \$0 | \$3,065,000 |
| Spare the Air Youth Program 2 | MTC | \$208,000 | \$0 | \$208,000 |
| Spare the Air | BAAQMD | \$3,700,000 | \$0 | \$3,700,000 |
| SUBTOTAL | | \$11,401,000 | \$0 | \$11,401,000 |
| Safe Routes To Schools - Regional Competitive | | | | |
| The BikeMobile: A Bike Repair and Encouragement Vehicle | ACTC | \$500,000 | \$0 | \$500,000 |
| Venetia Valley School SR25 Imps (Green Ways to School Through Social N | TAM Marin County | \$383,000 | \$0 | \$383,000 |
| Bay Area School Transportation Collaborative | ACWMA | \$867,000 | \$0 | \$867,000 |
| Education and Encouragement School Route Maps | STA | \$250,000 | \$0 | \$250,000 |
| SUBTOTAL | | \$2,000,000 | \$0 | \$2,000,000 |
| Safe Routes To Schools - County | | | | |
| <i>Specific projects TBD by CMAs</i> | | | | |
| Alameda County Safe Routes to School Program | ACTC | \$2,069,065 | \$0 | \$2,069,065 |
| ACE Preventive Maintenance (for local funds directed to Alameda SR25) | ACE | \$1,150,935 | \$0 | \$1,150,935 |
| Brentwood School Area Safety Improvements | Brentwood | \$432,000 | \$0 | \$432,000 |
| Montalvin Manor Pedestrian and Transit Access Improvements | Contra Costa County | \$265,000 | \$0 | \$265,000 |
| San Ramon Valley Street Smarts' Safe Routes to School Program | Danville | \$365,000 | \$0 | \$365,000 |
| Moraga Way Pedestrian Pathway | Orinda | \$166,000 | \$0 | \$166,000 |
| Lisa Lane Sidewalk Project | Pleasant Hill | \$250,000 | \$0 | \$250,000 |
| Central-East County Safe Routes to School Program | Pleasant Hill | \$725,000 | \$0 | \$725,000 |
| Richmond Safe Routes to School Cycle 2 Project | Richmond | \$264,000 | \$0 | \$264,000 |
| Marin Strawberry Point School - Strawberry Drive Pedestrian Imps | TAM | \$475,000 | \$0 | \$475,000 |
| Napa County Safe Routes to School Program Expansion | NCTPA | \$315,000 | \$0 | \$315,000 |
| San Francisco Safe Routes to School Education and Outreach | SF Dept. of Public Health | \$500,000 | \$0 | \$500,000 |
| Sunset and AP Giannini Safe Routes to School Improvements | SFMTA | \$579,000 | \$0 | \$579,000 |
| San Mateo County Safe Routes to School Program | CCAG | \$1,429,000 | \$0 | \$1,429,000 |
| Mountain View VERBS Program | Mountain View | \$500,000 | \$0 | \$500,000 |
| Palo Alto Safe Routes to School | Palo Alto | \$528,000 | \$0 | \$528,000 |
| San Jose Walk N' Roll - Non Infrastructure | San Jose | \$943,000 | \$0 | \$943,000 |
| San Jose Walk N' Roll - Safe Access | San Jose | \$568,000 | \$0 | \$568,000 |
| Santa Clara VERBS Program | Santa Clara (City) | \$500,000 | \$0 | \$500,000 |
| Santa Clara County Safe Routes to School Program | Santa Clara County | \$1,000,000 | \$0 | \$1,000,000 |
| Suisun City - Grizzly Island Trail | Suisun City | \$300,000 | \$0 | \$300,000 |
| STA - Solano County Safe Routes to School Program | STA | \$642,000 | \$0 | \$642,000 |
| Sonoma County-wide Safe Routes to Schools Improvements | Sonoma County | \$1,034,000 | \$0 | \$1,034,000 |
| SUBTOTAL | | \$15,000,000 | \$0 | \$15,000,000 |
| Innovative Grants | | | | |
| Berkeley Transportation Action Plan (B-TAP) | Berkeley | \$2,000,000 | \$0 | \$2,000,000 |
| Shore Power Initiative | Port of Oakland | \$3,000,000 | \$0 | \$3,000,000 |
| Local Government Electric Vehicle (EV) Fleet Replacement | Alameda County | \$2,808,000 | \$0 | \$2,808,000 |
| Bicycle-Sharing Pilot Program | BAAQMD | \$5,440,098 | \$0 | \$5,440,098 |
| Bicycle-Sharing Program (Phase II) | MTC | \$319,636 | \$0 | \$319,636 |
| Downtown Parking Technology (for San Mateo Dr Complete Streets) | San Mateo (City) | \$500,000 | \$0 | \$500,000 |
| Cold-In-Place (CIP) Pavement Recycling | Napa (City) | \$2,000,000 | \$0 | \$2,000,000 |
| Bus Automated Vehicle Locators (AVLs) | Santa Rosa | \$600,000 | \$0 | \$600,000 |
| Dynamic Rideshare | SCTA | \$2,375,000 | \$0 | \$2,375,000 |
| eFleet: Electric Vehicle (EV) Car Sharing Electrified | SFCTA | \$1,700,000 | \$0 | \$1,700,000 |
| Public-Private Partnership TDM | SFCTA | \$750,000 | \$0 | \$750,000 |
| SFgo | SFMTA | \$20,000,000 | \$0 | \$20,000,000 |
| TDM Strategies for Redwood City | SamTrans | \$1,487,000 | \$0 | \$1,487,000 |
| San Jose Transportation Demand Management | San Jose | \$1,500,000 | \$0 | \$1,500,000 |
| Bike Share in Emerging Communities | TBD | \$1,525,000 | \$0 | \$1,525,000 |
| Bike Share Implementation | MTC | \$700,000 | \$0 | \$700,000 |
| Bike Share Capital and Outreach - Implementation | MTC | \$75,000 | \$0 | \$75,000 |
| Fremont: Various Streets and Roads Rehab (for Fremont Bike Share) | Fremont | \$350,000 | \$0 | \$350,000 |

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 18, 2019

MTC Resolution No. 3925, Attachment B
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 12/18/19-C

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other TE/RTIP/CMIA | Total Cycle 1 |
|---|---------------------------|----------------------|--------------------------|----------------------|
| T4 FIRST CYCLE PROGRAMMING | | \$574,774,420 | \$130,732,000 | \$705,506,420 |
| Bike Share Capital and Outreach - Richmond (Funding Exchange) | MTC/ Richmond | \$0 | \$1,024,000 | \$1,024,000 |
| Bike Share Capital and Outreach - SMART Corridor (Funding Exchange) | MTC/ SCTA/ TAM | \$0 | \$826,000 | \$826,000 |
| Stewart's Point Rancheria Inter-tribal Electric Vehicles (Funding Exchange) | Stewart's Point Rancheria | \$0 | \$376,000 | \$376,000 |
| SUBTOTAL | | \$47,129,734 | \$2,226,000 | \$49,355,734 |
| Climate Action Program Evaluation | | | | |
| Climate Action Program Evaluation | MTC | \$3,200,000 | \$0 | \$3,200,000 |
| SUBTOTAL | | \$3,200,000 | \$0 | \$3,200,000 |
| 4. CLIMATE CHANGE INITIATIVES (CCI) | TOTAL: | \$81,730,734 | \$2,226,000 | \$83,956,734 |
| 5. REGIONAL BICYCLE PROGRAM (RBP) * | | | | |
| Bike/Ped Program | | | | |
| <i>Specific projects TBD by County CMAs</i> | | | | |
| Bicycle - Alameda - Block Grant RBP Implementation | ACTC | \$153,000 | \$0 | \$153,000 |
| Bicycle - Contra Costa - Block Grant RBP Implementation | CCTA | \$47,000 | \$0 | \$47,000 |
| Bicycle - Marin - Block Grant RBP Implementation | TAM | \$66,000 | \$0 | \$66,000 |
| Bicycle - Napa - Block Grant RBP Implementation | NCTPA | \$24,000 | \$0 | \$24,000 |
| Bicycle - San Francisco - Block Grant RBP Implementation | SFCTA | \$55,000 | \$0 | \$55,000 |
| Bicycle - San Mateo - Block Grant RBP Implementation | SMCCAG | \$70,000 | \$0 | \$70,000 |
| Bicycle - Santa Clara - Block Grant RBP Implementation | SCVTA | \$186,000 | \$0 | \$186,000 |
| Bicycle - Solano - Block Grant RBP Implementation | STA | \$54,000 | \$0 | \$54,000 |
| Bicycle - Sonoma - Block Grant RBP Implementation | SCTA | \$49,000 | \$0 | \$49,000 |
| Albany - Buchanan Street Bicycle and Pedestrian Path | Albany | \$1,702,000 | \$0 | \$1,702,000 |
| Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets) | Oakland | \$435,000 | \$0 | \$435,000 |
| Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure | Pleasanton | \$709,000 | \$0 | \$709,000 |
| Union City Blvd Bicycle Lanes Phase I | Union City | \$860,000 | \$0 | \$860,000 |
| Concord - Monument Blvd Corridor Shared Use Trail | Concord | \$486,000 | \$0 | \$486,000 |
| Concord - Monument Blvd Corridor Pedestrian and Bikeway Network | Concord | \$180,000 | \$0 | \$180,000 |
| Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities | Pittsburg | \$900,000 | \$0 | \$900,000 |
| Richmond - Barrett Avenue Bicycle Lanes | Richmond | \$600,000 | \$0 | \$600,000 |
| Larkspur - Dougherty Drive Bikeway | Larkspur | \$85,000 | \$0 | \$85,000 |
| Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps | Sausalito | \$88,000 | \$0 | \$88,000 |
| TAM - Central Marin Ferry Connection | TAM | \$1,410,000 | \$0 | \$1,410,000 |
| Napa - Lincoln Avenue Bicycle Lanes | City of Napa | \$170,000 | \$0 | \$170,000 |
| Napa - California Blvd Bicycle Lanes | City of Napa | \$200,000 | \$0 | \$200,000 |
| Napa County - Valley Vine Trail Bicycle Path | NCTPA | \$211,000 | \$0 | \$211,000 |
| San Francisco - Marina Green Trail Improvements | SFDPW | \$988,000 | \$0 | \$988,000 |
| San Francisco - Cargo Way Bicycle Improvements | Port of San Francisco | \$185,000 | \$0 | \$185,000 |
| Half Moon Bay - SR-1 Bicycle / Pedestrian Trail | Half Moon Bay | \$420,000 | \$0 | \$420,000 |
| Redwood City - Bair Island Bay Trail Gap Closure | Redwood City | \$337,000 | \$0 | \$337,000 |
| Redwood City - Skyway/Shoreway Bicycle Lanes and Imps. | Redwood City | \$256,000 | \$0 | \$256,000 |
| South San Francisco - Bicycle Lanes Gap Closure | South San Francisco | \$261,000 | \$0 | \$261,000 |
| Campbell Ave Bicycle Lane and Sidewalk | Campbell | \$424,000 | \$0 | \$424,000 |
| Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail | Gilroy | \$672,000 | \$0 | \$672,000 |
| San Jose - Los Gatos Creek Reach 5 Trail | San Jose | \$1,200,000 | \$0 | \$1,200,000 |
| San Jose San Carlos Multimodal Streetscape - Phase II | San Jose | \$50,000 | \$0 | \$50,000 |
| Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps | Santa Clara City | \$1,258,000 | \$0 | \$1,258,000 |
| Santa Clara - San Tomas Aquino Creek Spur Trail Imps. | Santa Clara City | \$1,081,000 | \$0 | \$1,081,000 |
| Sunnyvale - Hendy Ave Improvements (Complete Streets) | Sunnyvale | \$437,000 | \$0 | \$437,000 |
| Fairfield - Linear Park Path Alternate Route (Nightingale Drive) | Fairfield | \$221,000 | \$0 | \$221,000 |
| Suisun City - Grizzly Island Trail Project | Suisun City | \$814,000 | \$0 | \$814,000 |
| Healdsburg - Foss Creek New Pathway Segment 6 | Healdsburg | \$876,000 | \$0 | \$876,000 |
| Santa Rosa - SMART/College Ave Bike/Ped Pathway | Santa Rosa | \$948,000 | \$0 | \$948,000 |
| Sonoma County - SMART Hearn Ave Bike/Ped Trail | Sonoma Co. Reg Parks | \$620,000 | \$0 | \$620,000 |
| Berkeley Bay Trail (TE) | Berkeley | \$0 | \$1,557,000 | \$1,557,000 |
| Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE) | Lafayette | \$0 | \$1,009,000 | \$1,009,000 |
| Sir Francis Drake Class II Bike Lane (TE) | Marin County | \$0 | \$294,000 | \$294,000 |
| North Yountville Bike Route and Sidewalk Extension (TE) | Yountville | \$0 | \$183,000 | \$183,000 |
| San Francisco Bicycle Parking Program (Mission/Citywide) (TE) | San Francisco MTA | \$0 | \$235,000 | \$235,000 |
| Church and Duboce Bicycle / Ped Enhancements | San Francisco MTA | \$0 | \$388,000 | \$388,000 |
| San Francisco - Pedestrian Safety & Encouragement Campaign | San Francisco MTA | \$0 | \$174,000 | \$174,000 |
| San Mateo County Bicycle/Pedestrian Enhancements (TE) | San Mateo County | \$0 | \$200,000 | \$200,000 |
| Bayshore Bicycle Lane | Brisbane | \$0 | \$627,000 | \$627,000 |
| Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE) | Gilroy | \$0 | \$697,000 | \$697,000 |
| Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE) | Los Altos Hills | \$0 | \$467,000 | \$467,000 |
| Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE) | Campbell | \$0 | \$159,000 | \$159,000 |

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

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

MTC Resolution 3925

Project List***

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December 18, 2019

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
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02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C
12/18/19-C

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other TE/RTIP/CMIA | Total Cycle 1 |
|--|---------------------|----------------------------|--------------------------|----------------------|
| T4 FIRST CYCLE PROGRAMMING | | \$574,774,420 | \$130,732,000 | \$705,506,420 |
| Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE) | Milpitas | \$0 | \$501,000 | \$501,000 |
| Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE) | Fairfield | \$0 | \$400,000 | \$400,000 |
| Dixon West B Street Bike/Ped Undercrossing (TE) | STA | \$0 | \$77,000 | \$77,000 |
| Copeland Creek Bicycle Path Reconstruction (TE) | Rohnert Park | \$0 | \$581,000 | \$581,000 |
| SUBTOTAL | | \$19,788,000 | \$7,549,000 | \$27,337,000 |
| 5. REGIONAL BICYCLE PROGRAM (RBP) | | TOTAL: \$19,788,000 | \$7,549,000 | \$27,337,000 |

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

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

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *

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

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| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other TE/RTIP/CMIA | Total Cycle 1 |
|---|---------------------|----------------------|--------------------------|----------------------|
| T4 FIRST CYCLE PROGRAMMING | | \$574,774,420 | \$130,732,000 | \$705,506,420 |
| San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access | San Jose | \$1,425,000 | \$0 | \$1,425,000 |
| San Jose San Carlos Multimodal Streetscape - Phase II | San Jose | \$1,342,710 | \$0 | \$1,342,710 |
| Vallejo Downtown Streetscape Phase 3 | Vallejo | \$400,000 | \$0 | \$400,000 |
| Cotati Train Depot | Cotati | \$1,516,000 | \$0 | \$1,516,000 |
| Petaluma Boulevard South Road Diet | Petaluma | \$708,000 | \$0 | \$708,000 |
| Santa Rosa Downtown Station Area Utility Infrastructure Upgrade | Santa Rosa | \$1,045,000 | \$0 | \$1,045,000 |
| SUBTOTAL | | \$42,770,710 | \$0 | \$42,770,710 |
| County Transportation for Livable Communities (TLC) Program | | | | |
| <i>Specific projects TBD by CMAs</i> | | | | |
| County TLC - Alameda - Block Grant TLC Implementation | ACTC | \$238,000 | \$0 | \$238,000 |
| County TLC - Contra Costa - Block Grant TLC Implementation | CCTA | \$83,000 | \$0 | \$83,000 |
| County TLC - Marin - Block Grant TLC Implementation | TAM | \$40,000 | \$0 | \$40,000 |
| County TLC - Napa - Block Grant TLC Implementation | NCTPA | \$22,000 | \$0 | \$22,000 |
| County TLC - San Francisco - Block Grant TLC Implementation | SFCTA | \$125,000 | \$0 | \$125,000 |
| County TLC - San Mateo - Block Grant TLC Implementation | SMCCAG | \$115,000 | \$0 | \$115,000 |
| County TLC - Santa Clara - Block Grant TLC Implementation | SCVTA | \$285,000 | \$0 | \$285,000 |
| County TLC - Solano - Block Grant TLC Implementation | STA | \$67,000 | \$0 | \$67,000 |
| County TLC - Sonoma - Block Grant TLC Implementation | SCTA | \$47,000 | \$0 | \$47,000 |
| BART - MacArthur Station Entry Plaza Renovation | BART | \$625,000 | \$0 | \$625,000 |
| Fremont - Midtown Catalyst Project | Fremont | \$1,600,000 | \$0 | \$1,600,000 |
| Livermore - Downtown Livermore Iron Horse Trail | Livermore | \$1,566,000 | \$0 | \$1,566,000 |
| Livermore - Downtown Livermore Lighting Fixtures Retrofit | Livermore | \$176,000 | \$0 | \$176,000 |
| Oakland - MacArthur Blvd Streetscape | Oakland | \$1,700,000 | \$0 | \$1,700,000 |
| El Cerrito - Central Ave & Liberty St Streetscape | El Cerrito | \$816,000 | \$0 | \$816,000 |
| Lafayette - Downtown Pedestrian, Bicycle & Streetscape | Lafayette | \$1,690,000 | \$0 | \$1,690,000 |
| Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps | Richmond | \$1,217,000 | \$0 | \$1,217,000 |
| Marin County - Various Bicycle/Ped Improvements | Marin County | \$970,000 | \$0 | \$970,000 |
| American Canyon - PDA Development Plan | American Canyon | \$318,000 | \$0 | \$318,000 |
| American Canyon - Theresa Avenue Sidewalk Imps. Phase II | American Canyon | \$200,000 | \$0 | \$200,000 |
| San Francisco - Folsom Streetscape (Complete Streets) | SFDPW | \$516,612 | \$0 | \$516,612 |
| SF Market and Haight Street Transit and Pedestrian Imps | San Francisco | \$948,000 | \$0 | \$948,000 |
| San Francisco - Broadway Streetscape Phase III (Complete Streets) | SFDPW | \$1,104,000 | \$0 | \$1,104,000 |
| Second Street Complete Streets | SFDPW | \$548,388 | \$0 | \$548,388 |
| Burlingame - Burlingame Ave. and Broadway Districts Streetscape | Burlingame | \$301,000 | \$0 | \$301,000 |
| Daly City - Citywide Accessibility Improvements | Daly City | \$420,000 | \$0 | \$420,000 |
| Millbrae - El Camino Real/Victoria Pedestrian Enhancement | Millbrae | \$355,000 | \$0 | \$355,000 |
| San Bruno - Transit Corridor Pedestrian Connection Imps. | San Bruno | \$263,000 | \$0 | \$263,000 |
| San Bruno - Street Medians and Grand Boulevard Imps | San Bruno | \$654,000 | \$0 | \$654,000 |
| San Mateo - El Camino Real Phase 1 Improvements | San Mateo | \$503,000 | \$0 | \$503,000 |
| Campbell - Winchester Blvd Streetscape Phase II | Campbell | \$1,500,000 | \$0 | \$1,500,000 |
| Milpitas - Abel Street Pedestrian Improvements | Milpitas | \$788,000 | \$0 | \$788,000 |
| VTA - US 101 Capitol Expressway (Exchange) **** | Santa Clara VTA | \$1,100,000 | \$0 | \$1,100,000 |
| Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets) | Santa Clara Co. | \$500,000 | \$0 | \$500,000 |
| Saratoga - Saratoga Village Ped Enhancement Phase 2 | Saratoga | \$1,161,000 | \$0 | \$1,161,000 |
| Sunnyvale - Hendy Avenue Improvements (Complete Streets) | Sunnyvale | \$523,000 | \$0 | \$523,000 |
| Sunnyvale - Downtown Streetscape | Sunnyvale | \$594,000 | \$0 | \$594,000 |
| Vallejo - Streetscapes Improvements | Vallejo | \$1,277,000 | \$0 | \$1,277,000 |
| Cotati - Downtown Streetscape | Cotati | \$1,100,000 | \$0 | \$1,100,000 |
| Santa Rosa - Streetscape Palettes Deleted - Funds moved to Cotati Train Depot | Santa Rosa | \$0 | \$0 | \$0 |
| Cotati Train Depot | Cotati | \$200,000 | \$0 | \$200,000 |
| SUBTOTAL | | \$26,256,000 | \$0 | \$26,256,000 |
| SFPark Parking Pricing (Fund Exchange) | SFMTA | \$22,000,000 | \$0 | \$22,000,000 |
| SUBTOTAL | | \$22,000,000 | \$0 | \$22,000,000 |
| 6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) | TOTAL: | \$100,031,710 | \$10,000,000 | \$110,031,710 |

* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.

7. LOCAL STREETS AND ROADS (LSR)

| | | | | |
|---|-----|-------------|-----|-------------|
| Pavement Technical Advisory Program (PTAP) | MTC | \$4,500,000 | \$0 | \$4,500,000 |
|---|-----|-------------|-----|-------------|

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 18, 2019

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

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other TE/RTIP/CMIA | Total Cycle 1 |
|--|---------------------|----------------------|--------------------------|----------------------|
| T4 FIRST CYCLE PROGRAMMING | | \$574,774,420 | \$130,732,000 | \$705,506,420 |
| Pavement Management Program (PMP) | MTC | \$1,500,000 | \$0 | \$1,500,000 |
| SUBTOTAL | | \$6,000,000 | \$0 | \$6,000,000 |
| Federal Aid Secondary (FAS) Commitment * | | | | |
| <i>Specific projects TBD by Counties</i> | | | | |
| Alameda County - Rural Roads Pavement Rehabilitation | Alameda County | \$2,135,000 | \$0 | \$2,135,000 |
| Contra Costa - Kirker Pass Road Overlay | Contra Costa County | \$1,611,000 | \$0 | \$1,611,000 |
| Marin County - Novato Boulevard Resurfacing | Marin County | \$1,006,000 | \$0 | \$1,006,000 |
| Napa County - Silverado Trail Pavement Rehabilitation | Napa County | \$312,000 | \$0 | \$312,000 |
| Napa County - Various Streets Rehabilitation | Napa County | \$1,114,000 | \$0 | \$1,114,000 |
| San Mateo County - Pescadero Creek Road Resurfacing | San Mateo County | \$1,070,000 | \$0 | \$1,070,000 |
| Santa Clara County - Various Streets and Roads Pavement Rehabilitation | Santa Clara County | \$2,041,000 | \$0 | \$2,041,000 |
| Solano County - Pavement Overlay Program | Solano County | \$1,807,000 | \$0 | \$1,807,000 |
| Sonoma County - Various Streets and Roads Asphalt Overlay | Sonoma County | \$3,917,000 | \$0 | \$3,917,000 |
| SUBTOTAL | | \$15,013,000 | \$0 | \$15,013,000 |
| Local Streets and Roads (LSR) Rehabilitation ** | | | | |
| <i>Specific projects TBD by CMAs</i> | | | | |
| LS&R Rehab - Alameda - Block Grant LS&R Implementation | ACTC | \$662,000 | \$0 | \$662,000 |
| LS&R Rehab - Contra Costa - Block Grant LS&R Implementation | CCTA | \$215,000 | \$0 | \$215,000 |
| LS&R Rehab - Marin - Block Grant LS&R Implementation | TAM | \$97,000 | \$0 | \$97,000 |
| LS&R Rehab - Napa - Block Grant LS&R Implementation | NCTPA | \$75,000 | \$0 | \$75,000 |
| LS&R Rehab - San Francisco - Block Grant LS&R Implementation | SFCTA | \$310,000 | \$0 | \$310,000 |
| LS&R Rehab - San Mateo - Block Grant LS&R Implementation | SMCCAG | \$272,000 | \$0 | \$272,000 |
| LS&R Rehab - Santa Clara - Block Grant LS&R Implementation | SCVTA | \$689,000 | \$0 | \$689,000 |
| LS&R Rehab - Solano - Block Grant LS&R Implementation | STA | \$259,000 | \$0 | \$259,000 |
| LS&R Rehab - Sonoma - Block Grant LS&R Implementation | SCTA | \$229,000 | \$0 | \$229,000 |
| Alameda - Otis Drive Reconstruction | Alameda (City) | \$837,000 | \$0 | \$837,000 |
| Alameda County - Central County Pavement Rehabilitation | Alameda County | \$1,121,000 | \$0 | \$1,121,000 |
| Albany - Pierce Street Pavement Rehabilitation | Albany | \$117,000 | \$0 | \$117,000 |
| Berkeley - Sacramento Street Rehabilitation | Berkeley | \$955,000 | \$0 | \$955,000 |
| Dublin - Citywide Street Resurfacing | Dublin | \$547,000 | \$0 | \$547,000 |
| Fremont - Various Streets Pavement Rehabilitation | Fremont | \$2,706,550 | \$0 | \$2,706,550 |
| Fremont - Osgood Road Rehabilitation | Fremont | \$431,450 | \$0 | \$431,450 |
| Hayward - Various Streets Pavement Rehabilitation | Hayward | \$1,336,000 | \$0 | \$1,336,000 |
| Livermore - Various Streets Rehabilitation | Livermore | \$1,028,000 | \$0 | \$1,028,000 |
| Newark - Cedar Blvd and Jarvis Ave Pavement Rehab | Newark | \$682,000 | \$0 | \$682,000 |
| Oakland - Resurfacing and Bike Lanes (Complete Streets) | Oakland | \$3,617,000 | \$0 | \$3,617,000 |
| Pleasanton - Various Streets Pavement Rehabilitation | Pleasanton | \$876,000 | \$0 | \$876,000 |
| San Leandro - Marina Blvd Street Rehabilitation | San Leandro | \$807,000 | \$0 | \$807,000 |
| Union City - Dyer Street Rehabilitation | Union City | \$861,000 | \$0 | \$861,000 |
| Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab | Antioch | \$1,907,000 | \$0 | \$1,907,000 |
| Brentwood - Various Streets Overlay | Brentwood | \$823,000 | \$0 | \$823,000 |
| Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier | Concord | \$2,147,000 | \$0 | \$2,147,000 |
| Contra Costa - Countywide Arterial Micro Surface Project | Contra Costa County | \$2,121,000 | \$0 | \$2,121,000 |
| Pittsburg - Railroad Avenue Pavement Rehabilitation | Pittsburg | \$848,000 | \$0 | \$848,000 |
| Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation | Richmond | \$500,000 | \$0 | \$500,000 |
| San Ramon - Alcosta Boulevard Pavement Rehabilitation | San Ramon | \$825,000 | \$0 | \$825,000 |
| Walnut Creek - Various Arterials and Collectors Rehabilitation | Walnut Creek | \$1,856,000 | \$0 | \$1,856,000 |
| Marin County - Southern Marin Road Rehabilitation | Marin County | \$1,196,000 | \$0 | \$1,196,000 |
| Mill Valley - Edgewood Avenue Resurfacing | Mill Valley | \$123,000 | \$0 | \$123,000 |
| San Rafael - Citywide Street Resurfacing | San Rafael | \$1,019,000 | \$0 | \$1,019,000 |
| Napa - Linda Vista Pavement Overlay | City of Napa | \$654,000 | \$0 | \$654,000 |
| Napa - Cape Seal Pavement Rehabilitation | City of Napa | \$625,000 | \$0 | \$625,000 |
| Napa County - Silverado Trail Pavement Rehabilitation | Napa County | \$526,000 | \$0 | \$526,000 |
| San Francisco - Folsom Streetscape (Complete Streets) | SFDPW | \$3,200,000 | \$0 | \$3,200,000 |
| San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation | SFDPW | \$530,000 | \$0 | \$530,000 |
| San Francisco - Broadway Streetscape Phase III (Complete Streets) | SFDPW | \$350,000 | \$0 | \$350,000 |
| San Francisco - Citywide San Francisco Street Improvements | SFDPW | \$3,368,000 | \$0 | \$3,368,000 |
| Burlingame - Street Resurfacing Program 2010-11 | Burlingame | \$308,000 | \$0 | \$308,000 |
| Daly City - Various Streets Rehabilitation | Daly City | \$1,058,000 | \$0 | \$1,058,000 |

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

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

MTC Resolution 3925

Project List***

Attachment B

December 18, 2019

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

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other TE/RTIP/CMIA | Total Cycle 1 |
|--|---------------------|-----------------------------|--------------------------|----------------------|
| T4 FIRST CYCLE PROGRAMMING | | \$574,774,420 | \$130,732,000 | \$705,506,420 |
| Menlo Park - Various Streets Resurfacing | Menlo Park | \$385,000 | \$0 | \$385,000 |
| Pacifica - Various Streets Pavement Rehabilitation | Pacifica | \$383,000 | \$0 | \$383,000 |
| Redwood City - Various Streets Overlay | Redwood City | \$946,000 | \$0 | \$946,000 |
| San Bruno Various Streets Resurfacing | San Bruno | \$398,000 | \$0 | \$398,000 |
| San Carlos - Various Streets Pavement Rehabilitation | San Carlos | \$319,000 | \$0 | \$319,000 |
| San Mateo - Various Streets Rehabilitation | San Mateo (City) | \$1,255,000 | \$0 | \$1,255,000 |
| San Mateo County - Various Roads Resurfacing | San Mateo County | \$1,416,000 | \$0 | \$1,416,000 |
| South San Francisco - Various Streets Resurfacing | So. San Francisco | \$712,000 | \$0 | \$712,000 |
| Campbell - Citywide Arterial & Collector Street Rehab | Campbell | \$500,000 | \$0 | \$500,000 |
| Cupertino - Various Streets Pavement Rehabilitation | Cupertino | \$500,000 | \$0 | \$500,000 |
| Gilroy - Wren Ave and Church Street Resurfacing | Gilroy | \$614,000 | \$0 | \$614,000 |
| Los Altos - San Antonio Road Microseal | Los Altos | \$259,000 | \$0 | \$259,000 |
| Los Gatos - University Avenue Rehabilitation | Los Gatos | \$500,000 | \$0 | \$500,000 |
| Mountain View - Church Street Improvements | Mountain View | \$530,000 | \$0 | \$530,000 |
| Palo Alto - Various Streets Pavement Overlay | Palo Alto | \$549,000 | \$0 | \$549,000 |
| San Jose - Various Streets Rehabilitation | San Jose | \$7,987,000 | \$0 | \$7,987,000 |
| Santa Clara City - Various Streets Rehabilitation | Santa Clara (City) | \$1,163,000 | \$0 | \$1,163,000 |
| Santa Clara County Roads Pavement Rehabilitation | Santa Clara County | \$1,157,000 | \$0 | \$1,157,000 |
| Santa Clara County Expressways Pavement Rehabilitation | Santa Clara County | \$530,000 | \$0 | \$530,000 |
| Saratoga - Various Streets and Roads Rehabilitation | Saratoga | \$500,000 | \$0 | \$500,000 |
| Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements | Sunnyvale | \$638,000 | \$0 | \$638,000 |
| Sunnyvale - Hendy Avenue Improvements (Complete Streets) | Sunnyvale | \$1,117,000 | \$0 | \$1,117,000 |
| Benicia - Columbus Parkway Overlay | Benicia | \$371,000 | \$0 | \$371,000 |
| Fairfield - Various Streets Overlay | Fairfield | \$1,370,000 | \$0 | \$1,370,000 |
| Solano County Pavement Overlay | Solano County | \$1,689,000 | \$0 | \$1,689,000 |
| Suisun City - Pintail Drive Resurfacing | Suisun City | \$437,000 | \$0 | \$437,000 |
| Vacaville - Various Streets Overlay | Vacaville | \$1,324,000 | \$0 | \$1,324,000 |
| Vallejo - Citywide Street Overlay | Vallejo | \$1,595,000 | \$0 | \$1,595,000 |
| Petaluma - Sonoma Mountain Parkway Rehabilitation | Petaluma | \$1,036,000 | \$0 | \$1,036,000 |
| Rohnert Park - Arlen Dr and E. Cotati Ave Overlay | Rohnert Park | \$563,000 | \$0 | \$563,000 |
| Santa Rosa - Various Streets Citywide Overlay | Santa Rosa | \$2,072,000 | \$0 | \$2,072,000 |
| Sonoma County - Various Roads Pavement Preservation | Sonoma Co. TPW | \$4,912,000 | \$0 | \$4,912,000 |
| Windsor - Hembree Lane Resurfacing | Windsor | \$348,000 | \$0 | \$348,000 |
| SUBTOTAL | | \$80,789,000 | \$0 | \$80,789,000 |
| 7. LOCAL STREETS AND ROADS (LSR) | | TOTAL: \$101,802,000 | \$0 | \$101,802,000 |
| * NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal- The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes | | | | |
| ** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program. | | | | |
| 8. REGIONAL STRATEGIC INVESTMENTS (RSI) | | | | |
| Richmond Rail Connector | Caltrans | \$6,330,000 | \$0 | \$6,330,000 |
| GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterrent) | GGBH&TD | \$5,000,000 | \$0 | \$5,000,000 |
| Golden Gate Bridge Suicide Deterrent | GGBH&TD | \$12,000,000 | \$15,000,000 | \$27,000,000 |
| Doyle Drive/Presidio Parkway ***** | Caltrans/SFCTA | \$34,000,000 | \$0 | \$34,000,000 |
| Doyle Drive/Presidio Parkway Landscaping | Caltrans/SFCTA | \$15,000,000 | \$0 | \$15,000,000 |
| SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback) | SamTrans | \$15,942,309 | \$0 | \$15,942,309 |
| SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback) | SamTrans | \$1,085,808 | \$0 | \$1,085,808 |
| SamTrans Advanced Comm. Sys.Upgrades (for Caltrain Right-Of-Way Payback) | SamTrans | \$2,260,796 | \$0 | \$2,260,796 |
| SCL I-280 I/C Improvements | VTA | \$1,000,000 | \$31,000,000 | \$32,000,000 |
| SCL I-280/Winchester I/C Modifications | VTA | \$500,000 | \$0 | \$500,000 |
| Small/Northbay Operators (Transit Payback Commitment) | | | | |
| Clipper Phase III Implementation | Various | \$2,691,476 | \$0 | \$2,691,476 |
| SUBTOTAL | | \$95,810,389 | \$46,000,000 | \$141,810,389 |
| 8. REGIONAL STRATEGIC INVESTMENTS (RSI) | | TOTAL: \$95,810,389 | \$46,000,000 | \$141,810,389 |
| 9. LIFELINE TRANSPORTATION PROGRAM (LIFE) | | | | |
| Transit Payback Commitment: Lifeline Transportation Program | | | | |
| Community Based Transportation Plan Updates | ACTC | \$475,000 | \$0 | \$475,000 |
| Cherryland - Hathaway Avenue Transit Access Imps | Alameda County | \$430,000 | \$0 | \$430,000 |
| East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps | AC Transit | \$1,225,539 | \$0 | \$1,225,539 |
| Baypoint - Canal Road Bike/Ped Imps | Contra Costa County | \$1,000,000 | \$0 | \$1,000,000 |

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

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

MTC Resolution 3925

Project List***

Attachment B

December 18, 2019

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

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other TE/RTIP/CMIA | Total Cycle 1 |
|--|--------------------------|---------------------------|--------------------------|----------------------|
| T4 FIRST CYCLE PROGRAMMING | | \$574,774,420 | \$130,732,000 | \$705,506,420 |
| Richmond Easy Go Low-Income Mobility Access Imps | Richmond | \$203,291 | \$0 | \$203,291 |
| Advanced Communications and Information System | GGBHTD | \$233,728 | \$0 | \$233,728 |
| Community Based Transportation Plan Updates | NCTPA | \$80,000 | \$0 | \$80,000 |
| ADA Bus Stop Upgrades | NCTPA | \$116,794 | \$0 | \$116,794 |
| Eddy and Ellis Traffic Calming | SFMTA | \$1,175,105 | \$0 | \$1,175,105 |
| Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps | Redwood City | \$339,924 | \$0 | \$339,924 |
| City of San Mateo - North Central Ped Infrastructure Imps | San Mateo (City) | \$339,924 | \$0 | \$339,924 |
| East San Jose Pedestrian Improvements | Santa Clara County | \$2,127,977 | \$0 | \$2,127,977 |
| Fairfield-Suisun - Local Bus Replacement | Fairfield-Suisun Transit | \$481,368 | \$0 | \$481,368 |
| Vacaville SRTS Infrastructure Imps | Vacaville | \$40,000 | \$0 | \$40,000 |
| Healdsburg Pedestrian Safety & Access Imps | Healdsburg | \$202,937 | \$0 | \$202,937 |
| Central Sonoma Valley Trail | Sonoma County | \$500,000 | \$0 | \$500,000 |
| SUBTOTAL | | \$8,971,587 | \$0 | \$8,971,587 |
| 9. LIFELINE TRANSPORTATION PROGRAM (LIFE) | | TOTAL: \$8,971,587 | \$0 | \$8,971,587 |
| First Cycle Total | | \$574,774,420 | \$130,732,000 | \$705,506,420 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3925_ongoing_STP-CMAQ_Cycle_1\[tmp-3925_Attach-B_Dec.xlsx]Attach B 12-18-19

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1271 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 10/31/2019 **In control:** Programming and Allocations Committee

On agenda: 12/11/2019 **Final action:**

Title: MTC Resolution No. 4272, Revised. Revisions to the Transit Capital Priorities Program to reprogram \$5.6 million of FY2017-18 FTA Section 5337 State of Good Repair Formula Program funds from WETA Ferry Vessel Rehabilitation to Ferry Vessel Replacement and \$1 million of FY2019-20 FTA Section 5307 Urbanized Area Formula Program funds from SFMTA Paratransit Operations Assistance to SFMTA Zero-Emission Bus Procurement.

Sponsors:

Indexes:

Code sections:

Attachments: [6d PAC 2c Reso-4272 WETA Ferry & Zero Bus Emission Bus Procurement.pdf](#)
[2c Reso-4272 WETA Ferry & Zero Bus Emission Bus Procurement.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution No. 4272, Revised. Revisions to the Transit Capital Priorities Program to reprogram \$5.6 million of FY2017-18 FTA Section 5337 State of Good Repair Formula Program funds from WETA Ferry Vessel Rehabilitation to Ferry Vessel Replacement and \$1 million of FY2019-20 FTA Section 5307 Urbanized Area Formula Program funds from SFMTA Paratransit Operations Assistance to SFMTA Zero-Emission Bus Procurement.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****December 11, 2019****Agenda Item 2c****MTC Resolution No. 4272, Revised**

Subject: Revisions to the Transit Capital Priorities (TCP) program to reprogram \$5.6 million of FY2017-18 FTA Section 5337 State of Good Repair Formula Program funds from Water Emergency Transportation Authority (WETA) Ferry Vessel Rehabilitation to Ferry Vessel Replacement and \$1 million of FY2019-20 FTA Section 5307 Urbanized Area Formula Program funds from San Francisco Municipal Transportation Agency (SFMTA) Paratransit Operations Assistance to SFMTA Zero-Emission Bus Procurement.

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

WETA Ferry Vessel Replacement

The proposed action reprograms \$5.6 million of FY2017-18 FTA Section 5337 State of Good Repair Formula Program funds from the WETA Ferry Vessel Rehabilitation Project to the WETA Ferry Vessel Replacement Project. At the time the funds were originally programmed, WETA intended to rehabilitate and replace the engine in the MV Solano vessel, complying with California Air Resource Board (CARB) Harbor Craft Rules that all Tier 1 marine engines be replaced with Tier 4 engines. During bidding for that project, the price proposals received exceeded the original budget and, in fact, were equivalent to the cost of procuring a new ferry vessel.

Project engineering consultants and WETA staff analyzed project options including scope reductions and determined that without a significant increase in budget, the project could not be delivered. Based on WETA's extensive competitive process, it also does not appear that resoliciting the project will result in a different outcome. Therefore, instead of refurbishing the existing MV Solano, WETA requests these funds be reprogrammed to support the purchase of a new replacement vessel. This proposed action is consistent with the TCP programming policies.

SFMTA Zero-Emission Bus Procurement

This action also proposes to reprogram \$1 million of FY2019-20 FTA Section 5307 Urbanized Area Formula Program funds from SFMTA Paratransit Operations Assistance to their Zero-Emission Bus (ZEB) Procurement. SFMTA developed its Request for Proposals for these ZEBs assuming federal funds, which have not materialized. The contract therefore assumes federal preemption of local business hiring rules; if not federalized, the contract process will have to be re-started in order to meet those local requirements, which will result in a delay of approximately 9 months.

December 11, 2019

Page 2 of 2

In order to prevent this delay, SFMTA requests \$1 million of FTA funds be reprogrammed to this bus procurement in exchange for SFMTA local funds to offset the reprogramming on the Paratransit Operations Project. In light of the regional commitment to advancing the procurement of ZEBs in order to meet and exceed the requirements of CARB's Innovative Clean Transit (ICT) regulation, staff recommends granting this request.

Both proposed reprogramming actions today have been discussed with other operators in the region via the Partnership Transit Finance Working Group, and no objections were raised. Further, these actions would not affect the programming or funding for any other operator in the region.

Issues:

SFMTA's reprogramming request requires an exception to the TCP Policy, which allows operators to redirect their ADA Paratransit Operations Assistance funding to another Score 16 capital project if the operator can certify that their ADA operations are otherwise fully funded. While SFMTA has made this certification, the ZEB procurement that they are proposing is Score 8 since it is for expansion vehicles. However, this is a unique scenario since SFMTA is testing a novel technology for eventual use in their fleet to replace existing buses. An exception to the TCP Policy in this limited case is recommended due to the regional commitment to and state procurement requirements for ZEBs.

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

Attachments: MTC Resolution No. 4272, Revised



Therese W. McMillan

Date: March 22, 2017
W.I.: 1512
Referred By: PAC
Revised: 07/26/17-C 12/20/17-C
06/27/18-C 01/23/19-C
05/22/19-C 06/26/19-C
09/25/19-C 12/18/19-C

ABSTRACT

Resolution No. 4272, Revised

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

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

- Attachment A – FY2016-17 Program of Projects
- Attachment B – FY2017-18 Program of Projects
- Attachment C – FY2018-19 Program of Projects
- Attachment D – FY2019-20 Program of Projects
- Attachment E – FY2016-17 through FY2019-20 Programming Notes

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

ABSTRACT

MTC Resolution No. 4272, Revised

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

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

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

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

Attachments C and D of this resolution were revised on June 26, 2019 to make revisions to the TCP program of projects as requested by operators, correct errata in GGBHTD's FY2019-20 programming, and reconcile the small urbanized area Section 5339 formula programming with final FY2018-19 FTA apportionments.

Attachments A, B, C, and E of this resolution were revised on September 25, 2019 to de-program \$2 million of FY2016-17 Section 5307 funds from the ECCTA Bus Replacement project and reprogram \$1 million of FY2017-18 and \$512,543 of FY2018-19 Section 5339 funds from ECCTA Fare Collection and Bus Replacement projects to the ECCTA Oakley Park & Ride project.

Attachments B and D of this resolution were revised on December 18, 2019 to reprogram \$5.6 million of FY2017-18 FTA Section 5337 funds from WETA Ferry Vessel Rehabilitation to Ferry Vessel Replacement, update project titles accordingly, and reprogram \$1 million of FY2019-20 FTA Section 5307 funds from SFMTA Paratransit Operations Assistance to SFMTA Zero-Emission Bus Procurement.

ABSTRACT

MTC Resolution No. 4272, Revised

Page 3

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, June 12, 2019, September 4, 2019, and December 11, 2019.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

| FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|---------------|---|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| Actual Apportionments | | | 479,370,309 | 224,379,528 | 238,132,825 | 16,857,956 |
| Previous Year Carryover | | | 16,286,181 | 6,746,246 | 7,318,897 | 2,221,038 |
| Funds Available for Programming | | | 495,656,490 | 231,125,774 | 245,451,722 | 19,078,994 |
| Lifeline Set-Aside | | | | | | |
| Reserved | Various | Reserved for programming in Lifeline Transportation Program | 3,437,064 | 3,437,064 | | |
| ADA Operating Set-Aside | | | | | | |
| ALA990076 | AC Transit | ADA Paratransit Assistance | 3,935,175 | 3,935,175 | | |
| ALA170079 | ACE | Railcar Midlife Overhaul | 52,633 | 52,633 | | |
| BRT99T01B | BART | ADA Paratransit Capital Accessibility Improvements | 2,465,395 | 2,465,395 | | |
| SM-170010 | Caltrain | TVM Rehab and Clipper Functionality | 178,996 | - | 178,996 | |
| CC-99T001 | CCCTA | ADA Paratransit Assistance | 1,232,472 | 1,232,472 | | |
| MRN130015 | GGBHTD | Transit System Enhancements | 178,839 | 178,839 | | |
| ALA990077 | LAVTA | ADA Paratransit Operating Subsidy | 349,165 | 349,165 | | |
| MRN110047 | MCTD | ADA Paratransit Assistance | 715,573 | 715,573 | | |
| NAP030004 | Napa Vine | ADA Operating Assistance | 64,606 | 64,606 | | |
| SON150007 | Petaluma | ADA Set-Aside | 92,187 | 92,187 | | |
| SM-990026 | SamTrans | ADA Paratransit Operating Subsidy | 1,809,609 | 1,809,609 | | |
| SON170003 | Santa Rosa | ADA Operating Assistance | 240,982 | 240,982 | | |
| SF-990022 | SFMTA | ADA Paratransit Operating Support | 4,685,502 | 4,685,502 | | |
| SOL110025 | SolTrans | ADA Paratransit Operating Subsidy | 296,111 | 296,111 | | |
| SON150013 | Sonoma County | SCT Replacement Bus Purchase | 26,116 | 26,116 | | |
| CC-030035 | ECCTA | ADA Operating Assistance | 552,085 | 552,085 | | |
| ALA170039 | Union City | ADA Set-Aside | 137,005 | 137,005 | | |
| SCL050046 | VTA | ADA Operating Set-Aside | 3,831,392 | 3,831,392 | | |
| CC-990045 | Westcat | ADA Paratransit Operating Subsidy | 263,648 | 263,648 | | |
| REG090057 | WETA | Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Int | 7,929 | 7,929 | | |
| Total Program Set-asides and Commitments | | | 24,552,483 | 24,373,487 | 178,996 | - |
| Funds Available for Capital Programming | | | 471,104,007 | 206,752,287 | 245,272,726 | 19,078,994 |
| Capital Projects | | | | | | |
| ALA170032 | AC Transit | Purchase 31 45-ft Over-the-Road Coaches | 4,582,729 | 4,582,729 | | |
| ALA990052 | AC Transit | Paratransit Van Capital Costs | 1,449,739 | 1,449,739 | | |
| ALA170082 | AC Transit | Purchase (59) 40ft Urban Buses - Diesel | 5,820,689 | | | 5,820,689 |
| ALA170048 | ACE | FG: Capital Access Fees and Track/Signal Maintenance | 1,490,000 | 1,143,890 | 346,110 | |
| ALA170079 | ACE | Railcar Midlife Overhaul | 2,975,789 | | 2,975,789 | |
| REG090037 | BART | Railcar Procurement Program | 26,763,592 | 23,130,134 | 3,633,458 | |
| BRT97100B | BART | Rail, Way, and Structures Program | 17,000,000 | | 17,000,000 | |
| BRT030005 | BART | Traction Power | 17,000,000 | | 17,000,000 | |
| BRT030004 | BART | Train Control | 9,563,082 | | 9,563,082 | |
| ALA090065 | BART | Fare Collection Equipment | 6,211,000 | | 6,211,000 | |
| SF-010028 | Caltrain | Caltrain Electrification - EMU Procurement | 73,796,897 | 73,796,897 | | |
| SM-03006B | Caltrain | Systemwide Track Rehabilitation | 12,893,000 | | 12,893,000 | |
| SM-050041 | Caltrain | Comm. System/Signal Rehab. | 819,309 | | 819,309 | |
| CC-170051 | CCCTA | Replace 42 22' Gasoline 7-Year Paratransit Vans | 4,305,000 | 2,426,455 | | 1,878,545 |
| CC-170053 | CCCTA | Replace 3 Gasoline 7-Year Paratransit Minivans | 130,380 | 130,380 | | |
| NEW | ECCTA | Oakley Park & Ride | 989,240 | | | 989,240 |
| SOL010006 | Fairfield | Operating Assistance | 2,554,835 | 2,554,835 | | |
| SOL110041 | Fairfield | Bus Replacement | 367,380 | | | 367,380 |
| MRN170008 | GGBHTD | Replace 67 Fixed Rte 40' Buses | 48,457,080 | 45,104,777 | | 3,352,303 |
| MRN150014 | GGBHTD | Ferry Major Components Rehab - MS Marin | 2,000,000 | | 2,000,000 | |
| MRN150015 | GGBHTD | Ferry Propulsion: MS Marin | 2,000,000 | | 2,000,000 | |
| MRN170005 | MCTD | Replace Four (4) Rural Cutaway Vehicles | 505,120 | 505,120 | | |
| MRN150011 | MCTD | Vehicle Replacement- one Shuttle | 102,500 | 102,500 | | |
| NEW | LAVTA | Hybrid Bus Battery Pack Replacement | 630,170 | 245,149 | | 385,021 |
| NAP970010 | Napa Vine | Operating Assistance | 2,164,144 | 2,164,144 | | |
| NAP090008 | Napa Vine | Replacement and upgrades to equipment | 224,681 | - | | 224,681 |
| SON170018 | Petaluma | Purchase (1) Replacement Fixed Route Bus | 185,867 | 185,867 | | |
| SON170020 | Petaluma | Purchase (2) Replacement Paratransit Vans | 147,600 | 147,600 | | |
| SON170005 | Petaluma | Transit Yard and Facility Improvements | 45,800 | 45,800 | | |
| SON170019 | Petaluma | Purchase Service Vehicle | 28,000 | 28,000 | | |
| SON170017 | Petaluma | AVL Equipment | 19,200 | 19,200 | | |
| SON090023 | Santa Rosa | Operating Assistance | 1,614,870 | 1,614,870 | | |
| SON090024 | Santa Rosa | Preventive Maintenance | 563,010 | 563,010 | | |

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C 06/23/18-C
09/25/19-C 12/18/19-C

Attachment B
Resolution No. 4272
Page 2 of 2

| FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|---------------|--|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| SF-150005 | SFMTA | Replacement of 40' Motor Coaches | 5,013,526 | 5,013,526 | | |
| SF-170004 | SFMTA | Replacement of 40' Trolley Coaches | 93,892,831 | | 93,892,831 | |
| SF-970170 | SFMTA | Muni Rail Replacement | 10,002,337 | | 10,002,337 | |
| SF-99T005 | SFMTA | Rehab Historic Streetcars | 7,000,000 | | 7,000,000 | |
| SF-050024 | SFMTA | Wayside/Central Train Control & Trolley Signal Systems Rehabilit | 4,500,000 | | 4,500,000 | |
| SF-970170 | SFMTA | Overhead Line Rehabilitation | 3,750,000 | | 3,750,000 | |
| SF-150007 | SFMTA | Farebox Replacement | 2,060,800 | | 2,060,800 | |
| SF 99T002 | SFMTA | Cable Car Infrastructure | 1,250,000 | | 1,250,000 | |
| SF-970073 | SFMTA | Cable Car Vehicle Renovation Program | 1,018,464 | | 1,018,464 | |
| SF-170006 | SFMTA | Station-Area Pedestrian and Bicycle Access Improvements | 250,000 | | 250,000 | |
| SF-030013 | SFMTA | Wayside Fare Collection | 250,000 | | 250,000 | |
| SOL090034 | SolTrans | Bus Purchase (Alternative Fuel) | 2,499,530 | 2,000,000 | | 499,530 |
| SOL070032 | SolTrans | Preventive Maintenance | 800,000 | 800,000 | | |
| SOL110040 | SolTrans | Operating Assistance | 510,695 | 510,695 | | |
| SON030005 | Sonoma County | Preventive Maintenance | 1,280,000 | 1,280,000 | | |
| SON150013 | Sonoma County | Replacement Bus Purchase | 661,276 | 425,800 | | 235,476 |
| SOL010007 | Vacaville | Operating Assistance | 890,000 | 890,000 | | |
| SCL050001 | VTA | Standard and Small Bus Replacement | 20,000,000 | 11,738,719 | 4,335,965 | 3,925,316 |
| SCL170005 | VTA | Paratransit Fleet Program | 1,301,449 | 1,301,449 | | |
| SCL050002 | VTA | Rail Replacement Program | 15,093,290 | | 15,093,290 | |
| SCL170050 | VTA | SCADA Control Center System Replacement | 3,015,200 | | 3,015,200 | |
| SCL170007 | VTA | Pedestrian Swing Gates | 2,720,000 | | 2,720,000 | |
| SCL150008 | VTA | VTA Track Intrusion Abatement | 1,600,000 | | 1,600,000 | |
| SCL170049 | VTA | SCADA Middleware Replacement | 1,150,400 | | 1,150,400 | |
| SCL170008 | VTA | Vasona Pedestrian Back Gates | 1,112,441 | | 1,112,441 | |
| SCL090044 | VTA | OCS Rehabilitation Program | 6,460,000 | | 6,460,000 | |
| SF-110053 | WETA | Replace Ferry Vessels | 20,428,858 | 14,868,858 | 5,560,000 | |
| REG090057 | WETA | Ferry Mid-Life Refurbishment - Taurus, Mare Island, & Intintoli | 1,368,071 | | 1,368,071 | |
| REG090054 | WETA | Ferry Channel Dredging | 2,480,000 | | 2,480,000 | |
| Total Capital Projects | | | 459,759,871 | 198,770,143 | 243,311,547 | 17,678,181 |
| Total Programmed | | | 484,312,353 | 223,143,630 | 243,490,543 | 17,678,181 |
| Fund Balance | | | 11,344,137 | 7,982,144 | 1,961,180 | 1,400,813 |

Date: March 22, 2017

W.I.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C

05/22/19-C 06/26/19-C

12/18/19-C

Attachment D

Resolution No. 4272

Page 1 of 2

| FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|----------|---------------------|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| Estimated Apportionments | | | 452,519,976 | 228,462,093 | 210,941,101 | 13,116,782 |
| Previous Year Carryover | | | 16,448,384 | 12,529,057 | 1,847,758 | 2,071,569 |
| Funds Available for Programming | | | 468,968,360 | 240,991,150 | 212,788,859 | 15,188,351 |

MTC Debt Service

| | | | | | | |
|-----------|-----|-------------------------------------|------------|-----------|------------|--|
| REG170023 | MTC | TCP Financing Repayment Obligations | 35,070,000 | 3,900,000 | 31,170,000 | |
|-----------|-----|-------------------------------------|------------|-----------|------------|--|

Lifeline Set-Aside

| | | | | | | |
|----------|---------|---|-----------|-----------|--|--|
| Reserved | Various | Reserved for programming in Lifeline Transportation Program | 3,580,439 | 3,580,439 | | |
|----------|---------|---|-----------|-----------|--|--|

ADA Operating Set-Aside

| | | | | | | |
|-----------|---------------|--|-----------|-----------|--|--|
| ALA990076 | AC Transit | ADA Paratransit Assistance | 4,461,934 | 4,461,934 | | |
| ALA170079 | ACE | Railcar Midlife Overhaul | 14,346 | 14,346 | | |
| BRT99701B | BART | ADA Paratransit Capital Accessibility Improvements | 2,800,403 | 2,800,403 | | |
| SM-170010 | Caltrain | TVM Rehab & Clipper Functionality (ADA Set-Aside) | 62,350 | 62,350 | | |
| CC-997001 | CCCTA | ADA Paratransit Assistance | 1,218,311 | 1,218,311 | | |
| MRN110047 | GGBHTD | ADA Set-Aside | 174,393 | 174,393 | | |
| ALA990077 | LAVTA | ADA Paratransit Operating Subsidy | 412,325 | 412,325 | | |
| MRN110047 | MCTD | ADA Paratransit Assistance | 697,574 | 697,574 | | |
| NAP030004 | Napa Vine | ADA Operating Assistance | 70,704 | 70,704 | | |
| SON150007 | Petaluma | ADA Set-Aside | 89,821 | 89,821 | | |
| SM-990026 | SamTrans | ADA Paratransit Operating Subsidy | 1,882,536 | 1,882,536 | | |
| SON170003 | Santa Rosa | ADA Operating Assistance | 251,035 | 251,035 | | |
| SF-990022 | SFMTA | ADA Paratransit Operating Support | 3,410,218 | 3,410,218 | | |
| SOL110025 | SolTrans | ADA Paratransit Operating Subsidy | 305,060 | 305,060 | | |
| SON170006 | Sonoma County | SCT Replacement Bus Purchase | 33,199 | 33,199 | | |
| CC-030035 | ECCTA | ADA Operating Assistance | 571,422 | 571,422 | | |
| ALA170039 | Union City | ADA Set-Aside | 135,255 | 135,255 | | |
| SCL050046 | VTa | ADA Operating Set-Aside | 3,970,716 | 3,970,716 | | |
| CC-990045 | Westcat | ADA Paratransit Operating Subsidy | 248,485 | 248,485 | | |
| REG090057 | WETA | Ferry Major Component Rehabilitation | 17,418 | 17,418 | | |

Total Program Set-asides and Commitments

59,477,945

28,307,945

31,170,000

-

Funds Available for Capital Programming

409,490,414

212,683,205

181,618,859

15,188,351

Capital Projects

| | | | | | | |
|-----------|------------|--|------------|------------|------------|-----------|
| ALA170031 | AC Transit | Replace (27) 40ft Urban Buses - Hybrid | 14,400,164 | 7,464,518 | | 6,935,646 |
| ALA990052 | AC Transit | Paratransit Van Capital Costs | 1,523,374 | 1,523,374 | | |
| ALA170049 | ACE | FG: Capital Access Fees and Track/Signal Maintenance | 1,770,000 | 1,439,102 | 330,898 | |
| ALA170079 | ACE | Railcar Midlife Overhaul | 2,800,000 | | 2,800,000 | |
| REG090037 | BART | Railcar Replacement Program | 75,104,713 | 26,234,439 | 48,870,274 | |
| BRT97100B | BART | Rail, Way, and Structures Program | 17,000,000 | | 17,000,000 | |
| BRT030005 | BART | Traction Power | 17,000,000 | | 17,000,000 | |
| BRT030004 | BART | Train Control | 10,000,000 | | 10,000,000 | |
| ALA090065 | BART | Fare Collection Equipment | 6,211,000 | | 6,211,000 | |
| SF-010028 | Caltrain | Caltrain Electrification - EMU Procurement | 97,987,868 | 97,987,868 | | |
| SM-03006B | Caltrain | Systemwide Track Rehabilitation | 13,193,000 | | 13,193,000 | |
| SM-050041 | Caltrain | Comm. System/Signal Rehab. | 1,200,000 | | 1,200,000 | |
| SM-170010 | Caltrain | TVM Rehab & Clipper Functionality (ADA Set-Aside) | 167,653 | | 167,653 | |
| REG170022 | Clipper | Clipper Next Gen Fare Collection System | 14,127,879 | 14,127,879 | | |
| SOL010006 | Fairfield | Operating Assistance | 2,646,501 | 2,646,501 | | |
| SOL110041 | Fairfield | Bus Replacement | 286,829 | | | 286,829 |
| MRN170010 | GGBHTD | Replace 6 Fixed Route 45' Buses with 7 40' Hybrids | 5,183,220 | 5,183,220 | | |
| MRN050025 | GGBHTD | Facilities Rehab | 2,219,491 | 2,219,491 | | |
| SF-170022 | GGBHTD | Replace 2 Paratransit Vehicles | 150,880 | 150,880 | | |
| MRN990017 | GGBHTD | Ferry Dredging | 17,000,000 | | 17,000,000 | |
| MRN030010 | GGBHTD | Fixed Guideway Connectors | 6,060,000 | | 6,060,000 | |
| NEW | MCTD | Replace Paratransit Vehicles | 1,207,040 | 1,207,040 | | |
| MRN150011 | MCTD | Replace Nine (9) Shuttle Vehicles | 952,020 | 952,020 | | |
| MRN170007 | MCTD | Replace 2- 35ft diesel vehicles | 697,000 | 697,000 | | |
| MRN110040 | MCTD | Preventative Maintenance | 70,520 | 70,520 | | |
| NAP970010 | Napa Vine | Operating Assistance | 1,620,432 | 1,620,432 | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | 175,414 | | | 175,414 |
| SON170005 | Petaluma | Transit Yard and Facility Improvements | 90,528 | 90,528 | | |
| NEW | Petaluma | Purchase (2) Replacement Paratransit Vans | 150,881 | 23,157 | | 127,723 |
| NEW | Petaluma | Upgrade Security System | 40,000 | 40,000 | | |
| NEW | Petaluma | AVL System Upgrades | 100,000 | 100,000 | | |
| SM150011 | SamTrans | Replacement of Cut-away Buses | 1,375,140 | 1,375,140 | | |
| SON090023 | Santa Rosa | Operating Assistance | 1,535,279 | 1,535,279 | | |
| SON090024 | Santa Rosa | Preventive Maintenance | 636,242 | 636,242 | | |

Date: February 22, 2017

W.I.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C
05/22/19-C 06/26/19-C
12/18/19-C

Attachment D

Resolution No. 4272

Page 2 of 2

| FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|---------------|---|--------------------|--------------------|--------------------|-------------------|
| TIP ID | Operator | Project Description | Total FTA Program | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| NEW | SFMTA | Zero-Emission Bus Procurement | 1,000,000 | 1,000,000 | | |
| SF-970170 | SFMTA | Muni Rail Replacement | 4,288,000 | | 4,288,000 | |
| SOL110040 | SoTrans | Operating Assistance | 2,216,981 | 2,216,981 | | |
| SOL070032 | SoTrans | Preventive Maintenance | 1,000,000 | 1,000,000 | | |
| SOL090034 | SoTrans | Bus Purchase (Alternative Fuel) | 390,035 | | | 390,035 |
| SON030005 | Sonoma County | SCT Preventive Maintenance | 1,280,000 | 1,280,000 | | |
| SON170006 | Sonoma County | SCT Replacement Bus Purchase | 660,545 | 474,265 | | 186,280 |
| ALA170092 | Union City | Replacement of Heavy-Duty Transit Vehicles | 1,251,960 | 1,251,960 | | |
| SOL010007 | Vacaville | Operating Assistance | 890,000 | 890,000 | | |
| SCL050001 | VTa | Standard and Small Bus Replacement | 10,312,842 | 7,232,821 | | 3,080,021 |
| SCL170047 | VTa | Paratransit Fleet Program | 3,978,116 | 3,978,116 | | |
| NEW | VTa | Mobile Router/Passenger WiFi | 1,200,000 | 1,200,000 | | |
| NEW | VTa | Facilities ADA Upgrades | 2,560,000 | 2,560,000 | | |
| NEW | VTa | Fuel Dispenser & UDC Replacement | 1,920,000 | 1,920,000 | | |
| NEW | VTa | Replace UPSs & PDU in OCC/EOC | 377,361 | 377,361 | | |
| NEW | VTa | Replace/Upgrade Fire Alarm at Guadalupe & Chaboya | 1,200,000 | 1,200,000 | | |
| NEW | VTa | Newwork & Gigabit Fiber Upgrade | 1,200,000 | 1,200,000 | | |
| NEW | VTa | Guadalupe Entrance Security Improvements | 1,000,000 | 1,000,000 | | |
| NEW | VTa | Cameras for VTA ACCESS Paratransit Vehicles | 1,804,850 | 1,804,850 | | |
| NEW | VTa | Rehabilitation of LRV System Elevators & Escalators | 7,440,000 | | 7,440,000 | |
| NEW | VTa | Downtown San Jose Speed Improvements (LRV) | 4,920,000 | | 4,920,000 | |
| NEW | VTa | LRV Station Rehabilitation | 776,000 | | 776,000 | |
| NEW | VTa | SCADA Hardware, Software, & Network Upgrade | - | | - | |
| NEW | VTa | PA System Hardware & Software Upgrade | 2,216,352 | | 2,216,352 | |
| NEW | VTa | LRV Station Platform CCTV System Replacement | 445,600 | | 445,600 | |
| NEW | VTa | Pedestrian Backgates - non-Vasona | 6,560,000 | | 6,560,000 | |
| NEW | VTa | Guadalupe Roll-up Doors | 2,000,000 | | 2,000,000 | |
| NEW | VTa | Guadalupe Steam Rack Improvements & Liner Replacement | 2,400,000 | | 2,400,000 | |
| CC-170008 | WestCAT | Replacement of 6 40' Revenue Vehicles | 2,745,360 | 2,745,360 | | |
| CC-170009 | WestCAT | Purchase of 6 Fast Fare Electronic Fareboxes | 85,494 | 85,494 | | |
| REG090067 | WETA | Ferry Fixed Guideway Connectors | 6,000,000 | | 6,000,000 | |
| REG090057 | WETA | Ferry Major Component Rehabilitation | 3,554,140 | | 3,554,140 | |
| Total Capital Projects | | | 392,356,705 | 200,741,838 | 180,432,917 | 11,181,950 |
| Total Programmed | | | 451,834,651 | 229,049,784 | 211,602,917 | 11,181,950 |
| Fund Balance | | | 17,133,709 | 11,941,367 | 1,185,941 | 4,006,401 |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1238 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 10/31/2019 **In control:** Programming and Allocations Committee

On agenda: 12/11/2019 **Final action:**

Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-27.

Sponsors:

Indexes:

Code sections:

Attachments: [6e PAC 2d Reso-4375 TIP Amendment 2019-27.pdf](#)
[2d Reso-4375 TIP Amendment 2019-27.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-27.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 11, 2019

Agenda Item 2d

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-27.

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 2019-27 makes revisions to 12 projects with a net funding increase of approximately \$113 million. Among other changes, this revision:

- Updates the funding plans of two Water Emergency Transportation Authority projects to reflect the latest programming decisions;
- Updates four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect changes in funding and scope;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing, amends one exempt project back into the TIP and revises the funding plan of another project to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listings to reflect the latest information from Caltrans.

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

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

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

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

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

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

Issues: This Amendment contains changes that are contingent upon Commission approval of programming changes included in Programming and Allocations Committee Item 2d MTC Resolution No. 4272, Revised.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-27; and
MTC Resolution No. 4375, Revised



Therese W. McMillan

**TIP Revision Summary
2019-27**

ATTACHMENT 1

| TIP ID | Sponsor | Project Name | Description of Change | Funding Change (\$) | Funding Change (%) |
|------------------------------|---|--|---|----------------------|--------------------|
| System: Local Road | | | | | |
| CC-170031 | San Pablo | San Pablo - Giant Road Pavement Rehabilitation | Update the project scope to change the location from Market Street to Giant Road | \$0 | 0.0% |
| CC-170034 | Brentwood | Brentwood Various Streets and Roads Preservation | Update the funding plan to remove \$1M in CON STP as the funds are being transferred to CC-170042 and reprogram \$142K in Local funds from FY19 PE to FY21 CON | -\$1,025,000 | -54.8% |
| CC-170038 | Walnut Creek | Ygancio Valley Road Rehabilitation | Update project scope to remove work on Oak Grove Rd and update the funding plan to reprogram CON from FY20 to FY21 | \$0 | 0.0% |
| CC-170042 | Pittsburg | City of Pittsburg Pavement Improvements | Update the funding plan to add \$1M in FY21 CON STP that is being transferred from CC-170037 and add \$135K in FY20 PE Local funds | \$1,160,000 | 74.1% |
| NAP110027 | Napa County | Loma Vista Dr Bridge Replacement - 21C0080 | Update the funding plan to reprogram \$200K in ROW HBP from FY22 to FY23 per the latest information from Caltrans | \$0 | 0.0% |
| SCL050082 | San Jose | Bay Trail Reach 9 & 9B | Update the project scope | \$0 | 0.0% |
| SON110025 | Sonoma County | Replace Hauser Bridge over Gualala River 20C0240 | Amend an exempt project back into the TIP to reflect the addition of \$107K in PE HBP and \$321K in CON HBP | \$427,493 | 7.4% |
| VAR170012 | Caltrans | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | Update the funding plan and back-up listing to reflect the latest information from Caltrans | -\$26,047,159 | -3.1% |
| System: State Highway | | | | | |
| VAR170007 | Caltrans | GL: Safety Imprv. - SHOPP Collision Reduction | Updating the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$28M in SHOPP funds | \$27,959,000 | 3.5% |
| VAR170008 | Caltrans | GL: Emergency Repair - SHOPP Emergency Response | Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$109M in SHOPP funds | \$108,710,000 | 19.0% |
| System: Transit | | | | | |
| REG090057 | Water Emergency Transportation Authority (WETA) | WETA: Ferry Major Component Rehab/Replacement | Update the funding plan to remove \$5M in Passenger Ferry Grant Program, \$5.56M in 5337, \$100K in RM1 and \$1.32M in Local funds as they are being transferred to SF-110053 | -\$11,980,000 | -29.2% |
| SF-110053 | Water Emergency Transportation Authority (WETA) | WETA: Replace Ferry Vessels | Update the funding plan to add \$5M in Passenger Ferry Grant Program, \$5.56M in 5337, \$100K in RM1 and \$1.32M in Local funds as they are being transferred from REG090057 and add \$1.4M in additional RM1 | \$13,384,000 | 17.1% |
| Total Funding Change: | | | | \$112,588,334 | |

TIP Revision Summary

| | Federal | State | Regional | Local | Total | 2019 TIP Only |
|------------------|---------------|-----------------|-------------|---------------|-----------------|-----------------|
| Current: | \$791,009,318 | \$1,377,779,707 | \$5,068,883 | \$167,474,215 | \$2,341,332,123 | \$1,182,000,494 |
| Proposed: | \$805,784,081 | \$1,514,448,707 | \$6,472,883 | \$127,214,786 | \$2,453,920,457 | \$1,067,324,572 |
| Delta: | \$14,774,763 | \$136,669,000 | \$1,404,000 | -\$40,259,429 | \$112,588,334 | -\$114,675,922 |

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
 09/25/19-C 10/23/19-C
 11/20/19-C 12/18/19-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, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, and December 11, 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 | 6/6/2019 |
| 2019-13 | Admin. Mod. | 22 | \$15,402,477 | 7/3/2019 | 7/3/2019 |

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

| Revision # | Revision Type | # of Projects | Net Funding Change (\$) | MTC Approval Date | Final Approval Date |
|-------------------------|---------------|---------------|-------------------------|-------------------|---------------------|
| 2019-14 | Amendment | 25 | \$801,633,123 | 5/22/2019 | 6/27/2019 |
| 2019-15 | Admin. Mod. | 11 | 9,525,440 | 8/13/2019 | 8/13/2019 |
| 2019-16 | Amendment | 8 | \$21,335,503 | 6/26/2019 | 8/26/2019 |
| 2019-17 | Admin. Mod. | 11 | -\$7,160,690 | 8/29/2019 | 8/29/2019 |
| 2019-18 | Amendment | 9 | \$115,165,869 | 7/24/2019 | 9/10/2019 |
| 2019-19 | Admin. Mod. | 34 | -\$6,469,315 | 10/7/2019 | 10/7/2019 |
| 2019-20 | Admin. Mod. | 6 | \$0 | 10/31/2019 | 10/31/2019 |
| 2019-21 | Amendment | 15 | \$-141,949,908 | 9/25/2019 | 10/18/2019 |
| 2019-22 | Admin. Mod. | Pending | Pending | Pending | Pending |
| 2019-23 | Amendment | 6 | \$185,014,158 | 10/23/2019 | Pending |
| 2019-24 | Admin. Mod. | Pending | Pending | Pending | Pending |
| 2019-25 | Amendment | 17 | \$204,462,942 | 11/20/2019 | Pending |
| 2019-26 | Admin. Mod. | Pending | Pending | Pending | Pending |
| 2019-27 | Amendment | 12 | \$112,588,334 | 12/18/2019 | Pending |
| Net Funding Change | | 387 | \$1,524,198,266 | | |
| Absolute Funding Change | | | \$1,945,053,118 | | |

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 07/24/19-C
09/25/19-C 10/23/19-C
11/20/19-C 12/18/19-C

Attachment B
Resolution No. 4375, Revised
Page 1 of 11

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 was received on June 6, 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 an administrative modification that revises 22 projects with a net funding increase of approximately \$15.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 3, 2019. Among other changes, this revision:

- Updates the funding plans of 13 projects to reflect programming changes in the Active Transportation Program (ATP);
- 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;
- Updates the funding plan and back-up listing of the Caltrans-managed Pavement Resurfacing and Rehabilitation for the State Highway System grouped listing;
- Updates the funding plan of the Sonoma Marin Area Rail Transit corridor project to reflect the award of \$5 million in Federal Railroad Administration (FRA) Positive Train Control (PTC) funds; and
- Updates Bay Area Rapid Transit's Transbay Core Capacity Improvements project to reflect the award of \$300 million in Federal Transit Administration (FTA) Core Capacity grant funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$300 million in FTA Core Capacity funds, \$3.8 million in ATP funds, \$5 million in FRA PTC funds and \$24,540 in California Natural Resources Agency Urban Greening funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-13, 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 2019-14 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 was received on June 12, 2019, and final federal approval was received on June 27, 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 an administrative modification that revises 11 projects with a net funding increase of approximately \$9.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 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 to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) – Mobility Program grouped listing to reflect the latest information from Caltrans including the addition of a total of \$9.5 million in SHOPP funds;
- Updates the funding plan of the Golden Gate Bridge Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$680,815 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plan of Solano County's Redwood – Fairgrounds Drive Interchange Improvements project to reflect the programming of \$26,573 in High Priority Program (HPP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.8 million in SHOPP funds, \$26,573 in HPP funds, and \$680,815 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-15, 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 2019-16 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 was received on August 7, 2019, and final federal approval was received on August 26, 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 an administrative modification that revises 11 projects with a net funding decrease of approximately \$7.2 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 29, 2019. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Active Transportation Program (ATP) funded project, and two earmark funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the Marin County - Traffic Operating Systems and Mobility grouped listing to reflect the latest information from Caltrans including the addition of \$97,649 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plans of two Solano County Transit (Soltrans) projects to reflect the programming of additional Transit Capital Priorities funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9 million in Highway Bridge Program earmark funds and \$97,649 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-17, 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 2019-18 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 was received on September 6, 2019, and final federal approval was received on September 10, 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.

Revision 2019-19 is an administrative modification that revises 34 projects with a net funding decrease of approximately \$6.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 7, 2019. Among other changes, this revision:

- Updates the funding plans of 29 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan of the Alameda CTC's 7th Street Grade Separation East project to reflect the award of \$175 million in SB1 Trade Corridor Enhancement Program (TCEP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) group-listing to reflect the latest information from Caltrans including the addition of \$35,990 in HSIP funds; and
- Updates the funding plans of two projects to reflect the latest programming decisions in the Transit Capital Priorities Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$175 million in TCEP funds and \$35,990 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-19, 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 2019-20 is an administrative modification that revises six projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 31, 2019. Among other changes, this revision updates the funding plans of the six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and future obligations, transfers of funding to the Federal Transit Administration and conversions of advanced construction to federal funds. MTC's 2019 TIP, as revised with Revision No. 2019-20, 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 2019-21 is an amendment that revises 15 projects with a net funding decrease of approximately \$142 million. The revision was referred by the Programming and Allocations Committee on September 4, 2019, and approved by the MTC Commission on September 25, 2019. Caltrans approval was received on October 7, 2019, and final federal approval was received on October 18, 2019. Among other changes, this revision:

- Amends two new exempt projects and the preliminary engineering phase of one non-exempt project into the TIP and updates the funding plans of four existing Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects to reflect the latest programming decisions;
- Deletes two existing projects as they will not move forward as federal projects; and
- Updates the funding plans and back-up listings of four State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans including the addition of \$107 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 2019-22 is a pending administrative modification.

Revision 2019-23 is an amendment that revises six projects with a net funding increase of approximately \$185 million. The revision was referred by the Programming and Allocations Committee on October 9, 2019, and approved by the MTC Commission on October 23, 2019. Caltrans approval was received on October 31, 2019, and final federal approval is expected in mid-November 2019. Among other changes, this revision:

- Updates the funding plans of the Clipper and Clipper 2.0 Fare Payment System projects to reflect the allocations of funds between the two projects and to reflect the total cost of the Clipper 2.0 project;
- Deletes one exempt project from the TIP;
- Adds one previously archived project back into the TIP; and
- Updates the funding plan and back-up listing of the Caltrans-managed State Highway Operation and Protection Program (SHOPP) – Minor Program funded grouped listing to reflect the latest programming decisions.

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

Revision 2019-24 is a pending administrative modification.

Revision 2019-25 is an amendment that revises 17 projects with a net funding increase of approximately \$204 million. The revision was referred by the Programming and Allocations Committee on November 13, 2019, and approved by the MTC Commission on November 20, 2019. Caltrans approval is expected in late December 2019, and final federal approval is expected in mid-January 2020. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Golden Gate Ferry: New Vessel project to reflect the award of \$5.9 million in FTA Passenger Ferry Grant Program funds;
- Adds two new exempt projects funded through Santa Clara County's Measure B sales tax program;
- Updates three individually-listed Highway Bridge Program (HBP) funded projects and combines six formerly individually-listed HBP projects into the HBP grouped listing based on the latest information from Caltrans;
- Updates the Caltrans-managed Section 130/Railroad-Highway Crossing grouped listing;
- Archives two projects as the funds have been obligated; and
- Deletes one project as the funding has been redirected.

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

Revision 2019-26 is a pending administrative modification.

Revision 2019-27 is an amendment that revises 12 projects with a net funding increase of approximately \$113 million. The revision was referred by the Programming and Allocations Committee on December 11, 2019, and approved by the MTC Commission on December 18, 2019. Caltrans approval is expected in late January 2020, and final federal approval is expected in mid-February 2020. Among other changes, this revision:

- Updates the funding plans of two Water Emergency Transportation Authority projects to reflect the latest programming decisions;
- Updates four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect changes in funding and scope;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing, amends one exempt project back into the TIP and revises the funding plan of another project to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listings to reflect the latest information from Caltrans.

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 #: 19-1289 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/1/2019 **In control:** Programming and Allocations Committee

On agenda: 12/11/2019 **Final action:**

Title: MTC Resolution Nos. 4380, Revised and 4381, Revised. Allocation of roughly \$68 million in Transportation Development Act (TDA) and State Transit Assistance (STA) to SamTrans in support of transit operations and capital projects.

Sponsors:

Indexes:

Code sections:

Attachments: [6f PAC 2e Resos-4380-4381 SamTrans Allocation.pdf](#)
[2e Resos-4380-4381 SamTrans Allocation.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

MTC Resolution Nos. 4380, Revised and 4381, Revised. Allocation of roughly \$68 million in Transportation Development Act (TDA) and State Transit Assistance (STA) to SamTrans in support of transit operations and capital projects.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 11, 2019

Agenda Item 2e

MTC Resolution Nos. 4380, Revised and 4381, Revised

Subject: Allocation of roughly \$68 million in Transportation Development Act (TDA) and State Transit Assistance (STA) to SamTrans in support of transit operations and capital projects.

Background: As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the allocation of TDA and STA funds. This month's proposed action continues the annual allocation process of TDA and STA funds for FY2019-20, as summarized below:

| Transit Operator / Claimant | TDA Resolution No. 4380 | STA Resolution No. 4381 | Total |
|----------------------------------|-------------------------------|-------------------------------|----------------------|
| SamTrans | \$ 48,080,978 | \$ 10,557,016 | \$ 58,637,994 |
| SamTrans (on behalf of Caltrain) | \$ - | \$ 9,805,442 | \$ 9,805,442 |
| Total | \$ 48,080,978 | \$ 20,362,458 | \$ 68,443,436 |

SamTrans requests \$58.6 million to support their transit operations. SamTrans also requests an additional \$5.3 million for operations and \$4.5 million in capital funds on behalf of Caltrain. TDA, STA, and Regional Measure 2 (RM2) comprise 33 percent of SamTrans' \$181.5 million operating budget. Some highlights of their operating budget and program include:

- The passage of Measure W has boosted Samtrans' revenue, and accounts for over 20 percent of the operating budget. The overall operating budget increased 10 percent compared to the prior year and is slightly more than the increase in service hours.
- Service is increasing 8 percent due to changes including improved local El Camino Real service headways (from 20 to 15 minutes) and the start of express bus service. Express service began in August between Foster City and San Francisco and service between Palo Alto and Western San Francisco will begin in January 2020.
- Services and labor/fringe benefits expense each account for about one-quarter of the operating cost increase. Some of the

major factors increasing service costs are the comprehensive operational analysis (branded Reimagine Samtrans) and increased contracted security fees. Labor and fringe benefit costs include a three percent pay increase and thirty new bus operator positions.

- Fare changes will be implemented in January 2020. The new fare structure will keep the price of one-way local fares flat, reduce the cost of the day pass, introduce free transfers on Clipper and SamTrans mobile App, and add an express bus fare.

Issues: None

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

Attachments: MTC Resolution Nos. 4380, Revised

- Attachment A, List of Allocations
- Attachment B, Findings

MTC Resolution No. 4381, Revised

- Attachment A, List of Allocations
- Attachment B, Findings


Therese W. McMillan

Date: June 26, 2019
W.I.: 1514
Referred by: PAC
Revised: 07/24/19-C 09/25/19-C
10/23/19-C 11/20/19-C
12/18/19-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).

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

On September 25, 2019, Attachment A was revised to allocate funds to Golden Gate Bridge, Highway, and Transportation District (Golden Gate), Marin Transit, Napa Valley Transportation Authority (NVTa), and Solano County Transit (SolTrans).

On October 23, 2019, Attachment A was revised to allocate funds to Petaluma and Santa Rosa.

On November 20, 2019, Attachment A was revised to allocate funds to Fairfield and VTA and rescind funds from CCCTA.

On December 18, 2019, Attachment A was revised to allocate funds to SamTrans.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, and December 11, 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

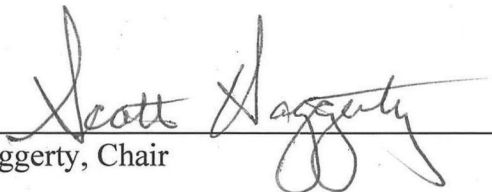
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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 09/25/19-C
 10/23/19-C 11/20/19-C
 12/18/19-C

Attachment A
 MTC Resolution No. 4380
 Page 1 of 2

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 | |
| VTa | Paratransit Operations | 108,838 | 01 | 11/20/19 | Santa Clara County | |
| CCCTA | Paratransit Operations | (47,217) | 02 | 11/20/19 | Contra Costa County | |
| SamTrans | Paratransit Operations | 2,540,745 | 30 | 12/18/19 | San Mateo County | |
| Subtotal | | 13,465,214 | | | | |
| 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 | SFMTA | |
| SFMTA | Transit Operations | 2,494,916 | 14 | 07/24/19 | San Francisco County | 1 |
| ECCTA | Transit Operations | 8,403,327 | 15 | 07/24/19 | ECCTA | |
| SolTrans | Transit Operations | 3,919,470 | 19 | 09/25/19 | Vallejo/Benicia | |
| NVTA | Transit Operations | 3,451,536 | 20 | 09/25/19 | NVTA | |
| GGBHTD | Transit Operations | 8,596,924 | 21 | 09/25/19 | GGBHTD (Marin) | |
| GGBHTD | Transit Operations | 6,479,603 | 22 | 09/25/19 | GGBHTD (Sonoma) | |
| Marin Transit | Transit Operations | 5,784,078 | 23 | 09/25/19 | Marin Transit | |
| Santa Rosa | Transit Operations | 6,478,955 | 25 | 10/23/19 | Santa Rosa | |
| Petaluma | Transit Operations | 1,434,447 | 26 | 10/23/19 | Petaluma | |
| Fairfield | Transit Operations | 4,039,738 | 27 | 11/20/19 | Fairfield | |
| Fairfield | Transit Operations | 1,038,983 | 27 | 11/20/19 | Suisun City | |
| VTa | Transit Operations | 2,067,922 | 03 | 11/20/19 | VTa | |
| SamTrans | Transit Operations | 45,540,233 | 31 | 12/18/19 | Samtrans | |
| Subtotal | | 369,521,049 | | | | |
| 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 | |
| Fairfield | Transit Capital | 1,512,898 | 28 | 11/20/19 | Fairfield | |
| Subtotal | | 6,573,727 | | | | |

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 | | | |

5809 - 99400C Elderly & Handicapped - Operations

| | | | | | |
|-----------------|--------------------|------------------|----|----------|-------------|
| Fairfield | Transit Operations | 897,507 | 29 | 11/20/19 | Fairfield |
| Fairfield | Transit Operations | 213,518 | 29 | 11/20/19 | Suisun City |
| Subtotal | | 1,111,025 | | | |

5812 - 99400D Planning & Admin - Operating

| | | | | | |
|-----------------|-----------------------------|------------------|----|----------|------|
| NVTA | Planning and Administration | 1,481,900 | 24 | 09/25/19 | NVTA |
| Subtotal | | 1,481,900 | | | |

TOTAL 394,318,187

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 09/25/19-C
11/20/19-C 12/18/19-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).

On July 24, 2019, Attachment A was revised 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).

On September 25, 2019, Attachment A was revised to allocate funds to Golden Gate Bridge, Highway, and Transportation District (Golden Gate), Napa Valley Transportation Authority (NVTA), Solano County Transit (SolTrans), and Solano Transportation Authority.

On November 20, 2019, Attachment A was revised to allocate funds to AC Transit, Golden Gate, LAVTA, Marin Transit, Santa Rosa, and Sonoma County, and Tri Delta Transit. Funds are being rescinded from County Connection and VTA.

On December 18, 2019, Attachment A was revised to allocate funds to SamTrans.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, July 10, 2019, September 4, 2019, November 13, 2019, and December 11, 2019.

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

Re: Allocation of Fiscal Year 2019-20 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4381

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2019-20 STA funds; and

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4355, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

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

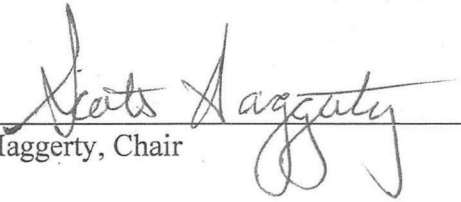
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Date: June 26, 2019
 Referred by: PAC
 Revised: 07/24/19-C 09/25/19-C
 11/20/19-C 12/18/19-C

Attachment A
 MTC Resolution No. 4381
 Page 1 of 2

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2019-20

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

| Claimant | Project Description | Allocation Amount | Alloc. Code | Approval Date | Apportionment Area |
|---|----------------------------------|--------------------|----------------|---------------|----------------------|
| 5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties | | | | | |
| Soltrans | Transit Operations | 1,057,109 | 16 | 09/25/19 | Solano County |
| | Subtotal | 1,057,109 | | | |
| 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 |
| GGBHTD | Transit Operations | 8,291,789 | 17 | 09/25/19 | GGBHTD |
| SamTrans | Transit Operations | 9,149,033 | 23 | 12/18/19 | SamTrans |
| SamTrans | Transit Operations | 5,327,497 | 24 | 12/18/19 | Caltrain |
| | Subtotal | 146,296,970 | | | |
| 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 | 10 | 07/24/19 | Alameda County |
| AC Transit | Transit Operations | 1,517,019 | 11 | 07/24/19 | Contra Costa County |
| LAVTA | Transit Operations | 1,834,900 | 12 | 07/24/19 | Alameda County |
| Sonoma County | Transit Operations | 2,133,337 | 13 | 07/24/19 | Sonoma County |
| ECCTA | Transit Operations | 3,167,597 | 14 | 07/24/19 | Contra Costa County |
| SFMTA | Transit Operations | 1,603,814 | 15 | 07/24/19 | San Francisco County |
| NVTA | Transit Operations | 1,928,357 | 18 | 09/25/19 | Napa County |
| CCCTA | Transit Operations | (533,329) | 03 | 11/20/19 | Contra Costa County |
| AC Transit | Transit Operations | 13,209 | 10 | 11/20/19 | Alameda County |
| AC Transit | Transit Operations | 3,387 | 11 | 11/20/19 | Contra Costa County |
| LAVTA | Transit Operations | 4,391 | 12 | 11/20/19 | Alameda County |
| Sonoma County | Transit Operations | 387,964 | 13 | 11/20/19 | Sonoma County |
| ECCTA | Transit Operations | 7,071 | 14 | 11/20/19 | Contra Costa County |
| Marin Transit | Transit Operations | 1,045,059 | 20 | 11/20/19 | Marin County |
| GGBHTD | Transit Operations | 1,559,474 | 21 | 11/20/19 | Marin County |
| Santa Rosa | Transit Operations | 2,102,652 | 22 | 11/20/19 | Sonoma County |
| | Subtotal | 27,619,962 | | | |

5820 - 6730A Operating Costs - Population-based MTC Regional Coordination

| | | | | | |
|----------|--------------------|-----------|----|----------|-----|
| MTC | Clipper Operations | 7,100,000 | 02 | 06/26/19 | MTC |
| Subtotal | | 7,100,000 | | | |

5822 - 6731C Paratransit - Operating - County Block Grant

| | | | | | |
|----------|--------------------|-----------|----|----------|--------------------|
| VTA | Transit Operations | 7,414,416 | 04 | 06/26/19 | Santa Clara County |
| VTA | Transit Operations | (600,000) | 04 | 11/20/19 | Santa Clara County |
| SamTrans | Transit Operations | 1,407,983 | 24 | 12/18/19 | San Mateo County |
| Subtotal | | 6,814,416 | | | |

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

| | | | | | |
|-----------|--------------------|-----------|----|----------|---------------|
| Solano TA | Planning and Admin | 1,461,293 | 19 | 09/25/19 | Solano County |
| Subtotal | | 1,461,293 | | | |

5821 - 6730B Capital Costs - Revenue-based

| | | | | | |
|----------|-----------------|-------------|----|----------|----------|
| SamTrans | Transit Capital | 4,477,945 | 26 | 12/18/19 | Caltrain |
| Subtotal | | 4,477,945 | | | |
| TOTAL | | 195,936,869 | | | |

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|-----------------------|---|----------------------|---|---------------------------------------|--|
| File #: | 19-1273 | Version: | 1 | Name: | |
| Type: | Report | Status: | | Consent | |
| File created: | 10/31/2019 | In control: | | Programming and Allocations Committee | |
| On agenda: | 12/11/2019 | Final action: | | | |
| Title: | Transit Performance Initiative - Investment Program Semi-Annual Update. Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program and minor scope modification on SFMTA Colored Lanes Round 2 Award. | | | | |
| Sponsors: | | | | | |
| Indexes: | | | | | |
| Code sections: | | | | | |
| Attachments: | 6g PAC 2f TPI Investment Program Update.pdf 2f TPI Investment Program Update.pdf | | | | |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

Subject:

Transit Performance Initiative - Investment Program Semi-Annual Update. Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program and minor scope modification on SFMTA Colored Lanes Round 2 Award.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 11, 2019

Agenda Item 2f

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 and minor scope modification on SFMTA Colored Lanes Round 2 Award.

Background: The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$90.9 million has been programmed to 31 projects, and 14 of these have been completed or are substantially completed. AC Transit reports results of the Line 97/South Alameda project a 17% improvement in transit travel times in the northbound direction. 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 May through November 2019. Please refer to attachments A and B for further information.

SFMTA Colored Lanes Minor Scope Modification Request

In the second competitive round of the TPI Investment program, SFMTA was awarded \$1 million for the Colored Lanes on MTA Rapid Network Project, which planned to colorize existing transit lanes along several Muni rapid corridors. SFMTA proposes a minor scope modification to change one Colored Lanes location from West Portal Avenue to a lane of identical length on Stockton Street. The proposed change is in keeping with the goals and scope of the Colored Lanes project, and the expected benefits significantly exceed the previously planned corridor. Further detail is available in Attachment C. Staff recommends approving SFMTA's request for a minor scope modification on this portion of the Colored Lanes project. Because the project title will remain the same, no changes are required to the original project programming in MTC Resolution No. 4035, Revised.

Reinvestment of Project Savings in Corridors

Three additional scope changes have been requested by project sponsors, all under the TPI savings policy or allowable in the scope of the project, and therefore may be approved at the staff level. The TPI savings policy, as approved by the Commission in MTC Resolution No. 4273, Revised, allows project savings to be used to "expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor". Requests from SFMTA, LAVTA, and VTA totaling approximately \$475,000 have been

reviewed and approved by staff and are provided here as part of the informational semi-annual update. Additional information is provided in Attachment C.

Issues: None

Recommendation: Receive the TPI Investment Program Semi-Annual Report as an information item and refer the SFMTA Colored Lanes minor scope modification request to the Commission for approval.

Attachments: Attachment A: Summary of TPI Investment Project by Round
Attachment B: TPI Investment Program Project Updates Presentation Slides
Attachment C: Detail on Minor Scope Modification Request and Reinvestments of Project Savings



Therese W. McMillan

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> | \$5.4 |
| | N-Judah Customer First* <i>Substantially Complete</i> | \$2.4 |
| | Colored Lanes on MTA Rapid Network* | \$3.0 |
| | 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 |

*In July 2015, MTC approved reprogramming of \$3 million from the SFMTA Round 1 N-Judah Customer First project to the Colored Lanes on MTA Rapid Network project

**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>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 |
|--------------------------------|---------------|

Agenda Item 2f – Attachment B
Programming & Allocations Committee
December 11, 2019

Transit Performance Initiative – Investment Program Project Updates



Fairgrounds/SR-37 Bus Stop

TPI Investment Program Summary

- \$91 million (federal STP/CMAQ funds and Cap and Trade LCTOP program)
- Round 1 and 2 projects either complete or entering/under construction
- Round 3 and 4 projects either in design or entering construction
- 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> | \$5.4 |
| N-Judah Customer First <i>Substantially Complete</i> | \$2.4 |
| Bus Stop Consolidation and Roadway Modification (9-San Bruno) <i>Complete</i> | \$4.1 |
| Colored Lanes on MTA Rapid Network | \$4.0 |
| 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>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

- Installation of info panels is complete
- Stop branding was delayed for additional accessibility review, but is now moving forward again
- Bus branding design issues expected to be resolved soon, implementation will begin next year

N-Judah

- TSP, lane colorization, camera elements complete
- Stop branding was delayed for additional accessibility review, but is now moving forward again

9-San Bruno

- Project is complete, savings are being evaluated and could be used for further improvements on the corridor



Light Rail TSP

- Agreements with Cities of Santa Clara and San José for local implementation of TSP continued to be delayed, holding up project progress.
 - Santa Clara agreement is moving forward and is expected to be finalized by the end of 2019
 - San José agreement is held up over concerns about the planned technology
- Currently developing TSP parameters to be tested in Sunnyvale by the end of 2020
- Equipment has been manufactured and shipped



2nd Round Project Updates



Geary Rapid Project Phase 1

- Initial implementation resulted in 1-2 minutes of peak hour transit travel time savings
- First two construction contracts underway and on schedule
- Steiner bridge demolition and West of Van Ness construction bids came in under estimate; procurement slightly delayed due to ATU labor lawsuit, work expected to begin early 2020
- Colorization of transit lanes is being deferred until repaving is complete in 2021

Colored Lanes on Rapid Network

- Fremont St, Clay St, and additional lanes near Transbay Terminal completed
- Fourth St anticipated to be complete in 2019



Line 97/South Alameda

- Project close-out was completed in the summer
- Leveraged additional funding to deliver full scope of original request, extending from Bayfair Station to Union City
- The after-study found:
 - Northbound travel times decreased by 12% overall and 17% in the PM peak
 - The percentage of vehicles that arrived on green (and therefore did not need to stop) increased by 7% to 11%, depending on time of day and travel direction

3rd Round Project Updates



El Camino Real TSP

- Final design is completed and installation contract awarded
- Pilot installations currently underway and complete installations are expected to begin late 2019 or early 2020.



Light Rail Crossovers and Switches Project

- \$500k reprogrammed by MTC and incorporated into TIP, fully executed grant from FTA expected Spring 2020 at earliest



Bay Bridge Forward

- **West Grand TSP** – 35% design is nearly complete pending the cities' approval, outreach along the corridors has been initiated
- **Double-Decker Bus Wash** – Design of the project is complete and bids on the project are under evaluation. The contract is expected to be approved by the AC Transit Board in November, and project completion is planned by the end of 2020.



AC Transit San Pablo/Telegraph

- Both corridors currently in design and construction management contracts have been awarded
- Telegraph Avenue expected to complete design in Spring 2020 with construction starting late 2020
- San Pablo Avenue design is expected to be complete in early 2020, with construction complete as early as summer 2020.

4th Round (North Bay)

Project Updates



Santa Rosa CityBus New Transit System Optimization

- 4G installation and electrical work for kiosks will occur in November 2019
- Design work for full installation of hubs underway
- Procurement for mobile ticketing, real time signage, and transit hubs underway
- All elements expected complete by June 2020

Novato Downtown SMART Station



Phase 2 (signaling, systems, station amenities)

- Major construction complete, contractor continues to install lighting and station amenities
- Project completion expected concurrent with opening of SMART Larkspur extension in late 2019

Phase 3 (former Depot site improvements)

- Agreement with developer/operator in-progress
- City is seeking funding for phase



Novato SMART Station Construction Progress

4th Round (North Bay) Project Updates



SolanoExpress Fairgrounds Drive/SR-37 Bus Stop

- Construction is complete and project is in-service
- New Red Line service started July 1, 2019, connecting three cities, four PDAs, and four regional transit systems
- In the first quarter of operation, there were approximately 200 average weekday boardings to the Red line at the Fairgrounds stop



Fairgrounds/SR-37 bus stop



NVTA Imola Ave and SR-29 Express Bus Improvements

- Design, engineering, and environmental contract awarded April 2019 and expected to be complete in summer 2020
- Construction groundbreaking could occur shortly after design completion, once funding secured

FY2017-18 and 2018-19 Low Carbon Transit Operations Program (LCTOP)



San Leandro BART Transit Access Improvements

- Construction underway, completion expected at the end of 2019 or shortly thereafter
- Transit center includes a bus island equipped for 4 BRT buses and designed for 5-min BRT headways

Dumbarton IDEA

- Design contract awarded in June, construction expected to start in Spring 2020 and last for six months
- Portions of the corridor improvements will be completed by MTC (under the Dumbarton Forward project) and private partners (Facebook and Stanford)



San Leandro Transit Center
Construction Progress



Mission Bay Loop

- Construction is complete on most project elements
- Completion date delayed to end of 2019

West Portal Optimization and Crossover Activation

- Planning complete and construction initiated
- Expected complete in mid-2021



North First Street Light Rail Speed and Safety Improvements

- Design still in progress
- TBD project to substitute for Zero Emission Bus Purchase 2021**

- MTC is working with VTA to identify an eligible replacement project, which will be reported starting next semi-annual update

Scope Modification and Savings Policy Requests

Minor scope modification request (requires commission approval): SFMTA Colored Lanes

- SFMTA has requested scope modification from West Portal Avenue to Stockton Avenue
 - No problems with non-colored transit lane compliance on West Portal Ave
 - Coloring lane expected to reduce violations by 45% to 55% on Stockton
 - Stockton Ave is same length and cost (\$250,100); serves 72,000 weekday riders

Savings Requests (reviewed and approved by staff)

- **SFMTA Colored Lanes**
 - Request to extend Fourth St colorization an additional block from Howard to Folsom Street
 - Utilize \$111,725 in savings achieved through lower-than-expected costs on previous work
- **LAVTA Dublin Boulevard**
 - Request to expand the TSP system to more intersections and update the GPS technology
 - Improve on-time performance and enable monitoring and adjustment of the system
 - \$305,000 in savings achieved by utilizing a cheaper technology for customer interface
- **VTA 323 Stevens Creek**
 - Request to add a central monitoring system for the previously installed TSP
 - Maintain travel time savings achieved by the original project
 - Utilize use up to \$60,000 in savings from the original project



Detail on Minor Scope Modification Request and Reinvestments of Project Savings

This attachment provides detail of the Transit Performance Initiative (TPI) Capital Investment Program project scope change and project saving reinvestment requests received during this reporting period. The first request for a minor scope modification to the SFMTA Colored Lanes project requires commission approval. The remaining three requests have been reviewed and approved at the staff level per existing project scope or TPI savings policy and are provided as part of the informational semi-annual update.

SFMTA Colored Lanes Minor Scope Modification Request

The SFMTA Colored Lanes project planned to colorize existing transit lanes along several Muni rapid corridors. To-date, two of these corridors have been completed, as have additional lanes near the Transbay Transit Center added through project savings, and a third is planned for completion by the end of 2019. A fourth installation was planned for West Portal Avenue, but additional observation of traffic behavior on this corridor has found little to no violations in the existing transit lanes and colorization is not expected to result in a significant benefit to compliance or travel times. SFMTA is proposing a minor scope adjustment to change the planned colorization on West Portal Avenue to a segment of identical length on Stockton Street, between Bush and Market Streets. Because the segments are of identical length, the cost to colorize Stockton Street would be equivalent to the cost to colorize West Portal Avenue of \$250,100. SFMTA anticipates that colorizing Stockton Street will reduce violations in the lane by 45% to 55%. The transit-only lanes on Stockton Street serve lines 8, 8AX, 30, and 45, totaling 72,000 weekday riders – approximately the same ridership as West Portal Avenue, which serves 73,500 weekday riders on lines KT and M.

Summary of Reinvestments of Project Savings

The following requests for reinvestment of project savings to expand the scope of existing projects have been reviewed and approved by staff, as allowed either in the project scope or under the TPI savings policy. The policy allows for savings to be applied to additional improvements within the same project corridor without reprogramming to a new project. Details are provided here as part of the informational semi-annual update, and summarized in the table below

| Project Title | Original TPI Amount | Savings Amount |
|------------------------|----------------------------|-----------------------|
| SFMTA Colored Lanes | \$1,000,000 | \$111,725 |
| LAVTA Dublin Boulevard | \$1,000,000 | \$305,000 |
| VTa Limited 323 TSP | \$712,888 | \$60,000 |

SFMTA Colored Lanes – Fourth Street Extension

SFMTA is planning to extend the existing 24/7 transit-only lanes on Fourth Street an additional block south from Howard to Folsom St. The TPI Colored Lanes project includes colorization on Fourth Street from Market to Howard, planned to be completed by the end of 2019. SFMTA is requesting to extend the colored lanes to include the additional block of transit-only lane. This addition would cost \$111,725 and could be accommodated in the project savings achieved due to lower than expected costs to install the colorized lanes. The Colored Lanes project scope as originally awarded allows for additional locations to be colorized as funds permit.

LAVTA Dublin Boulevard – TSP Upgrade and Expansion

In the second competitive round of the TPI investment program, \$1 million was awarded to the Dublin Boulevard Transit Performance Initiative Project, which planned to acquire and install signal control technology at 27 intersections on the Dublin Boulevard corridor along with other corridor upgrades and an updated customer interface portal. The signal work was completed, and savings on this project were achieved by utilizing a phone app rather than developing a more expensive information portal. LAVTA is proposing to use approximately \$305,000 in savings for a related project to upgrade GPS technology and expand the existing TSP system on Dublin Boulevard. The new technology will increase the number of intersections with TSP and provide LAVTA with real-time information about TSP utilization. The project will improve on-time performance of the rapid routes on Dublin Boulevard and allow LAVTA to monitor the performance of the system and make adjustments to optimize it. This request falls under the TPI savings policy.

VTA Limited 323 Transit Signal Priority Project – Central Monitoring System

In the first competitive round of the TPI investment program, \$712,888 was awarded to the VTA Stevens Creek – Limited 323 Transit Signal Priority Project, which implemented transit signal priority (TSP) on West San Carlos Street and Stevens Creek Boulevard for the Limited Route 323. The project improved overall travel times by approximately two minutes. VTA proposes to apply up to \$60,000 in savings to procure networking equipment for a TSP central monitoring system. The system will monitor and proactively address any issues within the system in a timely manner. In order to maintain the travel time savings achieved by the TSP project, VTA is continually adjusting the schedule along the route to avoid bus bunching, requiring the TSP equipment to be always online and in working order. The monitoring system will allow staff to quickly identify faults in the system, including the notification of appropriate staff to take corrective actions to keep the buses and TSP equipment operating and on schedule. This request falls under the TPI savings policy.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

| | | | | | |
|----------------------|--|----------------------|---|--------------------------|--|
| File #: | 20-0011 | Version: | 1 | Name: | |
| Type: | Resolution | Status: | | Commission Approval | |
| File created: | 11/27/2019 | In control: | | Administration Committee | |
| On agenda: | 12/11/2019 | Final action: | | | |
| Title: | MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) - Amendment | | | | |

A request that the Committee authorize the referral of MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) - Amendment #2, which would add two new grant awards and a final SB 1 allocation, to the Commission for approval.

Sponsors:

Indexes:

Code sections:

Attachments: [7a Admin 3b Reso-4370 Revised FY2019-Amendment2.pdf](#)
[3b Reso-4370 Revised FY2019-Amendment2.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|--------------------------|--------|--------|
| 12/11/2019 | 1 | Administration Committee | | |

Subject:

MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) - Amendment

A request that the Committee authorize the referral of MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) - Amendment #2, which would add two new grant awards and a final SB 1 allocation, to the Commission for approval.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Administration Committee**

December 11, 2019

Agenda Item 3b

**MTC Resolution No. 4370, Revised –
FY 2019-20 Overall Work Program (OWP) – Amendment #2**

Subject: Staff requests that the Committee authorize the referral of MTC Resolution No. 4370, Revised – FY 2019-20 Overall Work Program (OWP) – Amendment #2, which would add two new grant awards and a final SB 1 allocation, to the Commission for approval.

Background: The Fixing America's Surface Transportation Act (FAST Act) calls for the development of the OWP by the federally-designated Metropolitan Planning Organization (MPO). The Metropolitan Transportation Commission (MTC), as the federally designated MPO for the nine-county San Francisco Bay Area region, annually develops and maintains the OWP. The OWP is the principal document governing the budget, allocation, and use of federal and state transportation planning funds in the nine-county San Francisco Bay Area region.

The FY 2019-20 OWP is developed in consultation and coordination with the region's transit operators, congestion management agencies (CMAs), the Association of Bay Area Governments, Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The Final FY 2019-20 OWP includes Caltrans' Unified Work Program and transportation and air quality related planning activities proposed for the nine-county San Francisco Bay Area region for the state fiscal year July 1, 2019 to June 30, 2020.

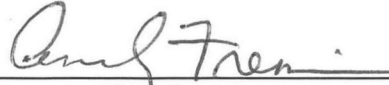
The FY 2019-20 OWP was approved by MTC on June 26, 2019 and was jointly approved by FHWA and FTA on June 30, 2019 and amended on September 25, 2019.

The OWP is subject to periodic adjustments resulting from changes in activities and deliverables as well as revisions in revenues and expenditures during the fiscal year. The proposed Amendment No. 2 to the FY 2019-20 OWP accounts for the \$4,869,279 in unspent carryover federal planning and state funds from FY 2017-18 and FY 2018-19. A breakdown of the proposed reallocations can be found in **Attachment 1**.

MTC's OWP for FY 2019-2020 is available to view/download on MTC's website at https://mtc.ca.gov/sites/default/files/FINAL_FY_2019-20_OWP.pdf.

Recommendation: Staff recommends that this Committee refer MTC Resolution No. 4370, Revised to the Commission for approval, which would amend the OWP to add two new grant awards and a final SB1 allocation.

Attachments: Attachment 1 – Breakdown of Proposed Reallocations; and
MTC Resolution No. 4370, Revised



Andrew B. Fremier

Attachment 1 – Breakdown of Proposed Reallocations

| Work Element | Program Description | Carryover Funding | Proposed Reallocation |
|--------------|--|---------------------|-----------------------|
| | FHWA Metropolitan Planning Funds (PL) | | |
| 1122 | Analyze Regional Data Using GIS and Planning Models | | 338,798 |
| 1129 | Economic Development and Forecasting | | 125,000 |
| 1615 | Connecting Housing and Transportation | | 209,933 |
| | Total | \$ 673,731 | \$ 673,731 |
| | FTA 5303 Statewide & Metropolitan Planning | | |
| 1122 | Analyze Regional Data Using GIS and Planning Models | | 166,862 |
| 1129 | Economic Development and Forecasting | | 125,000 |
| 1112 | Implement Public Information Program and Tribal Government Coordination | | 2,000 |
| 1233 | Transportation Asset Management (TAM) | | 254,549 |
| 1517 | Transit Sustainability/Planning | | 1,272,538 |
| | Total | \$ 1,820,949 | \$ 1,820,949 |
| | FTA 5304 Strategic Partnerships - Transit Grants | | |
| 1619 | Diridon Integrated Station Concept Plan | | 500,000 |
| | Total | \$ 500,000 | \$ 500,000 |
| | RMRA (SB1) SC Formula & Competitive Grants | | |
| 1121 | Regional Transportation Plan/Sustainable Communities | | 661,712 |
| 1122 | Analyze Regional Data Using GIS and Planning Models | | 64,013 |
| 1128 | Resilience and Hazards Planning | | 76,310 |
| 1611 | Priority Development Area (PDA) Planning and Implementation | | 317,066 |
| 1616 | Regional Advance Mitigation Program (RAMP) | | 45,265 |
| 1617 | Technical Assistance Strategic Planning | | 37,676 |
| | Total | \$ 1,202,042 | \$ 1,202,042 |
| | PTA Adaptation Planning Grants -SB1 | | |
| 1415 | East Palo Alto and Dumbarton Bridge Resilience Study | | 161,839 |
| 1613 | Accelerating Implementation of Local and Regional Resilience to Climate Change | | 202,117 |
| | Total | \$ 363,956 | \$ 363,956 |
| | SHA Sustainable Communities Grants | | |
| 1313 | Sustainable Communities and Climate Resilience for People with Disabilities | | |
| | Total | \$ 308,601 | \$ 308,601 |
| | Total Carryover | \$ 4,869,279 | \$ 4,869,279 |

Date: May 22, 2019
W.I.: 1152
Referred by: Administration Committee
Revised: 09/25/19-C
12/18/19-C

ABSTRACT

MTC Resolution No. 4370, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2019-20, certifies that the planning process of the Metropolitan Transportation Commission (MTC) is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation (DOT), and authorizes MTC's Executive Director to apply for and execute agreements with the DOT for grants to aid in the financing of the OWP.

Attachment C to the resolution was revised on September 25, 2019 to add two new grants and a final SB1 allocation of \$64,013. The two new grants are: a new SB1 Adaptation Planning grant for State Route 37 Resilient Corridor Program for Marin and Sonoma Counties for \$500,000 and an FTA 5304 Strategic Partnerships grant for BART Metro 2030 and Beyond for \$466,559.

Attachment C to the resolution was revised on December 18, 2019 to add \$2,994,680 FHWA PL, FTA 5303 and FTA 5304 of unspent carryover funds from FY2017-18 and FY2018-19, as well as \$1,874,599 SB1 Formula and Competitive grants.

Further discussion of the OWP is contained in the Cover Memorandum dated May 8, 2019 and the Administration Committee Summary Sheets dated September 4, 2019 and December 11, 2019.

Re: Overall Work Program for Fiscal Year 2019-20, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4370

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

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

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

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

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2019-20 has been prepared by MTC, the Association of Bay Area Governments, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA); and

WHEREAS, the OWP for Fiscal Year 2019-20 includes Caltrans' Unified Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2019-20; and

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

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's Overall Work Program for fiscal year 2019-20; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2019-20 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

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

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2019-20 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Date: May 22, 2019
W.I.: 1152
Referred by: Admin

Attachment A
Resolution No. 4370
Page 1 of 1

Attachment A is the FY 2019-20 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4370
Page 1 of 1

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

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

Date: May 22, 2019
W.I.: 1152
Referred by: Admin
Revised: 09/25/19-C
12/18/19-C

Attachment C
Resolution No. 4370
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2019-20 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

Amendment No. 1 to the FY2019-20 OWP adds a new SB1 Adaptation Planning grant in the amount of \$500,000 for State Route 37 Resilient Corridor Program for Marin and Sonoma Counties and an FTA 5304, grant for BART Metro 2030 and Beyond in the amount of \$466,559, as well as a final SB1 allocation of \$64,013.

Amendment No. 2 to the FY2019-20 OWP adds the following unspent carryover funds from FY2017-18 and FY2018-19. FHWA Metropolitan (PL) \$673,731.10; FTA 5303 Statewide & Metropolitan Planning \$1,820,948.70; FTA 5304 Strategic Partnerships \$500,000; SB1 Sustainable Communities \$1,202,042.46; Adaptation Planning Grants totaling \$363,955.86; and SB1 Sustainable Communities Competitive Grants \$308,600.60.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1258 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/31/2019 **In control:** Programming and Allocations Committee
On agenda: 12/11/2019 **Final action:**
Title: MTC Resolution No. 4398, Revised. 2020 Regional Transportation Improvement Program (RTIP) Program of Projects.

Program of Projects for the 2020 Regional Transportation Improvement Program (RTIP), totaling approximately \$122 million in new programming for the Bay Area.

Sponsors:

Indexes:

Code sections:

Attachments: [8a PAC 4a Reso-4398 RTIP.pdf](#)
[4a Reso-4398 RTIP.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 12/11/2019 | 1 | Programming and Allocations Committee | | |

Subject:

MTC Resolution No. 4398, Revised. 2020 Regional Transportation Improvement Program (RTIP) Program of Projects.

Program of Projects for the 2020 Regional Transportation Improvement Program (RTIP), totaling approximately \$122 million in new programming for the Bay Area.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

December 11, 2019

Agenda Item 4a

MTC Resolution No. 4398, Revised

Subject: Program of Projects for the 2020 Regional Transportation Improvement Program (RTIP), totaling approximately \$122 million in new programming for the Bay Area.

Background: MTC is responsible for developing the region's funding priorities for the RTIP and submitting the proposed projects to the California Transportation Commission (CTC) for adoption into the State Transportation Improvement Program (STIP). MTC approved Resolution No. 4398 in September, which established policies, procedures, project criteria, schedule, and funding targets for the 2020 RTIP. This revision to the resolution adopts MTC's program of projects due to the CTC by December 15, 2019; CTC will adopt the 2020 STIP in March 2020.

The 2020 STIP covers the fiscal years 2020-21 through 2024-25 and provides about \$116 million in new programming capacity to the nine-county MTC region. Senate Bill (SB) 1, signed by the governor in 2017, stabilized the revenues for the State Highway Account that funds the STIP. The Bay Area County Transportation Agencies (CTAs) submitted their final project nominations to MTC in November, which included updates to existing project funding plans and schedules.

Program Highlights

The table below summarizes MTC's proposed RTIP programming by county. The table identifies MTC's regional set aside* of \$46 million, which the Commission reserved for regional priorities. Since MTC is not ready to program the \$46 million regional set aside this cycle, this programming capacity is available to advance other projects. Attachments 1-3 include additional discussion and analysis of MTC's proposed 2020 RTIP.

| County <u>All figures in</u> <u>\$1,000s</u> | New Prog. Capacity (a) | Regional Set Aside* (b) | New Proposed Prog. (c) | Balance w/Set Aside (a+b-c) | Balance w/o Set Aside (a-c) |
|---|---|--|---|--|--|
| Alameda | 34,669 | -5,063 | 29,395 | 211 | 5,274 |
| Contra Costa | 36,253 | -31,090 | 5,163 | - | 31,090 |
| Marin | - | -571 | 155 | -726 | -155 |
| Napa | 2,460 | -376 | 22,747 | -20,663 | -20,287 |
| San Francisco | 9,918 | -1,548 | 8,370 | - | 1,548 |
| San Mateo | 9,201 | -1,598 | 7,603 | - | 1,598 |
| Santa Clara | 12,569 | -3,632 | 8,937 | - | 3,632 |
| Solano | 10,261 | -945 | 39,256 | -29,940 | -28,995 |
| Sonoma | 545 | -1,177 | 314 | -946 | 231 |
| Total | 115,876 | -46,000 | 121,940 | -52,064 | -6,064 |

* \$46M Regional set-aside: \$31 million from Caldecott Tunnel/ARRA Exchange and \$15 million from funds redirected from SFOBB Gateway Park project. Commission committed these funds for Caltrain Electrification contingency (first priority) and the OBAG2 Housing Incentive Program (second priority).

Senate Bill 1 Competitive Program and Share Advancements

Three CTAs propose RTIP funds to match their proposed SB1 projects:

- Napa: \$20.6 million for the Soscol Junction project
- Santa Clara: \$8 million for the US-101 Express Lanes Phase 5 project
- Solano: \$34 million for the I-80 HOV Lanes project
- The programming of RTIP funds does not commit the Commission to nominate these projects for SB1 funding, which will be the subject of future commission action.

Santa Clara's RTIP request is within its available county share. Napa and Solano propose county share advancements to leverage funding for SB1 competitive program nominations, consistent with MTC policy. Attachment 4 includes request letters from NVTa and STA.

Issues:

1. Regional Set-Aside. Napa's Soscol Junction and Solano's I-80 Managed Lanes projects can advance funding because MTC is not programming \$46 million of RTIP funds reserved for Caltrain Electrification contingency and the Housing Incentive Program (HIP). Since neither program is ready to program the \$46 million at this time, staff recommends allowing Napa and Solano to use this capacity to advance their RTIP shares; however, even with the \$46 million available, the region must advance an additional \$6 million. Programming the \$46 million will be a top priority of the 2022 RTIP.
2. Contingency Projects. If a SB1 nomination is not awarded funding, MTC may propose substitute STIP projects to replace STIP funds matching unsuccessful nominated projects. MTC staff will work with the unsuccessful county(ies) to identify replacement STIP projects and may return to this committee to approve the change(s) via STIP amendment. Staff also recommends including a contingency project listing, shown in a separate table in MTC Resolution No. 4398, Revised – Attachment B.
3. AC Transit. ACTC notified MTC of its intent to program AC Transit's Bus Procurement project for \$13 million in RTIP funds. MTC recommends including this programming in the 2020 RTIP, contingent upon ACTC commission action in January 2020. ACTC's letter of intent is included as Attachment 5.

Recommendation: Refer MTC Resolution No. 4398, Revised to the Commission for approval, and direct staff to transmit the draft RTIP list to the California Transportation Commission after Committee referral.

Attachments:

Attachment 1 – MTC 2020 RTIP Summary
Attachment 2 – Proposed 2020 RTIP Summary Charts
Attachment 3 – Summary of 2020 RTIP Changes to Existing Projects
Attachment 4 – County Share Advance Request Letters
Attachment 5 – ACTC Letter of Intent to Program an AC Transit Project
MTC Resolution No. 4398, Revised – Attachment B


Therese W. McMillan

Attachment 1: MTC's 2020 Regional Transportation Improvement Program Summary

Funding and Significant Projects

The 2020 State Transportation Improvement Program (STIP) Fund Estimate identifies roughly \$116 million in new programming capacity for the Bay Area. Five of the nine Bay Area counties propose new projects for RTIP funding. Alameda and Santa Clara Counties added new capacity to existing projects, and Marin and Sonoma Counties do not have new programming capacity since those counties are still paying back prior STIP advances.

Each County Transportation Agency (CTA) provided MTC with its final project listing by November 1. ACTC is proposing a change to its submittal. ACTC board action for this change is scheduled for January. The full listing of projects is included in Attachment B to MTC Resolution No. 4398, Revised. Table 1, below, shows proposed 2020 RTIP projects requesting over \$5 million in RTIP funds.

Table 1: New 2020 RTIP Programming Over \$5 million (\$1,000s)

| County | Project Description | 2018 RTIP Prog. Amount | 2020 RTIP Prog. Amount | Total Amount |
|---------------|--|------------------------------|------------------------------|-----------------|
| Alameda | I-80 Gilman Interchange Reconstruction and Access Improvements | \$25.8 | \$15.4 | \$41.2 |
| Alameda | Replacement of Transbay Buses | \$ - | \$13.1 | \$13.1 |
| Napa | Soscol Junction (SR 29/221/Soscol Ferry Road) | \$12.2 | \$20.6 | \$32.8 |
| San Francisco | New Flyer Midlife Overhaul - Phase III | \$ - | \$7.9 | \$7.9 |
| San Mateo | US 101 Managed Lane Project North of I-380 | \$ - | \$7.2 | \$7.2 |
| Santa Clara | Silicon Valley Express Lanes Program - Phase 5 | \$10.6 | \$7.9 | \$18.5 |
| Solano | SR-37 Project/Fairgrounds Interchange Project | \$ - | \$5.0 | \$5.0 |
| Solano | Solano I-80 Managed Lanes Project | \$ - | \$34.0 | \$34.0 |

Attachment 2 to this memo includes two charts that summarize the proposed 2020 RTIP based on mode for each county and the overall project type summary.

2020 STIP Fund Estimate

The 2020 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, FY 2023-24 and FY 2024-25. No new capacity is identified for the first three years. Due to the lack of new capacity in the early years of the STIP, projects with cost increases that are

currently programmed in the first three years of the STIP may be delayed by the CTC to the last two years of the STIP.

Remaining Commitments

Through previous RTIPs, MTC has committed funding to various projects and programs. MTC memorialized these priorities in the RTIP Policies and Procedures. Transit projects have been a significant beneficiary of these commitments. Both Alameda and San Francisco continue to prioritize transit projects in their programs, continuing to spend down the regional transit commitments. These commitments are addressed or retired as part of the new funding in the 2020 RTIP. Table 3 below summarizes the remaining commitments and their status.

Table 3: Remaining RTIP Commitments (\$millions)

| County | Original Project | Current Commitment | Current Amount | 2020 RTIP | Remaining Balance |
|---------------|--|---|-----------------------|------------------|--------------------------|
| Alameda | AC Transit Bus Rapid Transit (BRT) | Replacement of Transbay Buses | \$13.1 | \$13.1 | \$0 |
| Alameda | Caldecott Tunnel (ARRA Exchange) | Housing Incentive Program* | \$2.0 | \$0** | \$2.0 |
| Contra Costa | Caldecott Tunnel (ARRA Exchange) | Housing Incentive Program* | \$29.0 | \$0** | \$29.0 |
| San Francisco | Central Subway | MTA Light Rail Restoration Program** | \$40.7 | \$7.9 | \$32.8 |
| San Francisco | Presidio Parkway (Doyle Drive) | MTC Regional Operations (FPI, CDI, Express Lanes) | \$34.0 | \$0 | \$34.0 |
| San Francisco | Caltrain Downtown Extension | TBD | \$17.8 | \$0 | \$17.8 |
| Sonoma | US-101 Marin-Sonoma Narrows | OBAG 2 Exchange | \$3.4 | \$0 | \$3.4 |
| Region-wide | Improved Bike/Ped Access to Bay Bridge | Housing Incentive Program* | \$15.0 | \$0** | \$15.0 |
| Total | | | \$ 155.0 | \$21.0 | \$134.0 |

Notes on Table 3:

- * Per MTC Resolution No. 4267, these funds totaling \$46 million are first committed as an additional contingency for the Caltrain Electrification project. MTC Resolution No. 4398 directs these funds to the Housing Production and Preservation Incentive Program (HIP) if not needed for Caltrain Electrification.
- ** Since Central Subway is already under construction, San Francisco CTA will program its RTIP commitment to other SFMTA projects to free up locally-controlled funds as payback to Central Subway.

Senate Bill 1 Competitive Programs

Three projects are being proposed in the 2020 RTIP to match SB1 competitive program nominations. The Napa Valley Transportation Authority (NVTA) proposes \$20.6 million for the Soscol Junction project; Santa Clara Valley Transportation Authority (VTA) proposes \$8 million

for the US-101 Express Lanes Phase 5 project; and Solano Transportation Authority (STA) proposes \$34 million for the I-80 HOV Lanes project.

Contingency Projects for RTIP Match on SB1 Competitive Program Nominations

If a SB1 nomination is not awarded funding, MTC may propose substitute STIP projects to replace STIP funds matching unsuccessful nominated projects. This is consistent with CTC's STIP Guidelines. MTC staff will work with the unsuccessful county(ies) to identify replacement STIP projects within their county share and may return to the Programming and Allocations Committee to approve the change(s) via STIP amendment. Staff may also consider exchange opportunities with Bay Area CTAs, where MTC programs RTIP funds in exchange for local funds. The local funds would then be reserved for Caltrain Electrification contingency and the OBAG2 Housing Incentive Program, as approved by the Commission. The Contra Costa Transportation Authority (CCTA) expressed interest in an exchange arrangement if its sales tax measure passes in March 2020. A project listing for known contingency projects is shown in a separate table in MTC Resolution No. 4398, Revised – Attachment B.

Bicycle and Pedestrian Investments

The 2020 RTIP includes important investments in bicycle and pedestrian infrastructure. The Alameda County Transportation Commission (ACTC) proposes an additional \$15.4 million to the I-80 Gilman Interchange project, which includes a new bike and pedestrian overcrossing and upgrades adjacent bikeway infrastructure. The additional programming also leverages a \$4.1 million competitive ATP grant. In Napa County, NVTA's RTIP share includes funds committed to various projects benefitting the Napa Valley Vine Trail project.

Transit Program Investments

The 2020 RTIP includes one new major transit project focused on maintaining aging transit assets in a state of good repair. The San Francisco County Transportation Authority (SFCTA) proposes \$8 million for the midlife overhauls on fourteen 40-foot and 60-foot electric trolley or motor coaches operated by the San Francisco Municipal Transportation Agency (SFMTA). The project achieves the region's goal of "fix it first" – maintaining the region's existing transportation assets in a state of good repair. Further, ACTC notified MTC of its intent to program \$13 million in RTIP funds to Replacement of Transbay Buses project. MTC recommends including this programming in the 2020 RTIP, contingent on ACTC's programming approval in January 2020.

Interregional Transportation Improvement Program

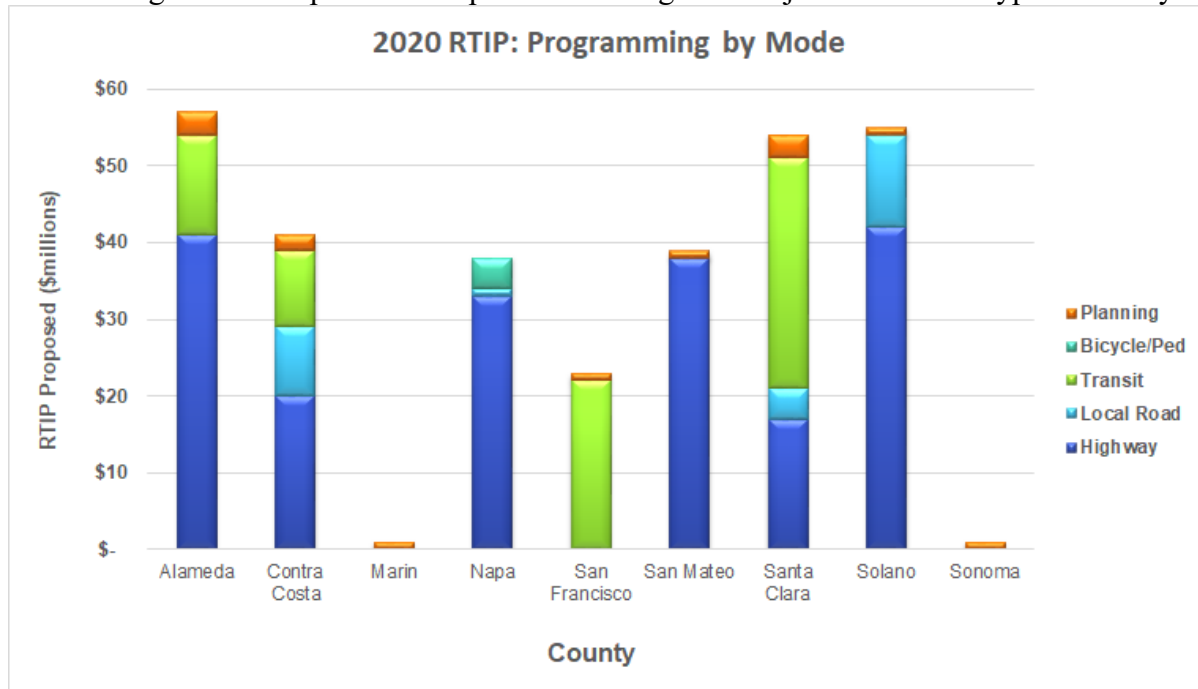
The 2020 STIP Fund Estimate identifies \$52 million in new programming capacity for Caltrans's Interregional Transportation Improvement Program (ITIP) – which represents a portion of the total STIP. Caltrans does not propose programming any new ITIP projects in the Bay Area.

Upcoming Actions

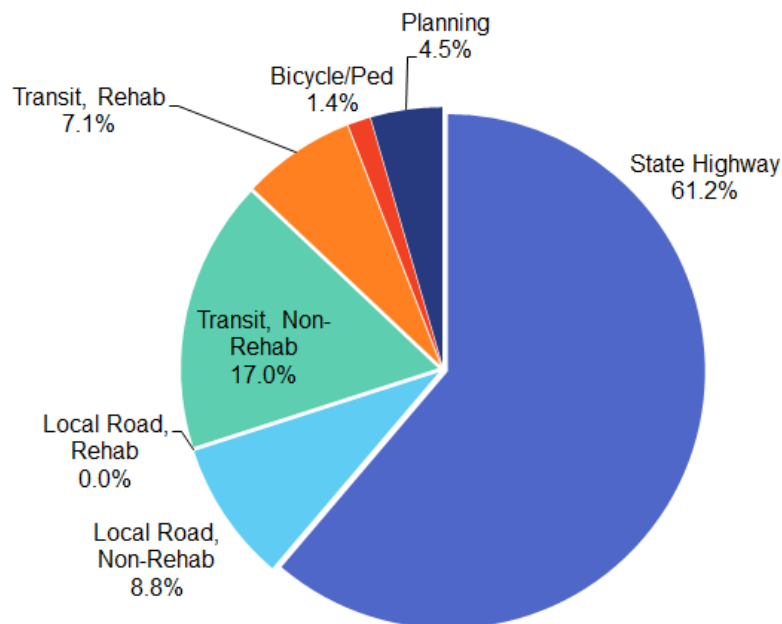
MTC will submit the 2020 RTIP to the California Transportation Commission in December 2019. CTC will hold two hearings on the STIP in early 2020 and will release staff recommendations in late February 2020. CTC is scheduled to adopt the 2020 STIP, of which MTC's RTIP is a part, on March 25, 2020.

Attachment 2: MTC 2020 RTIP New Programming Summary

2020 Regional Transportation Improvement Program: Project Mode and Type Summary



2020 RTIP: Project Category Summary



Please see MTC Resolution No. 4308, Revised – Attachment B for complete project detail

Attachment 3: Summary of Proposed 2020 RTIP Changes to Existing Projects

Below is a summary of the proposed changes to currently-programmed RTIP projects by county.

Alameda County

- Program an additional \$15.4 million to the I-80 Gilman Interchange Reconstruction and Access Improvements project for construction in FY 20-21.

Contra Costa County

- No programming changes requested other than PPM.

Marin County

- No programming changes requested other than PPM.

Napa County

- Program an additional \$20.6 million to the Soscol Junction project, \$.3 million for Caltrans right-of-way support in FY 20-21 and \$20.3 million for construction in FY 21-22; and
- Delay the Silverado Five-Way Intersection Improvements project programming two years from FY 21-22 to FY 23-24, as allowed under the 2020 STIP Guidelines; and
- Redirect \$98 thousand from the Silverado Trail Repaving Phase L project programmed in FY 20-21, to the Napa Valley Vine Trail St. Helena to Calistoga project in FY 20-21, as allowed under the 2020 STIP Guidelines.

San Francisco County

- Update the project description and title of the Restoration of SFMTA Light Rail Lines: Axle Counters to Communications-Based Train Control - Phases 1 & 2.

San Mateo County

- Delay the SR 92/US 101 Interchange Improvements project programming one year from FY 20-21 to FY 21-22, as allowed under the 2020 STIP Guidelines.

Santa Clara County

- Program an additional \$7.9 million to the US 101 Express Lanes – Phase 5-ETS project, \$4.7 million for right-of-way in FY 20-21 and \$3.2 million for construction in FY 21-23.

Solano County

- Redirect \$98 thousand from the Silverado Trail Repaving Phase L project programmed in FY 20-21, to the Napa Valley Vine Trail St. Helena to Calistoga project in FY 20-21, as allowed under the 2020 STIP Guidelines; and
- Delay the SR 12/Church Rd project programming one year from FY 20-21 to FY 21-22, as allowed under the 2020 STIP Guidelines.

Sonoma County

- No programming changes requested other than PPM.



September 26, 2019

Ms. Therese McMillan
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Attn: Alix Bockelman

RE: Soscol Junction Interchange
2020 State Transportation Improvement Project Funds
Regional Transportation Improvement Program

Dear Ms. McMillan:

Napa Valley Transportation Authority (NVRTA) and Caltrans are advancing one preferred alternative through the environmental process for the intersection at State Route (SR) 29 and SR 221 known as "Soscol Junction". This letter is to request your support to advance \$20 million in Napa's future Regional Transportation Improvement Program (RTIP) funds to construct the Soscol Junction Interchange Project at SR 29/221/Soscol Ferry Road. The construction cost for the project is estimated at \$50 million and it is NVRTA's top priority. The project would significantly reduce congestion on SR 29 while accommodating bicycle and pedestrian improvements. The project is located on the Rural Highway Freight Network and is one of Caltrans District 4's Congested Corridor/Freight Network priorities.

NVRTA has never advanced RTIP funds but with Regional Measure 3 funds hindered by litigation and the need to match SB 1 Solutions for Congested Corridor funds, the RTIP advance is imperative to complete the project-funding plan.

Napa County attracts 4 million visitors annually. SR 29 provides a critical north-south connection to all six jurisdictions of Napa County. It is the most traveled and congested corridor in the County. The congestion has reached a pinnacle along this stretch of SR 29 with the existing at-grade intersection causing significant bottleneck and substantial delays. There is also no dedicated bicycle or pedestrian facilities at this intersection – the proposed project would remedy that.

Once completed, the Soscol Junction project will alleviate congestion and improve operations on SR 29 in south Napa County. The proposed project will replace the at-grade intersection with a grade-separated interchange. Improvements will consist of an elevated overpass that will allow for a free-flowing north-south SR 29. It will also include two roundabouts – one on SR 221 north of SR 29 and the other on Soscol Ferry Road

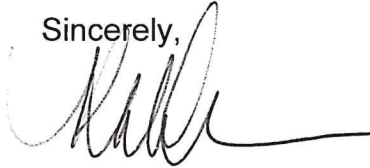
September 26, 2019
NVTA RTIP Advance
Page 2 of 2

south of SR 29. The intersection has been at or near capacity since 1998 when the Metropolitan Transportation Commission's Regional Transportation Plan recognized it as a candidate for improvements.

The Draft Environmental Document has been released for public comment and NVTA and Caltrans are holding a joint public meeting on Tuesday, October 8, 2019. All comments on the environmental document are due October 20, 2019. The project's risks will be greatly reduced once environmental is complete because the project footprint lies within Caltrans' right-of-way. The project is on schedule to go out for construction bid in summer 2021.

For more information on the project, please find a Soscol Junction fact sheet attached to this letter. Please do not hesitate to contact me should you have any questions or require additional information on the project or this request.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kate Miller', with a long horizontal flourish extending to the right.

Kate Miller
Executive Director

cc: MTC Commissioner Alfredo Pedroza
Tony Tavares, Caltrans District 4
Bay Area CMA Executive Directors



SOSCOL JUNCTION

Napa County attracts 4-million visitors annually. Coupled with population growth in Solano and Sonoma counties, SR 29 and 221 have become major interregional highways serving residents, visitors, workers and freight.

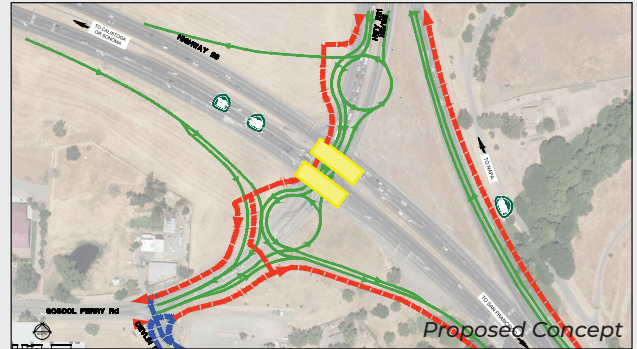
Annually commuters endure up to 225* hours of delay in the morning and 630* hours of delay in the evening at Soscol Junction due to congestion. The Soscol Junction project is a crucial step in relieving future traffic congestion.

The existing highway configuration cannot accommodate the current traffic volumes – volumes that are projected to grow by 50% in the peak commute hours.

ONE SOLUTION

Soscol Junction will alleviate congestion and improve operations at the SR 29/221/Soscol Ferry Road intersection in south Napa County, as well as accommodate bicyclists and pedestrians along the corridor. The proposed alternative incorporates roundabouts

underneath SR 29 to allow for continuous north-south movement of vehicles. The two roundabouts are located on SR 221 north of SR 29 and on Soscol Ferry Road south of SR 29. The roundabouts will accommodate turning movements on and off the highways.



PROJECT COST

| PHASE | YEAR | COST |
|---------------|-------|-----------------|
| Environmental | 18/19 | \$6,100 |
| PS&E Design | 19/20 | 5,000 |
| Right-of-Way | 19/20 | 300 |
| Construction | 21/21 | 50,000 |
| Contingency | | 3,000 |
| TOTAL | | \$64,400 |

FUNDING PLAN

| | |
|---------------------|-----------------|
| Programmed STIP | \$12,819 |
| Local Developer | 848 |
| Advanced STIP | 20,000 |
| SB 1 SCCP | 30,000 |
| Excess Parcel Sales | 733 |
| TOTAL | \$64,400 |

SCHEDULE

| | |
|--------------------|-------------|
| Begin design | March 2019 |
| End design | Spring 2021 |
| Start construction | Summer 2021 |
| End construction | Fall 2022 |



Questions? Contact Rebecca Schenck **E:** Rschenck@nvta.ca.gov

November 15, 2019

Page 1 of 3

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Via Electronic Mail

**RE: Request to Advance Regional Transportation Improvement Program (RTIP)
Funds for I-80 Managed Lanes Project – Phase 1**

Dear Ms. McMillan:

On November 6, 2019, the Solano Transportation Authority (STA) Board of Directors unanimously voted to amend Solano County's 2020 Regional Transportation Improvement Program (RTIP) to reprogram \$4 million in new programming capacity and to request an advance of \$30 million of Solano County's future RTIP shares to provide the local match funds for the Solano I-80 Managed Lanes project. This action was taken to convey STA's support for a grant submittal for the Senate Bill (SB) 1 funded competitive Congested Corridors and the Trade Corridors Enhancement programs managed by the California Transportation Commission.

In recent years, STA has been working to advance mobility in the region along the I-80 corridor in partnership with the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC). A significant element of this effort has been focused on providing managed lanes in the westbound and eastbound directions of I-80 from west of Red Top Road in the City of Fairfield to east of I-505 in the City of Vacaville. The Solano County I-80 Managed Lanes Project (Project) will construct approximately 18 miles of managed lanes in the I-80 corridor through conversion of nine miles of existing High Occupancy Vehicle (HOV) lanes and adding nine miles of new managed lanes. The conversion from HOV to managed lanes is the western segment and the new lanes from Air Base Pkwy to I-505 is the eastern segment.

This letter is to request concurrence from MTC for the advancement of Solano County's Regional Transportation Improvement Program (RTIP) funds to provide local match funds in support of SB1 Congested Corridor Program application to be submitted for the Project. The managed lanes capital improvements are part of a comprehensive effort to improve the access, reliability, frequency, integration, and safety of regional transit services and ridesharing throughout and outside of Solano County. The proposed improvements will extend through the cities of Fairfield and Vacaville from post mile (PM) 10.4 to PM 30.2. The Project is included in MTC's Regional Express Lane Network authorized by the California Transportation Commission in 2011. The Project supports current and planned improvements to Solano Express regional bus service, which now provides connections to two Bay Area Rapid Transit (BART) District stations, the San Francisco (SF) Bay Ferry at the Vallejo Station, the Capitol Corridor Amtrak station in Suisun City-Fairfield. The Project will also allow for better transit and HOV utilization by providing reliable travel times for three Solano Express bus lines, carpool, and vanpool users.

STA Ltr. to MTC's TMcMillan dated November 15, 2019 re. Request to Advance Regional
Transportation Improvement Program (RTIP) Funds for I-80 Managed Lanes Project – Phase 1

Work on managing I-80 in Solano County has been an on-going effort. Beginning with the 2004 I-80/I-680/I-780 Corridor Plan, 2014 I-80/I-680/I-780 Transit Corridor Study and the 2009 Solano Highways Operation Study, these efforts have led to investment in the corridor that focus on the implementation of management of congestion and throughput. A good example is the implementation of ramp metering and Traffic Operations System (TOS) improvements along the 80 corridor in Solano County through a partnership of STA, MTC and Caltrans starting in early 2014.

The Solano I-80 Managed Lanes Project is currently planned to be built in 2 phases. The first phase will build the HOV lanes expansion from Air Base Parkway to I-505 in Vacaville and include the sign structure foundations and concrete barrier transitions needed for managed lanes signage. The second phase will add the managed lanes components (toll signing, cameras, toll equipment, etc.). The Project is proposed to be built in two phases in order to provide initial congestion relief, minimize construction impacts, and lay the foundation for express lanes tolling implementation when additional funds, potentially Regional Measure 3 Express Lane Program funds currently subject to litigation, are available.

The project will increase vehicle and passenger throughput and decrease congestion by better utilizing existing HOV lane capacity in the West Segment and increasing capacity in the East Segment to meet existing and future travel demand. Congestion currently exists in the general-purpose lanes of I-80 during peak periods and will continue to worsen as traffic demand increases. On Mondays through Thursdays, portions of eastbound and westbound I-80 operate at or approaching capacity during both the morning and afternoon/evening peak periods, and traffic slows to 24 to 40 mph on eastbound I-80 from approximately 4 PM to 6 PM. On Fridays, traffic on eastbound I-80 slows to less than 30 mph from 2 PM until after 6 PM, and until approximately 7 PM on Fridays preceding longer holiday weekends. In addition, the project corridor experiences high travel demand and congestion on weekends, particularly in the westbound direction, when I-80 serves return traffic from destinations such as the Sacramento region and Lake Tahoe. Future travel demand on I-80 in the project limits is expected to far exceed the available capacity during peak periods, with the number of vehicles anticipated to increase by up to 20% by 2040.

The phase 1 project is ready to begin construction as it has obtained all the environmental approvals and the design is completed. The estimated total cost for construction is \$155M.

Funding for this proposed as follows:

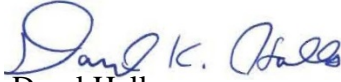
| | |
|----------|--|
| \$4M | 2020 RTIP new programming capacity (Solano) |
| \$30M | Advanced RTIP Funds (Solano) |
| \$4.3M | Bridge Toll Funds |
| \$116.7M | SB1 Congested Corridors or Trade Corridors Enhancement Funds |

This letter is to seek concurrence from MTC for the advancement of RTIP funds for this Project. It should be noted that the STA has been a strong regional partner by delaying on at least two occasions Solano County's RTIP funded projects for regional STIP projects in other counties to advance. This request represents the first time an advancement or over programming of Solano's RTIP has been made by Solano County. The action by the STA Board at its Special Meeting of November 6, 2019 sends a strong message that this committing of new programming capacity and advancing future RTIP funds to this project shows how important this project is to the vitality of the Solano County and the northern California mega region.

STA Ltr. to MTC's TMcMillan dated November 15, 2019 re. Request to Advance Regional
Transportation Improvement Program (RTIP) Funds for I-80 Managed Lanes Project – Phase 1

STA looks forward to continuing to partner with MTC and Caltrans to deliver improvements to the I-80 Corridor. Please contact me or STA's Director of Projects, Janet Adams at (707) 424-6075 with any questions or requests for additional information.

Sincerely,



Daryl Halls
Executive Director

Cc: STA Board Members
Tony Tavares, Director, Caltrans District 4



1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

November 22, 2019

Alix Bockelman
Deputy Executive Director, Policy
Bay Area Metro Center
375 Beale Street, San Francisco, CA 94105

Dear Ms. Bockelman:

On October 24, 2019, the Alameda County Transportation Commission (Alameda CTC) approved the Alameda County 2020 State Transportation Improvement Program (STIP) project list for inclusion in the 2020 Regional Transportation Improvement Program (RTIP). The Alameda County program included \$13.125 million of carryover funds from the 2018 STIP for AC Transit's Bus Rapid Transit (BRT) Project. At this time, I am writing to request MTC to include a new project under Alameda County's share of the proposed 2020 RTIP. Specifically, it's requested that the Alameda County 2020 STIP list be revised to replace the aforementioned BRT project with a new AC Transit Transbay Bus Replacements project in the final RTIP scheduled for approval by MTC in December 2019.

The Alameda CTC has committed to provide a total of \$40 million of STIP funding to AC Transit for the BRT project and the final \$13.125 million of the commitment had been programmed in the 2018 STIP. Subsequent to the 2018 STIP approval, it came to light that the funds could not be utilized for the BRT project because the project was to start before the STIP funds could be allocated. Keeping the BRT project on schedule and fully funded required AC Transit to internally find another STIP-eligible project that could provide \$13.125 million of other funds to the BRT project in return for receiving \$13.125 million of STIP.

The project AC Transit has identified to receive STIP funds in lieu of the BRT project is a Transbay Bus Replacements project which will replace up to 19 aging Transbay buses nearing the end of their planned service life. The project will include a mix of 45-foot coach and 42-foot double-decker diesel buses and is estimated to cost a total of \$18.5 million with \$13.125 million coming from the STIP. The funds are requested to be programmed in FY 2020-21, the first year of the 5-year 2020 STIP programming window, in order to allow the bus purchase project to move forward as soon as possible.

The Alameda CTC Commission is scheduled to consider amending its previously-approved Alameda County 2020 STIP project list to include the new AC Transit bus replacement project at its January 23, 2020 meeting. In the meantime, AC Transit is preparing the application material required by MTC for inclusion in the 2020 RTIP, including a Project Programming Request (PPR) Form, a State Uniform Transit Application (UTA) form, and project-specific resolution of local support which is scheduled for approval by AC Transit's Board on December 11, 2019.

To ensure the Alameda CTC's commitment to the BRT project is kept whole, while also ensuring a timely submittal of the 2020 RTIP to the California Transportation Commission, it is requested that MTC reflect the proposed change to AC Transit's projects. That is, include the change from the BRT to the new Transbay Bus Replacements in its final 2020 RTIP approval scheduled for December 2019. It's assumed that MTC's approval will be contingent upon Alameda CTC's approval of an amended 2020 STIP project list.

Thank you for your consideration of this request. I'm available to discuss any questions or concerns you may have.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Huisinck", with a stylized, cursive script.

Gary Huisinck, Deputy Executive Director of Projects

Cc (via email): Ross McKeown, Acting Director, Programming and Allocations, MTC
Kenneth Kao, Principal Planner, Programming and Allocations, MTC
Tess Lengyel, Deputy Executive Director of Planning and Policy, Alameda CTC
Vivek Bhat, Director of Programming and Project Controls, Alameda CTC
Chris Andrichak, Director of Management and Budget, AC Transit

Date: September 25, 2019
W.I.: 1515
Referred by: PAC
Revised: 12/18/19-C

ABSTRACT

Resolution No. 4398, Revised

This resolution adopts the policies, procedures, and program of projects for the 2020 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

Attachment A – Policies and Procedures for the 2020 RTIP (with appendices)
Attachment B – 2020 RTIP Program of Projects
Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was amended by Commission Action on December 18, 2019 to adopt Attachment B – 2020 RTIP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 4, 2019 and December 11, 2019.

Date: September 25, 2019
W.I.: 1515
Referred by: PAC

RE: Adoption of 2020 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4398

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

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

WHEREAS, MTC shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)).

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2020 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2020-21 through 2024-25; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2020 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2020 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 14, 2019; and

WHEREAS, the 2020 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2020 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC adopts the 2020 RTIP Program of Projects, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

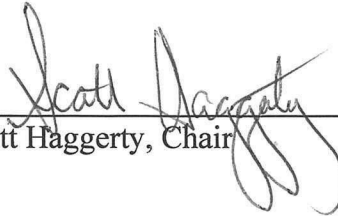
RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, Collectively known as the Bay Area County Transportation Agencies (CTAs), to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2020 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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 September 25, 2019.

MTC 2020 Regional Transportation Improvement Program

December 11, 2019
(all numbers in thousands)

| County | Agency | PPNO | Project | 2020 RTIP Total | 2020 RTIP Funding by Fiscal Year | | | | | Outside RTIP |
|----------------------------|----------------|--------|---|--------------------|----------------------------------|--------|-------|-------|-------|-----------------|
| | | | | | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | |
| Alameda County Shares | | | | | | | | | | |
| Alameda | MTC | 2100 | Planning, programming, and monitoring | 804 | 150 | 155 | 161 | 166 | 172 | - |
| Alameda | ACTC | 2179 | Planning, programming, and monitoring | 2,022 | 1,628 | - | - | - | 394 | - |
| Alameda | AC Transit | new | Replacement of Transbay Buses | 13,125 | 13,125 | - | - | - | - | - |
| Alameda | ACTC | 2323 | I-80 Gilman I/C Reconstruction and Access Imps. | 41,229 | 41,229 | - | - | - | - | - |
| Alameda | MTC | | Regional Set Aside | - | - | - | - | - | - | 5,063 |
| Alameda County Total | | | | 57,180 | 56,132 | 155 | 161 | 166 | 566 | 5,063 |
| Contra Costa County Shares | | | | | | | | | | |
| Contra Costa | CCCPW | new | Treat Boulevard Corridor Improvements – North Main Street to Jones Road | 1,600 | - | - | - | 1,600 | - | - |
| Contra Costa | CCTA | new | SR4 Operational Improvements - Phase 2 | 3,000 | - | - | - | 3,000 | - | - |
| Contra Costa | CCTA | 0299A | SR4 Operational Improvements - Phase 1 | 7,500 | - | 7,500 | - | - | - | - |
| Contra Costa | CCTA | 242K | I-80/San Pablo Dam Rd Interchange (Ph. 2) | 9,200 | - | 9,200 | - | - | - | - |
| Contra Costa | BART | 2010C1 | Concord BART Station Modernization | 9,500 | 9,500 | - | - | - | - | - |
| Contra Costa | CCTA | 2011O | Planning, programming, and monitoring | 1,410 | 355 | 356 | 356 | 68 | 275 | - |
| Contra Costa | MTC | 2118 | Planning, programming, and monitoring | 522 | 97 | 101 | 104 | 108 | 112 | - |
| Contra Costa | CCTA | 2025H | I-80/Central Avenue - Phase 2 (Local Road Realignment) | 7,773 | 5,900 | 1,873 | - | - | - | - |
| Contra Costa | MTC | | Regional Set Aside | - | - | - | - | - | - | 31,090 |
| Contra Costa Total | | | | 40,505 | 15,852 | 19,030 | 460 | 4,776 | 387 | 31,090 |
| Marin County Shares | | | | | | | | | | |
| Marin | MTC | 2127 | Planning, programming, and monitoring | 150 | 28 | 29 | 30 | 31 | 32 | - |
| Marin | TAM | 2127C | Planning, programming, and monitoring | 379 | 305 | - | - | - | 74 | - |
| Marin | MTC | | Regional Set Aside | - | - | - | - | - | - | 571 |
| Marin County Total | | | | 529 | 333 | 29 | 30 | 31 | 106 | 571 |
| Napa County Shares | | | | | | | | | | |
| Napa | Caltrans | 0376 | Soscol Junction | 29,819 | 300 | 23,419 | - | - | - | - |
| Napa | City of Napa | 0380N | Silverado Five- Way Intersection Improvements | 1,153 | - | - | - | 1,153 | - | - |
| Napa | American Cyn | 2130D | Devlin Road and Vine Trail Extension | 4,151 | 4,151 | - | - | - | - | - |
| Napa | County of Napa | 2300B | Napa Valley Vine Trail St. Helena to Calistoga | 98 | 98 | - | - | - | - | - |
| Napa | MTC | 2130 | Planning, programming, and monitoring | 92 | 17 | 18 | 18 | 19 | 20 | - |
| Napa | NVTA | 1003E | Planning, programming, and monitoring | 256 | 52 | 52 | 51 | 51 | 50 | - |
| Napa | MTC | | Regional Set Aside | - | - | - | - | - | - | 376 |
| Napa County Total | | | | 35,569 | 4,618 | 23,489 | 69 | 1,223 | 70 | 376 |

| County | Agency | PPNO | Project | 2020 RTIP Total | 2020 RTIP Funding by Fiscal Year | | | | | Outside RTIP |
|-----------------------------|------------------|-------|---|--------------------|----------------------------------|--------|-------|-------|-------|-----------------|
| | | | | | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | |
| San Francisco County Shares | | | | | | | | | | |
| San Francisco | SFCTA | 2007 | Planning, programming, and monitoring | 1,023 | 260 | 259 | 259 | 46 | 199 | - |
| San Francisco | MTC | 2131 | Planning, programming, and monitoring | 410 | 76 | 79 | 82 | 85 | 88 | - |
| San Francisco | SFMTA | 2137 | Communications-Based Train Control - Phases 1 & 2 | 13,752 | 13,752 | - | - | - | - | - |
| San Francisco | SFMTA | new | New Flyer Midlife Overhaul - Phase III | 7,952 | - | - | - | - | 7,952 | - |
| San Francisco | MTC | | Regional Set Aside | - | - | - | - | - | - | 1,548 |
| San Francisco County Total | | | | 23,137 | 14,088 | 338 | 341 | 131 | 8,239 | 1,548 |
| San Mateo County Shares | | | | | | | | | | |
| San Mateo | Menlo Park | 690A | US-101 Willow Rd I/C Reconst. (AB3090 Reimburse | 4,000 | 4,000 | - | - | - | - | - |
| San Mateo | Caltrans | 668D | SR 92/US 101 Interchange Imps. - Phase 2 | 3,217 | - | 3,217 | - | - | - | - |
| San Mateo | MTC | 2140 | Planning, programming, and monitoring | 425 | 79 | 82 | 85 | 88 | 91 | - |
| San Mateo | SM C/CAG | 2140A | Planning, programming, and monitoring | 1,034 | 263 | 262 | 262 | 46 | 201 | - |
| San Mateo | Redwood City | 0692K | US 101/Woodside Road Interchange Imp. Project | 8,000 | - | 8,000 | - | - | - | - |
| San Mateo | SM C/CAG | new | US 101 Managed Lane Project North of I-380 | 7,177 | - | - | - | 7,177 | - | - |
| San Mateo | S. San Francisco | 0702D | US 101 Produce Avenue Interchange - Imps. | 5,000 | 5,000 | - | - | - | - | - |
| San Mateo | SM C/CAG | 0658J | US 101 Managed Lanes Project - Highway Planting Replacement | 3,000 | - | 3,000 | - | - | - | - |
| San Mateo | SM C/CAG | 0658G | ITS Imps. in Daly City, Brisbane, and Colma | 1,000 | - | 1,000 | - | - | - | - |
| San Mateo | Daly/Brisbane/C | 0658G | ITS Imps. in Daly City, Brisbane, and Colma | 6,900 | - | - | 6,900 | - | - | - |
| San Mateo | MTC | | Regional Set Aside | - | - | - | - | - | - | 1,598 |
| San Mateo County Total | | | | 39,753 | 9,342 | 15,561 | 7,247 | 7,311 | 292 | 1,598 |
| Santa Clara County Shares | | | | | | | | | | |
| Santa Clara | VTA | 503J | I-280 Soundwalls at Bird Ave. in San Jose | 6,167 | 929 | 456 | 4,782 | - | - | - |
| Santa Clara | VTA | 0521C | I-680 Soundwall from Capitol to Mueller | 3,275 | 3,275 | - | - | - | - | - |
| Santa Clara | MTC | 2144 | Planning, programming, and monitoring | 939 | 175 | 181 | 188 | 194 | 201 | - |
| Santa Clara | BART | 2147E | BART Phase 2: Extension to Downtown San Jose/S& | 29,702 | - | 29,702 | - | - | - | - |
| Santa Clara | SCVTA | 2255 | Planning, programming, and monitoring | 2,405 | 912 | 912 | 112 | - | 469 | - |
| Santa Clara | San Jose | 9035N | San Jose West San Carlos Urban Village Streetscap | 4,350 | - | 4,350 | - | - | - | - |
| Santa Clara | VTA | 2015H | Silicon Valley Express Lanes Program - Phase 5 Civ | 7,961 | 4,754 | - | 3,207 | - | - | - |
| Santa Clara | MTC | | Regional Set Aside | - | - | - | - | - | - | 3,632 |
| Santa Clara County Total | | | | 54,799 | 10,045 | 35,601 | 8,289 | 194 | 670 | 3,632 |

| County | Agency | PPNO | Project | 2020 RTIP Total | 2020 RTIP Funding by Fiscal Year | | | | | Outside RTIP |
|----------------------------|----------------|-------|---|--------------------|----------------------------------|---------|--------|--------|--------|-----------------|
| | | | | | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | |
| Solano County Shares | | | | | | | | | | |
| Solano | MTC | 2152 | Planning, programming, and monitoring | 247 | 46 | 48 | 49 | 51 | 53 | - |
| Solano | STA | 2263 | Planning, programming, and monitoring | 629 | 159 | 159 | 159 | 29 | 123 | - |
| Solano | Caltrans | new | Solano I-80 Managed Lanes Project | 34,000 | - | 34,000 | - | - | - | - |
| Solano | STA | new | SR 37 Fairgrounds Dr. Interchange Project | 5,000 | - | 5,000 | - | - | - | - |
| Solano | Vacaville | 5301V | Jepson Pkwy (Leisure Town from Commerce to Orar | 9,296 | 9,296 | - | - | - | - | - |
| Napa | County of Napa | 2300B | Napa Valley Vine Trail St. Helena to Calistoga | 98 | 98 | - | - | - | - | - |
| Solano | Solano TA | 2251A | SR 12/Church Rd | 1,939 | - | 1,939 | - | - | - | - |
| Solano | MTC | | Regional Set Aside | - | - | - | - | - | - | 945 |
| Solano County Total | | | | 51,209 | 9,599 | 41,146 | 208 | 80 | 176 | 945 |
| Sonoma County Shares | | | | | | | | | | |
| Sonoma | SCTA | 770E | Planning, programming, and monitoring | 781 | 350 | - | 278 | - | 153 | - |
| Sonoma | MTC | 2156 | Planning, programming, and monitoring | 295 | 55 | 57 | 59 | 61 | 63 | - |
| Sonoma | MTC | | Regional Set Aside | - | - | - | - | - | - | 1,177 |
| Sonoma County Total | | | | 1,076 | 405 | 57 | 337 | 61 | 216 | 1,177 |
| | | | | | | | | | | |
| 2020 RTIP Total - Bay Area | | | | 303,757 | 120,414 | 135,406 | 17,142 | 13,973 | 10,722 | 46,000 |

Note: Detail on project programming by year and phase will be submitted to CTC

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MTC 2020 Regional Transportation Improvement Program

2020 RTIP Contingency Projects

December 11, 2019

(all numbers in thousands)

| County | Agency | PPNO | Project | 2020 RTIP Total | 2020 RTIP Funding by Fiscal Year | | | | | Outside RTIP |
|------------------------------------|-----------|------|--|--------------------|----------------------------------|-------|-------|-------|-------|-----------------|
| | | | | | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | |
| Alameda County Shares | | | | | | | | | | |
| Alameda County Total | | | | - | - | - | - | - | - | - |
| Contra Costa County Shares | | | | | | | | | | |
| Contra Costa Total | | | | - | - | - | - | - | - | - |
| Marin County Shares | | | | | | | | | | |
| Marin County Total | | | | - | - | - | - | - | - | - |
| Napa County Shares | | | | | | | | | | |
| Napa County Total | | | | - | - | - | - | - | - | - |
| San Francisco County Shares | | | | | | | | | | |
| San Francisco County Total | | | | - | - | - | - | - | - | - |
| San Mateo County Shares | | | | | | | | | | |
| San Mateo County Total | | | | - | - | - | - | - | - | - |
| Santa Clara County Shares | | | | | | | | | | |
| Santa Clara County Total | | | | - | - | - | - | - | - | - |
| Solano County Shares | | | | | | | | | | |
| Solano | Caltrans | new | SR 12 Rio Vista Downtown Complete Street | 1,000 | - | - | - | 1,000 | - | - |
| Solano | Fairfield | new | Jepson Parkway Ph 3: Widen Vanden Rd from Cannon to south of Leisure Town Rd | 3,000 | - | - | - | - | 3,000 | - |
| Solano County Total | | | | 4,000 | - | - | - | 1,000 | 3,000 | - |
| Sonoma County Shares | | | | | | | | | | |
| Sonoma County Total | | | | - | - | - | - | - | - | - |
| 2020 RTIP Total - Bay Area | | | | 4,000 | - | - | - | 1,000 | 3,000 | - |

Note: Detail on project programming by year and phase will be submitted to CTC

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1275 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 10/31/2019 **In control:** Programming and Allocations Committee
On agenda: 12/11/2019 **Final action:**
Title: MTC Resolution No. 4404. Regional Measure 3 Policies and Procedures

Proposed adoption of policies and procedures for delivering the Regional Measure 3 program.

Sponsors:

Indexes:

Code sections:

Attachments: [8b PAC 3b Reso-4404 RM3 Policies and Procedures.pdf](#)
[3b Reso-4404 RM3 Policies and Procedures.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 12/11/2019 | 1 | Programming and Allocations Committee | | |

Subject:

MTC Resolution No. 4404. Regional Measure 3 Policies and Procedures

Proposed adoption of policies and procedures for delivering the Regional Measure 3 program.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****December 11, 2019****Agenda Item 3b****MTC Resolution No. 4404**

Subject: MTC Resolution No. 4404. Regional Measure 3 Policies and Procedures

Background: Regional Measure 3 (RM3) was approved by voters on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first dollar of the toll increase was implemented on January 1, 2019. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. However, in the meantime, some project sponsors desire to move projects forward, especially in situations where project phases could be underway if RM3 funds were available. Staff proposes a Letter of No Prejudice (LONP) process as an option to address this situation. To provide clarity and guidance for RM3 project sponsors, staff proposes to establish the LONP process as part of the overall RM3 Policies and Procedures.

RM3 Policies and Procedures

RM3 Policies and Procedures are included as Attachment A to MTC Resolution No. 4404, and closely follow the Regional Measure 2 Policies and Procedures (MTC Resolution No. 3636, Revised), which have been effective in guiding the region and project sponsors in delivering over \$1.4 billion in RM2 capital improvements to date. The attached RM3 Policies and Procedures currently only include the capital program; guidance for the operating program will be proposed for inclusion at a later date.

Key provisions held over from the RM2 Policies and Procedures include:

- The general process for accessing capital funds, wherein project sponsors submit a board-approved allocation request, obtain an allocation from the Commission, and then proceed with project implementation on a reimbursement basis.
- Allocating principles such as the intent of achieving a deliverable product, not replacing any previously committed funds if shortfalls would result, allocating only to fully funded project phases inclusive of RM3 funds, phase at a time allocations, requirement of environmental clearance prior to any right-of-way or construction expenditure, allocations to right-of-way only after project has construction funds committed, proportional spend-down rates across fund sources, and consideration of operating requirements for transit capital projects. Generally, flexibility is given for consideration of exceptions as warranted.
- Eligible expenses are defined for environmental studies and preliminary engineering, design, right-of-way acquisition and utility relocation, construction, and project sponsor/implementing agency costs.
- Sections dealing with project cancellation, maintenance and operating costs, cost escalation and increases, and cost savings.
- Sections related to project reporting requirements and progress reports, project close-out, and at-risk reports.
- Consistency with other regional, state, and federal plans and policies.

Key additions to the RM3 Policies and Procedures include:

- Letter of No Prejudice option and guidance.
- Evidence of adequate risk management as an allocation principle.
- Expiration dates for capital allocations, set according to the cash flow plan outlined in the allocation request.
- Guidance on when MTC may increase oversight of a given project beyond the standard reports and invoice reviews.
- Consistency with Title VI, MTC Traffic Operations System Policy, and Interregional Project Funding and Coordination Policy

MTC/BATA Sponsored Projects, Programmatic Listings, and Projects Without Named Sponsor

The RM3 Policies and Procedures include a section on MTC/BATA-sponsored or co-sponsored projects, which include Bay Area Corridor Express Lanes, Goods Movement and Mitigation, San Francisco Bay Trail/Safe Routes to Transit, Core Capacity Transit Improvements, Dumbarton Corridor Improvements, Richmond-San Rafael Bridge Access Improvements, North Bay Transit Access Improvements, and Next-Generation Clipper Transit Fare Payment System. MTC/BATA will develop these programs in separate processes, in partnership with any listed co-sponsors and in accordance with statute, and programming decisions will be made through Commission action. These programs are ineligible for the LONP process until they have been developed, and specific project(s) have been identified and approved by the respective governing body(ies).

Further, Streets and Highways Code Section 30914.7(a) lists two projects, the Caltrain Downtown Extension and Tri-Valley Transit Access Improvements, without a directly named project sponsor. MTC will allocate funds to these projects in accordance with that Section.

RM3 Letter of No Prejudice Detail

Under an RM3 LONP, a project sponsor would obtain Commission approval to move forward with a specific scope of work, using non-RM3 funds, and retain RM3 eligibility for that scope. If and when RM3 litigation is resolved and the Commission can make RM3 allocations, the project sponsor would be able to receive an allocation for that scope of work, and be reimbursed with RM3 funds. The project sponsor would proceed with an LONP at their own risk; if RM3 funds do not become available for allocation, there is no expectation that MTC will provide alternate funds. The LONP process is intended only for programmed capital projects that will deliver a usable segment with available funds (e.g., complete construction phase, final design, environmental document, and purchased right-of-way).

Transbay Terminal Operating Expenditure and Letter Request

The RM3 expenditure plan holds that of the 16 percent set-aside from revenues generated each year for operating assistance, eight percent (not to exceed \$5 million per year) shall be made available for costs associated with operating the San Francisco Transbay Terminal.

The Transbay Joint Powers Authority has requested a letter from MTC stating that if and when litigation is resolved, and the Commission can make RM3 allocations, funds currently held in escrow for the San Francisco Transbay Terminal may be used to reimburse eligible operating costs incurred by the Terminal in Fiscal Year 2019-20.

The Transbay Joint Powers Authority intends to use funding from its reserve account or alternative sources to satisfy operating costs and understands that future reimbursement of these costs with RM3 funds is contingent on positive resolution of the litigation.


Outreach to Project Sponsors

A draft of the RM3 Policies and Procedures was sent for review to named project sponsors, entities otherwise named in the statute establishing RM3, Bay Area County Transportation Agencies, transit agencies eligible for the North Bay Transit Access Improvements project, and entities likely to be key in determining project sponsors where none is named. Staff has also presented the topic at various Partnership meetings. Several regional partners submitted comments; key themes included support for establishing an LONP process, comments related to the programming of multi-sponsor or umbrella projects, questions to clarify interpretation of policy, and requests for consideration of project sponsor cash flow concerns regarding the program's reimbursement basis policy. The attached resolution incorporates staff recommendation after receiving this feedback, and staff has reached out to partners to provide clarification or feedback where no changes are proposed from the draft document. In general, MTC is committed to working with project sponsors to deliver the RM3 program in a responsible, effective manner.

Issues: Until and unless RM3 litigation is resolved favorably, approved Regional Measure 3 Policies and Procedures would likely only be used in practice to issue Letters of No Prejudice.

Recommendation: Refer MTC Resolution No. 4404 to the Commission for approval and direct the MTC Executive Director, or designee to send a letter to TJPA stating that if and when litigation is resolved and the Commission can make RM3 allocations, funds currently held in escrow for the San Francisco Transbay Terminal may be used to reimburse eligible operating costs incurred by the Terminal in Fiscal Year 2019-20.

Attachments: MTC Resolution No. 4404


Therese W. McMillan

Date: December 18, 2019
Referred by: PAC

ABSTRACT

Resolution No. 4404

This resolution adopts the policies and procedures for the expenditure plan of Regional Measure 3 (RM3), included in Attachment A, *Regional Measure 3 Policies and Procedures* (with attachments).

Additional discussion of this Resolution is available in the Executive Director's memorandum to the Programming and Allocations Committee dated December 11, 2019.

Date: December 18, 2019
Referred By: PAC

RE: Policies and Procedures for Implementation of the Expenditure Plan of Regional Measure 3 (RM3)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4404

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 June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority (“Authority”) adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC has developed policies and procedures for the implementation of the RM3 Expenditure Plan as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set out in full; now, therefore be it

RESOLVED, that MTC hereby adopts the attached policies and procedures for the implementation of the RM3 Expenditure Plan as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director is hereby delegated the authority to make non-substantive changes to Attachment A as deemed appropriate to implement the RM3 Expenditure Plan.

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 December 18, 2019.

Regional Measure 3 Policies and Procedures

December 2019

**MTC Resolution No. 4404
Attachment A**

Metropolitan Transportation Commission

Programming and Allocations Section

<http://www.mtc.ca.gov>

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SECTION 1 – GENERAL PROVISIONS

BACKGROUND

On June 5, 2018, voters passed Regional Measure 3 (RM3), raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by a total \$3.00, phased in through one-dollar increments. This toll increase is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 595 (Chapter 650, Statutes of 2017). Specifically, RM3 establishes the Regional Measure 3 Expenditure Plan and identifies specific capital and operating projects and programs eligible to receive RM3 funding as identified in Sections 30914.7 (a) and (c) of the California Streets and Highways Code.

The following serve as the general provisions in the management of RM3 funding.

Note: Some of the projects identified in the Regional Measure 3 Expenditure Plan may include complementary bridge toll funds (specifically, RM1 and AB1171) to complete their project funding plan. The administration of the bridge toll funds in these cases will also be governed by these policies and procedures, unless otherwise stated in the allocating resolution. For Regional Measure 2 funds, the Regional Measure 2 Policies and Procedures (MTC Resolution No. 3636, Revised) remain in effect. In general, for RM3 projects with complementary bridge toll funds, the governing policies and procedures will be stated as part of the allocation.

FUND MANAGEMENT

The collection of toll revenue is estimated to equal \$127 million annually per dollar of toll increase. Costs to administer the program are an annual drawdown on the revenue. Up to 16 percent of RM3 revenues each year will be made available for operating projects. Available revenue for capital allocations will vary annually and will be subject to the availability of funds. Finally, first year costs include the required reimbursements to counties for the costs of administering the RM3 ballot measure as part of the June 5, 2018 election.

Program Financing Costs

It is the intent of the Commission to implement those projects and programs outlined in Streets and Highways Code Section 30914.7 (a) and (c), to the funding amounts designated. The cost of bonding and financing associated with RM3, including interest payments shall be considered a program cost and shall be identified in the annual RM3 Budget as the first priority repayment. The financing costs are not expected to reduce the overall funding level available to projects and programs.

Matching Funds

A local match is not required for RM3 funds. Complementary funds (non-RM3 funds) for the project phase where RM3 funds are being requested and identified in the financial plan should be available at the time of allocation. Regional Measure 3 funds can be used as the match for state or federal fund sources requiring a local or non-federal match.

PUBLIC INVOLVEMENT PROCESS

The capital improvement projects and operating assistance for transit services identified for funding in RM3 are established by state legislation (Senate Bill 595, Chapter 650, Statutes of 2017, or as subsequently amended) approved by the voters on June 5, 2018. In accordance with the legislation as approved by the voters, the Bay Area Toll Authority (BATA) is the financial manager for RM3 funds, whose responsibilities include the preparation of financial plans, the issuance of debt financing, and the disbursement of funds to project sponsors. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery. In some cases, MTC or BATA also serves as the project sponsor or co-sponsor.

Generally, in conducting its review and approval responsibilities stipulated under RM3, MTC will adhere to its public participation policies as outlined in MTC Resolution No. 4147, Revised, MTC's Public Participation Plan, or successor resolution.

Specific statutory provisions require further that as part of its assessment of the status of programs and projects under RM3, MTC may make a finding that a program or project cannot be completed or cannot continue due to financing or delivery obstacles making the continuation of the program or project unrealistic, or that a project may be funded using non-RM3 funds. MTC may then determine that the funding will be reassigned. Under these circumstances, the Commission shall hold a public hearing on the project after consultation with the program or project sponsor. The process outlined in MTC's Public Participation Plan for notification of actions at BATA, Commission, and committee meetings will be adhered to. After the hearing, the Commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign all of the funds to another or an additional regional program or project in the same corridor.

COMPLIANCE WITH OTHER REQUIREMENTS

It is the responsibility of project sponsors to ensure their agency's compliance with all applicable local, regional, state, and federal requirements.

INDEMNIFICATION OF MTC

The sponsor shall indemnify and hold harmless MTC, BATA, and their Commissioners, officers, agents, and employees from any and all claims, demands, suits, loss, damages, injury, and/or liability, direct or indirect, incurred by reason of any act or omission of sponsor, its officers, agents, employees, and subcontractors, under or in connection with the RM3 program. Sponsor agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments.

SECTION 2 – CAPITAL PROGRAM GUIDANCE

BACKGROUND

Projects eligible to receive funding from the Capital Program of the Regional Measure 3 (RM3) Expenditure Plan are those projects identified to receive funding under Section 30914.7(a) of the California Streets and Highways Code (S&HC). The capital program is managed in a manner where allocations are approved based upon project sponsor need and readiness and the availability of funding in the bridge toll program. MTC's goal is to carry out the intent of the legislation and ensure that programs and projects are delivered.

CAPITAL PROJECT DEFINITION

Initial Project Report (IPR)

Project sponsors with projects identified to receive funding under Section 30914.7(a) of the S&HC were required to submit an Initial Project Report (IPR) to MTC within six months of the election date, or by December 5, 2018. An updated report must be submitted as needed or as requested by MTC; at a minimum, sponsors must submit an updated IPR along with any funding allocation request. The Commission will consider approval of the report, or updated report, in conjunction with the allocation of funds.

This report shall include all information required to describe the project in detail, including the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, and a summary of any impediments to the completion of the project. This report, or an updated report, shall include a detailed financial plan and shall notify the Commission if the project sponsor will request toll revenue within the subsequent 12 months. Specific information on the Initial Project Report format is included in Appendix A.

Useable Segment/ Deliverable Product

RM3 funds for capital projects will be allocated with the specific intent of achieving a product. Deliverable products shall be considered as:

- A completed planning or transit study/ environmental decision/ project approval documentation when allocating to the environmental phase;
- The final design package including contract documents when allocating to the final design phase;
- Title to property/ easements/ rights of entry / possession or utility relocation when allocating to the right of way phase;
- A completely constructed improvement (or vehicle/equipment acquisition/rehabilitation) available for public usage when allocating to the construction phase.

The expenditure of RM3 funds for any phase of the project should lead to making available to the public a useable or operable segment in accordance with the legislative intent. Any additional funds required to fully fund the project must be identified in the uncommitted funding plan of the Initial Project Report (IPR). If the RM3 revenues are funding only a phase or segment of a larger project, it must be demonstrated that the RM3 deliverable phase or segment is fully funded with committed funds.

Project Phases

Project costs and revenue must be separated into the following project phases:

1. Planning Activities, Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)
2. Final Design - Plans, Specifications and Estimates (PS&E)
3. Right-of-Way Activities /Acquisition / Utility Relocation (R/W)
4. Construction / Rolling Stock Acquisition / Operating Service (CON)

(Planning studies should be categorized under the environmental phase. Vehicle acquisition or equipment purchase should be categorized under the construction phase.)

The project sponsor must display the project in these four components in the Initial Project Report and expenditure (cash flow) plans. If the project sponsors intend to use alternate delivery methods, including but not limited to design/build and design/build/operate/maintain, the preparation of the Request for Proposal is considered Final Design phase. The alternate delivery package is considered the Construction phase.

ALLOCATION AND FUNDING AGREEMENT PROCESS

The allocation process for RM3 capital projects shall also serve as the process for executing funding agreements, in most cases in lieu of a separate funding agreement for each capital project. These agreements will generally be fully executed through a process of project sponsor governing board certification, followed by Commission allocation action. However, under S&HC Section 30914.7(d)(2), MTC has the option of entering into an agreement between itself and a capital project sponsor addressing specific requirements to be met.

An IPR for capital projects, as outlined in S&HC Section 30914.7(d)(1) and detailed in Appendix A, shall be prepared and adopted by the appropriate governing board prior to MTC approval of the IPR and allocation of funds. The sponsor is expected to certify, through an action of its governing board, that certain conditions (general and project specific) are acknowledged and will be adhered to and compliance with the RM3 Policies and Procedures. Along with the certification of conditions from the project sponsor governing board and the IPR, the sponsor will need to provide evidence that the other fund sources contributing toward that project phase are committed. It is recommended that the sponsors submit the allocation request to MTC staff for review sixty days prior to the action by their governing board.

Upon completion of the lead sponsor governing board certification, the Commission will consider the allocation of RM3 funds. An allocation request is considered complete and ready for Commission consideration when all of the component elements to the request are submitted and approved by MTC staff. The Commission's resolution approving the allocation of RM3 funds, based on staff's review of the IPR and corresponding allocation request package, will serve as an agreement between MTC and the implementing agency and may include project specific conditions. Where the Commission approves an amount less than the sponsor requested, the Commission allocation amount prevails. Reimbursement of funds is subject to meeting the conditions as stipulated in the MTC allocating resolution.

Allocation Principles

The Commission will carefully consider each allocation and apply the following principles in its allocation decisions:

1. **Replacing Previously Committed Funds.** RM3 funds will not be utilized as a replacement fund source on capital projects for any funds that have been programmed or allocated previously to the project, for the phase requested by the project sponsor, if such replacement results in a shortfall for the overall project or places prior programming commitments in jeopardy.
2. **Required Evidence of a Fully Funded Project Phase.** The Commission will allocate funds for capital projects only if it finds that the project phase is fully funded, either entirely with RM3 funds or with a combination of RM3 funds and other allocated funds. To receive an allocation of RM3 funds for a jointly funded phase, the other contributing funds must be approved, authorized, assigned and allocated to that phase of work by the authorizing authority. At the request of the project sponsor, the Commission may, on an exception basis, consider allocations of RM3 funding conditioned on the allocation of other funds for that phase. In granting conditional allocations, the Commission will consider the nature and timing of other funding commitments to the requested and future phases of work.
3. **Phase at a Time Allocations.** Allocations will only be made to projects one phase at a time: environmental/project approval, final design, right of way, and construction. Exceptions will be considered on a case-by-case basis; however, the Commission will strive to minimize funding risks in making allocation exceptions.
4. **Environmental Clearance.** RM3 funds will not be utilized for any capital expenditure, either for right of way or construction, until the project has been environmentally cleared and approved by the project sponsor. Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit proof of having a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit proof of having approved National Environmental Policy Act documents.
5. **Conditions of Right of Way Allocations.** RM3 funds will be allocated for right of way capital and support only after the project has identified and committed construction capital funds. The Commission will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward or where securing right of way early is financially or strategically advantageous and allowable. If the Commission approves an allocation of RM3 funds for advance acquisition of right of way meeting the conditions as outlined above, the project sponsor shall provide that the land is held in escrow until project approval occurs for the transportation improvement. Advance acquisitions made prior to completion of environmental and location processes are not to influence environmental assessment of the project. Note that there are federal and state laws, regulations and policies governing acquisition and relocation activities. It is not intended that the use of RM3 funds shall waive any of the laws, regulations, or policies that may apply.

6. **Deliverable Product.** RM3 funds will be allocated with the specific intent of achieving a deliverable product. The ability of the product to be completed will be taken into consideration when the Commission allocates funds to the project. Any impediments to achieving the specific product shall be brought to the attention of staff and the Commission in the Initial Project Report, allocation requests, and through progress reports submitted by the project sponsor. If in the opinion of the Commission, impediments are such that the required product is unachievable, the Commission may withhold allocations, rescind allocations or withhold reimbursements on previously allocated funds. The Commission reserves the right to issue a 30-day stop notice in the event it has to reevaluate the project per S&HC Section 30914.7(e).
7. **Risk Management.** Project sponsors must show adequate establishment of a risk management process for both project budget and schedule in allocation requests. Allocation requests must discuss how project contingencies were set and demonstrate risk assessment through tools such as risk registers and mathematical risk models, as appropriate for project size. (Absent other project sponsor protocol, MTC recommends maintaining a risk register for projects with total budgets over \$25 million, and maintaining a mathematical risk model such as bottom-up (Monte Carlo simulation) or top-down (FTA Beta Range) methods for projects with total budgets over \$100 million.)
8. **Complementary Funds Consideration.** Projects with funding from other sources may be given priority if there are pending timely use of funds requirements on the other fund sources.
9. **Complementary Funds Spend Down Rate.** Other fund sources committed to a project phase that are complementary to RM3 funds will be expected to be spent down at an approximate proportional rate to RM3 funds. Exceptions and proposals to consider alternative cash flows from other fund sources must be approved in advance, in writing by MTC staff.
10. **Transit Operating Considerations.** For transit systems, an allocation of funds for capital expenditures, either right of way or construction, may be predicated on an ability to demonstrate that the transit service has a reasonable plan for operations funding.

Allocation Request Process

Project sponsors or implementing agencies must initiate an allocation request by submitting a draft Initial Project Report and Sponsor/ Implementing Agency Resolution 60 days prior to the required Commission action. Thirty days prior to the Commission action, the project sponsor or implementing agency must submit the completed allocation application package to MTC. The allocation request consists of the following, detailed in Appendix A, and is available on the Internet (as applicable) at: <http://www.mtc.ca.gov>:

Intent to Request an Allocation (60 days prior to Commission action):

1. Updated Initial Project Report
2. Complete Allocation Request Form
3. Draft Sponsor/ Implementing Agency Resolution

Allocation Application Package (30 days prior to Commission action):

1. Sponsor/ Implementing Agency Resolution of Project Compliance
2. Opinion of Legal Counsel / MTC-BATA Indemnification*
3. Board or Official Governing Body Approved Updated Initial Project Report (IPR) and Allocation Request
4. Environmental Documentation (as applicable)
5. Evidence of Allocation and Commitment of Complementary Funds

* Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel / MTC-BATA Indemnification’ within the ‘Implementing Agency Governing Board Resolution of Project Compliance’.

LETTERS OF NO PREJUDICE

The Commission will consider approving a Letter of No Prejudice (LONP) to preserve RM3 eligibility for project expenses prior to the allocation of RM3 funds. The intent of an LONP is to allow a project sponsor to advance a project that is ready to proceed to a deliverable phase, but for the availability of RM3 funds. Project sponsors that receive an LONP will be responsible for delivering the usable project segment or complete phase with alternate funds before RM3 funds are available, at risk to the project sponsor. An RM3 LONP does not represent a general funding commitment by MTC; in the event that RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds. Following issuance of an LONP, if and when RM3 funds are available, the Commission would consider an allocation of funds for the work scope covered under the LONP. After allocation approval, eligible expenses incurred under the RM3 LONP, back to the date of the LONP approval, would then be eligible for reimbursement with RM3 funds.

LONP Eligibility

MTC will consider issuing an LONP for a proposed scope of work that adheres to the allocation principles listed in this document (including, but not limited to, a fully-funded project phase, environmental clearance requirements, and deliverable product).

Projects requesting an LONP must be a capital project eligible under the legislated expenditure plan, meeting any of the following criteria:

1. The project has a clearly defined scope in the legislation, not requiring further programming action by project sponsor(s)
2. The project has a single project sponsor in the legislation
3. The listed project sponsor(s) have taken board action to define or program an RM3 project that doesn’t have a clearly defined scope or program in the legislation. For MTC-sponsored or co-sponsored projects, no LONPs will be issued unless the project or program is fully defined or programmed.

MTC staff will provide additional guidance to potential LONP recipients regarding a specific project’s eligibility.

LONP Request Process

Project sponsors or implementing agencies must initiate an LONP request in a similar manner to the Allocation Request Process outlined in this document, by submitting an Updated Initial Project Report, Letter of No Prejudice Request, and Sponsor/ Implementing Agency Resolution

60 days prior to the required Commission action. Thirty days prior to the Commission action, the project sponsor or implementing agency must submit the completed LONP application package to MTC. The LONP request package consists of the following, detailed in Appendix A, and is available on the Internet (as applicable) at <http://www.mtc.ca.gov>:

Intent to Request an LONP (60 days prior to Commission action):

1. Updated Initial Project Report
2. Completed LONP Request Form
3. Draft Sponsor/ Implementing Agency Resolution

LONP Application Package (30 days prior to Commission action):

1. Sponsor/ Implementing Agency Resolution of Project Compliance
 2. Opinion of Legal Counsel / MTC-BATA Indemnification*
 3. Board or Official Governing Body Approved Updated Initial Project Report (IPR) and LONP Request
 4. Environmental Documentation (as applicable)
 5. Evidence of Allocation and Commitment of Funds
- * Project sponsors have the option of consolidating the 'Opinion of Legal Counsel / MTC-BATA Indemnification' within the 'Implementing Agency Governing Board Resolution of Project Compliance'.

Allocation of RM3 Funds Following LONP

If and when RM3 funds are available for allocation, the Commission will consider an allocation of funds for the work scope covered under an approved LONP through the allocation process detailed elsewhere in this document.

Reimbursement of RM3 Funds for Work Covered Under LONP

Following allocation of RM3 funds for work scope covered under an LONP, sponsors will seek reimbursement following the same process detailed elsewhere in this document. If expenditures made by the project sponsor are determined to be ineligible according to these policies, MTC has no obligation to reimburse for those expenditures.

EXPENDITURES AND REIMBURSEMENTS

Authority to Expend

The project sponsor must obtain the Commission's approval of the allocation and description of eligible costs prior to incurring costs. Project sponsors shall not receive reimbursement for costs incurred prior to MTC approval of the allocation of funding. Project sponsors shall proceed solely at their own risk in advertising, opening bids, or awarding a contract prior to an allocation of RM3 funds. The advertising, bid opening, or awarding of a contract by the sponsor shall in no way prejudice the Commission into making an allocation it deems unsuitable. Final allocation decisions will be subject to the availability of funds.

If a project or project component is ready for implementation earlier than RM3 funding is available for reimbursement, the sponsor may request an allocation of funds covering eligible expenditures but only with the full understanding that reimbursement will be deferred until RM3 funds are available in accordance with an approved allocation. Approval of such request is at the

Commission's discretion. This is distinct from consideration of a Letter of No Prejudice, and is intended for a situation in which RM3 funds are available for allocation, but not immediately available for reimbursement.

Eligible Expenses

To ensure that RM3 funds are put to the most efficient use, limitations on allowable expenses have been placed on environmental, design, right of way, construction, staff support, oversight, consultant services and other aspects of project delivery. Furthermore, agency overhead costs, including administrative support, office equipment, and office leases, shall not exceed the cap as described under "Implementing Agency Costs" below.

For all project phases, RM3 funds are limited to the statutorily authorized amount:

1. Environmental Studies and Preliminary Engineering

Expenses incurred by sponsor staff and consultant staff for environmental study costs, including determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts, determination of right-of-way needs, environmental technical studies (such as air, noise, energy, cultural resources and hazardous waste), and all other studies or activities necessary to prepare and to finalize the appropriate environmental document for approval are eligible for reimbursement. Environmental costs eligible for reimbursement shall be limited to the project as described in S&HC Section 30914.7(a). Any environmental costs associated with an element of the environmentally scoped project that is beyond the project scope and intent as outlined in S&HC 30914.7(a) and approved by the Commission in the Allocation Request is not eligible for reimbursement under RM3.

2. Design Costs

RM3 funds are eligible for expenses incurred by sponsor staff and consultant staff for design activities related to the project scope identified in S&HC 30914.7(a) and as approved by the Commission in the allocation request. These activities include but are not necessarily limited to, preparation of alternative design studies; materials and foundation reports; drainage, hydrology and hydraulic reports; management oversight; surveying and mapping; preparation of the Plans, Specifications and Estimate (PS&E); preparation of bid documents and files for project; preparation of permit applications and maintenance agreements; coordination of agency reviews and any other activities necessary to prepare final PS&E for bid advertisement and award.

3. Right-of-Way Acquisition and Utility Relocation

RM3 funds are eligible for expenses incurred by sponsor staff and consultant staff for all activities related to right-of-way, advanced right-of-way, and hardship acquisitions, including determination of right-of-way needs; title searches; parcel appraisals; hazardous materials disposition; preparation of right-of-way acquisition documents; negotiation with property owners; activities involved with acquiring rights-of-way including condemnation proceedings, right-of-way capital costs, and cost-to-procure impacts related to the acquisition; utility relocation costs.

Services provided for right-of-way activities involved with the property but not necessary for the RM3 project as defined in the scope of work approved by the Commission in the IPR shall be at the expense of the sponsor and borne by non-RM3 fund sources.

If any excess right-of-way is sold, or otherwise disposed of, the value of such property shall be returned to MTC, including any profit realized from the sale of the property based on the prorated percentage of funds MTC contributed to the purchase of the property.

4. Construction Costs

RM3 funds are available to cover all construction expenditures for the project including construction capital, management and inspection, surveys, public outreach, and others as appropriate that are part of the scope of work approved by the Commission in the Allocation Request. RM3 funds are eligible for reimbursement of sponsor's management oversight expenses associated with the construction of the project. This would include activities such as construction management, inspection, expenses associated with reviewing proposed change orders, and activities involved with managing the fund sources contributing to the project.

Any questions regarding eligible costs will be resolved in writing by MTC staff. Capital improvements, vehicle procurements, and equipment purchases for the implementation of the approved RM3 projects are eligible for construction funds. Vehicles procured with RM3 funds must be operated in revenue service for their useful life, as defined by MTC's Transit Capital Priorities process and criteria program.

5. Project Sponsor/ Implementing Agency Costs

The amount for which the project sponsor/implementing agency can be reimbursed will be limited, as described below. In all cases, project sponsor/ implementing agency costs will be reimbursed within the cap of project funds stipulated in RM3.

- a) **DIRECT STAFF COSTS.** Implementing agency staff costs are eligible, provided costs are directly related to the project tasks. Allowable implementing agency staff costs shall include the actual salary and fringe benefits directly related to the project only.
- b) **INDIRECT OVERHEAD COSTS.** An overhead rate for indirect costs can be assessed on direct staff costs (salary and fringe benefit costs) only. The overhead rate shall be calculated by multiplying total labor cost (salaries and fringe benefits as described in above), by the sponsors' or implementing agencies' overhead rate as approved in its OMB Circular A-87 standard or an equivalent rate accepted by MTC. For projects with multiple project sponsors, the project sponsors must mutually agree to the method and overhead rate being applied to that particular RM3 project. The overhead rate effective July 1 of each year shall be applied for the entire fiscal year. Sponsors and implementing agencies may update the rate as of July 1 of each fiscal year. The amount reimbursable for the overhead rate shall not exceed 50% of the direct staff cost and shall not be leveraged on consultant contract or equipment costs. Project sponsors and implementing agencies must self-certify and submit an independent opinion with respect to its agency compliance with OMB Circular A-87 standards and laws.

- c) **OTHER DIRECT PROJECT COSTS.** Other direct costs as approved by MTC.
- d) **CONSULTANT COSTS.** Consultant services directly responsible for delivering the project are eligible. Consultant services shall be listed separately and supported in the invoice submittal to MTC.

6. Miscellaneous Costs

The costs of fees from other agencies, including permit fees, or reimbursement for review or oversight costs needed for the project are eligible costs. However, the cost of permits or fees from the sponsor will not be eligible. Utility relocation costs are eligible for reimbursement according to previous agreements establishing rights for those utilities. The costs for specialized equipment for testing, analysis or production of documents for project-related work are also eligible.

Invoicing and Reimbursements

All eligible costs shall be invoiced on a reimbursable basis. Sponsors are encouraged to invoice quarterly and not more frequently than monthly. Any exceptions for supplemental payments must be approved in advance by MTC. For each fiscal year in which expenditures are incurred, sponsors should invoice at least once in that fiscal year. Invoices shall include only eligible costs and must show that the RM3 and matching fund sources are reimbursed and drawn down at approximately the same rate as the RM3 funds. Costs shall be accounted for in the invoice, sufficient to detail services performed with respect to the project scope as approved by MTC and payments made. An invoice format is provided to sponsors by MTC and shall include appropriate supporting reports from the sponsoring agency's general ledger. Approval of invoices shall be contingent on the timely submittal of Progress Reports. In the event such Progress Reports are not complete and current, approval of invoices shall be withheld until an acceptable Progress Report is submitted. Final reimbursement of funds will be subject to review of the delivered useable/ operable phase or segment and project close out procedures except if all the funds are used before project closeout.

Projects in or entering complex and capital intensive phases may be provided invoice forms requiring additional information and/or required to submit electronic invoices in addition to hard copies.

Availability for Audits

Sponsors of capital projects shall be available for audits as requested by MTC.

TIMELY USE OF FUNDS PROVISIONS AND DEADLINES

The majority of fund sources used for transportation improvements are bound by timely use of funds deadlines. Failure to meet specific funding milestones can result in the funds being deleted from the project. In the event of funding loss due to the sponsor's inability to meet timely use of funds provisions, the sponsor must demonstrate that the project or project phase is still deliverable.

Generally, project sponsors should encumber funds within one year of receiving an allocation. With respect to project phase milestones, 1) sponsors should not take more than 3 years to complete the environmental document and clearance process for environmental phase allocations

and 2) Right of Way agreements should be finalized within two years of the allocation of funds for right of way acquisition. Deviations from these timely use of funds guidelines should be highlighted in the progress reporting process and sponsors are required to provide an explanation for this lapse.

The expiration date of an RM3 allocation will be set according to the cash flow plan outlined in the allocation request. Final invoices for a project allocation should be submitted within sixty days of the end of the final fiscal year shown in the cash flow plan. Amendments, adjustments and extensions should be requested in writing and must be approved, in writing, by MTC staff.

Project sponsors must demonstrate and certify that they can meet all of the timely use of funds deadlines as part of the financial plan included in the Initial Project Report for the various fund sources on the project. It is encouraged that project sponsors follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised.).

Project Cancellation

If the RM3 project or project phase is not completed, the project sponsor shall repay MTC any RM3 funds expended above the proportionate share of eligible costs for the project or project phase. With regard to vehicle procurements, removal from revenue service or sale of the vehicle prior to the end of the vehicle's useful life will result in repayment to MTC and the RM3 program for the depreciated value of the vehicle at the time of removal or sale.

Following the Commission consultation with the sponsor, public hearing and determination to redirect funds from the project, payment to MTC shall be made with interest and shall be made in accordance with a negotiated repayment schedule, not to exceed 24 months. MTC shall withhold funds due the sponsor for any missed payments under the negotiated agreement.

OTHER PROJECT COST CONDITIONS

Maintenance and Operating Costs

Pertaining to capital projects outlined in S&HC Section 30914.7(a), it is the obligation of the project sponsor to arrange for all costs to operate and maintain the improvement constructed under RM3. No costs will be considered as eligible for reimbursement out of RM3 capital funds to operate or maintain the facility or any portion of the facility. Requests for any initial startup costs as part of the construction contract must be approved in writing by MTC staff.

Escalated Costs

RM3 funding for any individual project or program shall be limited to the amount designated in the RM3 legislation without escalation notwithstanding the provisions of Section 30914.7(e). If funding beyond RM3 amounts are required to complete the project phase the sponsor is responsible for securing the additional funding prior to allocation of RM3 funds.

Cost Increases

In cases where available RM3 funds are insufficient to complete a project phase, it is the sole responsibility of the sponsor to secure the additional necessary funding. In the event that the sponsor cannot secure additional funding, and/or the project cannot be segmented, phased, or rescoped to meet the available funds and still conform to the intent of the legislation and voter

mandate, the Commission shall consult with the program or project sponsor, and conduct a public hearing as outlined in S&HC Section 30914.7(e). After the hearing, the Commission may vote to modify the project's or program's scope, decrease its level of funding, or reassign all of the funds to another regional project or program within the same corridor. If the existing project is removed from the RM3 program, MTC and the sponsor agree to share expenditures of eligible costs to date in accordance with the allocation conditions accompanying the project allocation.

Contract change orders or cost increases that may arise once the contract has been awarded that are in excess of \$250,000 or 20% of the project cost, whichever is less, shall be noticed to MTC as soon as those increases have been identified or no later than the next scheduled Progress Report. The project sponsor will provide assurance that the project phase the Commission allocated to is still deliverable. A revised financial plan for the project shall be included as part of the submitted Progress Report.

The sponsor is not authorized to claim any RM3 funds in excess of the allocation amount approved by the Commission.

In no case shall the financial responsibility of BATA and/or MTC regarding RM3 funds exceed the amount designated in SHC 30914.7(a) and (c), or as amended by the Commission through the process outlined in SHC 30914.7(e).

Cost Savings and Cost Increases at Bid Opening

At the time of bid opening, the responsible low bid may exceed the funding commitment of RM3 funds as well as other fund sources. If in the event of construction budget exceedances, the sponsor may seek an allocation of any remaining RM3 funds not yet allocated to the project only if other funds are committed in sufficient amounts to deliver the construction phase. If all available fund sources are not sufficient to award the project, the sponsor shall consult with MTC on suitable measures to enable the project to proceed, including but not limited to downscoping the project and rebidding, providing additional clarity to enable a more cost-effective bid, or seeking additional revenues. In no case shall the sponsor exceed the levels of RM3 funding allowable under S&HC Section 30914.7(a). In utilizing all available funding from all sources for contract award, the sponsor shall consult with MTC staff on the likelihood of cost increases during construction and what contingencies are available to address these costs, including the presentation of a risk management plan for constraining construction expenditures to available revenues. In the event of projected cost savings at bid opening, the proportional share of RM3 funds will be rescinded and shall be available to the sponsor for any cost increases associated with the project after construction award until the time of final close-out of the bid phase, including the settlement of all claims. Any requests for exceptions will be considered on a case-by-case basis.

MONITORING AND REPORTING REQUIREMENTS

Annual Updates

On an annual basis, sponsors and implementing agencies may be asked to notify the Commission of anticipated allocation requests for the subsequent fiscal year (12 months). The Commission's capacity to allocate RM3 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM3 funds become available.

Semi-annual Progress Reports

As directed by MTC, sponsors and/or implementing agencies will provide MTC with a Semi-Annual Progress Report. Semi-annual periods begin on July 1 and January 1 of any given fiscal year. These reports are meant to update MTC on the project's scope, cost, and schedule. These reports shall include the following:

- Status: the phase currently underway and the progress since the last report; major meetings and decisions on the project; any significant accomplishments; any setbacks to the project. The sponsor should note whether they anticipate any problems, and what area these problems exist in.
- Expenditures to date: these will be specified as expenditures since the prior reporting, and will include all funding sources including RM3. These will be in sufficient detail to determine that they are eligible expenses.
- Schedule changes: any changes in the project schedule as outlined and approved in the IPR and the consequences of those changes, particularly related to project costs. If the schedule has been modified, a revised schedule must be attached.
- Cost changes: all changes should be noted in the Progress Report; changes greater than 20% or \$250,000 dollars, whichever is less, must be accompanied by a detailed explanation of what options the sponsor has considered to manage the change. If costs have changed by more than \$250,000 or 20%, whichever is greater, a revised funding plan and cash flow schedule must be attached.
- Risk management: updates on risk management process, including new and retired risks and updated risk modeling outputs, as applicable.
- Potential Claims: If RM3 funds are utilized for the construction phase of the project, then the sponsor must certify if there are any Notices of Potential Claim. If they exist, a summary of such notices as well as the likely cost or schedule impact shall be included.
- Upcoming allocation requests: Sponsors are requested to provide information on upcoming allocation requests; MTC's capacity to allocate RM3 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM3 funds become available.
- Status of Project Specific Conditions: If project specific conditions were approved as part of the allocation, the sponsor must address the status of meeting the condition.
- Failure to provide the report and required information shall be ground for MTC to withhold reimbursements until a report is submitted and accepted by MTC.

Increased Oversight

MTC may increase oversight of a given project due to many factors, including but not limited to project size or complexity, issues with scope, schedule, or budget, higher than expected bids, difficulties in the environmental or right-of-way phases, level of project sponsor experience with project type or magnitude, project stakeholders with competing interests, changes in project leadership or key staff, or issues with sponsor capacity in delivering the project. Increased oversight process will be implemented in collaboration with the project sponsor may include, but is not limited to, more frequent reporting periods, direct MTC (or MTC authorized agent) involvement in project meetings, field visits, audits, establishment of or participation in a project oversight group, or reports/investigations into the project by MTC. Projects appearing on the At-Risk Report (see below) will be subject to increased oversight.

Project Close Out

The Implementing Agency shall be responsible for notifying MTC of the completion of project, prior to submitting the final invoice for the project. After notification, MTC staff will provide the sponsor with the appropriate forms to close out the project, specific to the project type. The final close-out procedure for a project may include sponsor provided documentation verifying the completion of the project, summarizing project costs and expenditures with a reconciliation of balances remaining on the project, transmittal of final deliverables, and on-site field visits. For projects that expend all of the RM3 funds before completing the overall project as stipulated in statute, MTC has the discretion to continue requesting progress reports on the project. This will be considered on a case-by-case basis. In case of RM3 projects that include complementary bridge toll funds (RM1/RM2/AB1171) that have not been expended as yet, sponsors will be expected to continue to provide progress reports on the status of these projects.

At Risk Report/Cooperation with Consultants

Upon receipt of the sponsor-submitted semi-annual progress reports, MTC may prepare an At-Risk Report (Report) for submittal to the Commission that outlines critical scope, cost, or schedule changes to the project. The sponsor shall cooperate with MTC or any authorized agent of MTC in the preparation of the Report. The Report may be presented to the Commission to determine the ability of the project or project phase to be delivered, per Section 30914.7(e) of the S&HC. Regarding scope changes, any changes resulting in changes in costs or schedule should be delineated.

CONSISTENCY WITH OTHER PLANS AND POLICIES

Projects receiving RM3 funds must be consistent with many other regional, state, and federal plans and policies, as listed below. This section may be updated to reflect policy changes by those respective bodies. However, sponsors are responsible for ensuring project compliance with all regional, state, and federal plans and policies.

RTP/SCS Consistency

Capital projects seeking allocations must be consistent with the adopted Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), which state law requires be consistent with federal planning and programming requirements. As of passage of Regional Measure 3, the current RTP/SCS is Plan Bay Area 2040; the next RTP/SCS would be Plan Bay Area 2050, with an anticipated adoption date in 2021.

Consistency with County Plans

For capital projects, it is required that all committed project phases be included in an adopted countywide transportation plan(s) consistent with MTC's guidelines—either a Congestion Management Plan (CMP) and/or a Countywide Transportation Plan (CTP). The phase of the project requiring funding shall be in an approved CMP, or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to seeking allocation of RM3 funds. For multi-county projects, the project must be in the countywide plans and CMP/CIP of the counties affected by the project.

TIP and Air Quality Conformity

Federal laws governing requirements for regions to achieve or maintain federally mandated air quality standards require that all regionally significant transportation improvements be part of a required regional conformity finding. This regional conformity finding is performed by MTC, the Metropolitan Planning Organization (MPO) for the Bay Area, in concert with the Bay Area Air Quality Management District, and must state that if all the transportation improvements proceed, air quality standards can be reached.

A project is regionally significant if it increases transit or highway capacity or offers an alternative to established regional highway travel. Projects must be included in the conformity analysis, regardless of their fund source. To that extent, all regionally significant RM3 projects must be included in the conformity analysis for the Regional Transportation Plan (Plan) and Transportation Improvement Program (Program). Project sponsors are responsible for updating the TIP listing for their projects following an RM3 allocation or rescission or other significant change to the project. Project specific air quality conformity analysis and findings are the sole responsibility of the project sponsor.

Title VI Compliance

RM3 projects must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Sponsors of programmatic categories must consider equitable solicitation and selection of project candidates in accordance with federal Title VI and Environmental Justice requirements.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. As with many existing projects in the Bay Area, an RM3 project is likely to have a number of fund sources that make it whole. A project must incorporate the appropriate policy associated with the fund sources that make up the project. Federal, State, and regional policies and directives regarding non-motorized travel include the following:

Federal Policy Mandates

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides best practices concepts as outlined in the US DOT “Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations.”

(https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm)

State Policy Mandates

The California Complete Streets Act (AB 1358) of 2008 encourages cities to make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity to reduce vehicle miles traveled (VMT). Government Code Section 65302(b)(2)(A) and (B) states that any substantial revision of the circulation element of the General Plan to consider all users.

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTIP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64, states: “the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.”

Regional Policy Mandates/Routine Accommodations Policy

MTC Resolution 3765 requires agencies applying for regional transportation funds to consider the needs of bicyclists and pedestrians in the process of planning and designing a project. Furthermore, it is encouraged that all bicycle projects programmed in the RTIP support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC’s 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC’s Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC’s Web site at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

Resolution 3434 TOD policy

In order to support the development of communities around new transit lines and stations, MTC adopted a [Transit-Oriented Development \(TOD\) Policy](#) that applies to key transit extension projects in the Bay Area. RM3 projects, as appropriate shall comply with the TOD policy, or any successor TOD policy in effect at time of allocation

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC developed the regional Intelligent Transportation Systems (ITS) Architecture. The San Francisco Bay Area Regional ITS Architecture is a roadmap for integrated and collaborative ITS projects in the Bay Area over the next 10 years and beyond. The Architecture provides the knowledge base necessary to make the most out of technological advances for planning and deployment of intelligent transportation systems that are connected and standardized across the region and beyond.

MTC, state and federal agencies require projects funded with federal highway trust funds to meet applicable ITS Architecture requirements. MTC requires all applicable projects to conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, RM3 project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: <http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its>.

Transit Coordination Policy

Res. 3866 (Transit Coordination Implementation Plan)

Res. 3866 establishes coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects like Clipper®, 511, the Hub Signage Program, and the Transit Passenger

Survey Program. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC – including RM3 capital funds – is subject to Res. 3866 requirements, or successor resolution in place at the time of allocation. If a transit operator fails to comply, MTC may invoke the provisions of MTC Resolution No. 3866, which could affect access to funds.

MTC Resolution No. 4104 Compliance – Traffic Operations System Policy

All major new freeway projects included in *Plan Bay Area 2040* and subsequent regional transportation plans shall include the installation and activation of freeway traffic operations system (TOS) elements to effectively operate the region’s freeway system and coordinate with local transportation management systems. MTC requires all applicable RM3 projects to conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations and detectors, highway advisory radio, and ramp meters.

Regional Communications Infrastructure

MTC Resolution No. 4104, Traffic Operations System Policy, requires the installation and activation of freeway traffic operations system elements. In order to facilitate implementation of technology-based strategies focused on enhancing safety, mobility and economic vitality of communities, and to expand interoperability among partner agencies, projects must install fiber communications conduit infrastructure if project limits overlap with a proposed project in the final 2019 Regional Communications Strategic Investment Plan, when both financially feasible and consistent with goals stated in the Bay Area Regional Communications Infrastructure Plan.

RM3 projects seeking funds for environmental or plans, specifications, and estimates (PS&E) phases should consider incorporating communications infrastructure into project design, ideally at the project scoping phase leading to programming. A checklist of technical recommendations are listed in the final 2019 Regional Communications Infrastructure Plan (available at the MTC website at <https://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems/regional-communications-network>). For future RM3 funding commitments on new projects, projects sponsors should work with MTC to identify the appropriate communications component to support the completion of regional communications network throughout the Bay Area. A project is considered “new” if it does not have an approved Project Study Report or applicable scoping document as of December 15, 2019.

Interregional Project Funding and Coordination Policy

MTC Resolution No. 4399 establishes a policy instructing use of regional discretionary funds on projects crossing beyond MTC’s jurisdictional boundary. This policy, limited to capital projects of more than \$100 million or more in total cost, establishes conditions for projects receiving regional discretionary funds and specific requirements based on the funded phase(s). RM3 projects, as applicable, shall comply with this policy.

MTC/BATA-SPONSORED RM3 PROGRAMS

S&HC Section 30914.7(a) lists several programs with MTC or BATA as a sponsor, co-sponsor, or as involved in determining projects:

- (2) Bay Area Corridor Express Lanes
- (3) Goods Movement and Mitigation
- (4) San Francisco Bay Trail/Safe Routes to Transit
- (11) Core Capacity Transit Improvements
- (17) Dumbarton Corridor Improvements
- (25) Richmond-San Rafael Bridge Access Improvements
- (26) North Bay Transit Access Improvements
- (28) Next-Generation Clipper Transit Fare Payment System

MTC/BATA will develop the above-listed programs in partnership with any listed co-sponsors, and in accordance with statute and the RM3 Policies and Procedures, in separate processes. These programs are ineligible for the Letter of No Prejudice process until they have been developed.

Additionally, S&HC Section 30914.7(a) includes two projects without a directly named project sponsor:

(9) Caltrain Downtown Extension. Extend Caltrain from its current terminus at Fourth Street and King Street to the Transbay Transit Center. The Metropolitan Transportation Commission shall allocate funding to the agency designated to build the project, which shall be the project sponsor. Three hundred twenty-five million dollars (\$325,000,000).

(14) Tri-Valley Transit Access Improvements. Provide interregional and last-mile transit connections on the Interstate 580 corridor in the County of Alameda within the Tri-Valley area of Dublin, Pleasanton, and Livermore. The Metropolitan Transportation Commission shall consult with the Alameda County Transportation Commission, the Bay Area Rapid Transit District, and local jurisdictions to determine the project sponsor. One hundred million dollars (\$100,000,000).

MTC will allocate funds to these projects in accordance with S&HC Section 30914.7(a).

SECTION 3 – OPERATING PROGRAM GUIDANCE

(This section to be amended in at a later date.)

Appendix A – Capital Allocation/Letter of No Prejudice Request Forms

Part 1A: RM3 Implementing Agency Resolution of Project Compliance – Allocation Request

Resolution No.

Implementing Agency:

Project Title:

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the (project title) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which (agency name) is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures); and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

A p p e n d i x A

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that (agency name) approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that (agency name) has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that (agency name) is authorized to submit an application for Regional Measure 3 funds for (project name) in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of

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(agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. (Agency name) agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that (agency name) shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 3 funds in the amount of (\$_____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

Part 1B: RM3 Implementing Agency Resolution of Project Compliance – Letter of No Prejudice Request

Resolution No.

Implementing Agency:

Project Title:

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the (project title) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report and LONP Request Form, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which (agency name) is requesting that MTC issue an LONP for Regional Measure 3 funds; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that (agency) will fund the scope of work covered under the LONP with (fund source(s)); and be it further

RESOLVED, that (agency) proceeds with this scope of work at-risk, in the event that RM3 funds do not become available for allocation; and be it further

RESOLVED, that (agency) will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that (agency name) approves the LONP request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that (agency name) has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the LONP request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that (agency name) is authorized to submit an application for an LONP request for Regional Measure 3 funds for (project name) in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making LONP requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

Appendix A

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. (Agency name) agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under any future allocation of RM3 funds to this scope as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that following an allocation of RM3 funds for this scope of work (agency name) shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an LONP request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 3 funds in the amount of (\$ _____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

Appendix A

Part 2: RM3 Sample Opinion of Legal Counsel

Project sponsors have the option of including the terms and conditions specified below within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 3; that the agency is authorized to perform the project for which funds or Letter of No Prejudice are requested; that there is no legal impediment to the agency applying for the funds or Letter of No Prejudice; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for Regional Measure 3 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 3 Expenditure Plan made available pursuant to Streets and Highways Code Section 30914.7(a)(c) for (Project Name) _____

1. (Applicant) _____ is an eligible sponsor for the Regional Measure 3 funding.
2. (Applicant) _____ is authorized to submit [an/a] [allocation/Letter of no Prejudice] request for Regional Measure 3 funding for (project) _____
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 3 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

Part 3: RM3 Initial Project Report (IPR) Format

Section 30914.7(d) of the California Streets and Highways Code required that project sponsors with projects listed in the capital program of the Regional Traffic Relief Plan (Section 30914.7(a)) submit an Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) by December 5, 2018. Furthermore, MTC requires the project sponsor to submit an updated report along with any funding allocation or Letter of No Prejudice request. The governing board of the agency submitting the allocation or Letter of No Prejudice request must approve the updated IPR before MTC can approve the IPR, Letter of No Prejudice, or allocation of funds. MTC will approve the report, or updated report, in conjunction with the funding allocation or Letter of No Prejudice.

This report shall include all information required to describe the project in detail, including the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, and a summary of any impediments to the completion of the project. This report, or an updated report, shall include a detailed financial plan and shall notify the commission if the project sponsor will request toll revenue within the subsequent 12 months. The Initial Project Report is outlined below, with the electronic template available at <http://www.mtc.ca.gov>.

- **Project Description and Sponsor Information**, including identification of lead sponsor in coordination with all identified sponsors, and identification of agency to seek and receive allocations from MTC,
- **Project Delivery Information**, including summary of any impediments to the completion of the project, status of any environmental documents relevant to the project, status of the project phases and delivery milestones, and discussion of the operability of the project once completed.
- **Project Budget Information**, including the total budget for the project, and any prior expenditure.
- **RM3 Funding Need Information**, including RM3 expenditure (cash flow) plan, status of any prior RM3 expenditures, and identification of any RM3 funding needs for the next fiscal year, and beyond.
- **Project Funding Information**, including identification of committed funding to the project, any uncommitted funding required to fully fund the project, and segregation of the RM3 deliverable segment if different from the total project. Any timely use of funds requirements must be noted and incorporated into the overall funding schedule of the financial plan. The RM3 phase or component must be fully funded with committed funds, and it must be demonstrated that the RM3 funded phase or component results in a useable or operable segment. For transit projects resulting in expanded or enhanced services, the sponsor shall document the financial capacity to operate and maintain those services for a period of at least 10 years following the year services are initiated.
- **Allocation Budget Plan.** The sponsor must complete an Estimated Budget Plan (EBP) outlining the agency costs, consultant costs, and any other costs associated with the delivery of the Work Plan element for the allocation request. The EBP should represent

A p p e n d i x A

both the RM3 funds as well as the complementary funds (for projects with complementary fund sources) for the entire work scope.

- **Governing Board Action**, including verification of approval of the IPR. The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR and requested the allocation of RM3 funding prior to MTC approval of the IPR and allocation of funds. Verification of the governing board action should be attached to the IPR.
- **Agency Contact and IPR Preparation Information**, including agency and project manager, and IPR preparer contact information, and date the report was prepared or updated.

Part 4: Environmental Documentation

Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.

Part 5: RM3 Evidence of Allocation and Commitment of Complementary Funds

Applicants are required to submit evidence of the commitment of complementary funds for the phase for which the applicant is seeking an allocation of RM3 funds. Copies of the applicable resolution(s) and/or governing body actions allocating the funds to the phase, within the years displayed in the cash flow plan, must be attached to the allocation request. The applicant must demonstrate that the phase is entirely funded prior to the allocation of RM3 funds.

Part 6: RM3 Allocation Work Plan

The implementing agency must submit a detailed Work Plan covering the deliverables for which a RM3 funding allocation is being sought. The Work Plan should be consistent with the parameters included in the Board approved Initial Project Report, and must have sufficient detail regarding each deliverables' scope, cost and schedule. The elements of the work plan will serve as the basis of MTC staff review of project sponsor invoices. MTC staff will work with sponsors to ascertain the work breakdown level appropriate to the funding request being made. The Work Plan must be submitted with the allocation application request.

A p p e n d i x B

Appendix B – OPERATING PROGRAM FORMS

(This section to be amended in at a later date.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1171 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 10/3/2019 **In control:** Programming and Allocations Committee
On agenda: 12/18/2019 **Final action:**
Title: MTC Resolution No. 4399. Interregional Project Funding and Coordination Policy

Proposed adoption of a policy instructing use of regional discretionary funds on projects crossing beyond MTC's jurisdictional boundary.

Sponsors:

Indexes:

Code sections:

Attachments: [8c Nov-PAC 5a Reso-4399 Interregional Project Funding Coordination Policy.pdf](#)
[5a Reso-4399 Interregional Project Funding Coordination Policy.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|--|---------|--------|
| 11/20/2019 | 1 | Metropolitan Transportation Commission | | |
| 11/13/2019 | 1 | Programming and Allocations Committee | adopted | Pass |

Subject:

MTC Resolution No. 4399. Interregional Project Funding and Coordination Policy

Proposed adoption of a policy instructing use of regional discretionary funds on projects crossing beyond MTC's jurisdictional boundary.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 5a

MTC Resolution No. 4399 Interregional Project Funding and Coordination Policy

Subject: Proposed adoption of a policy instructing use of regional discretionary funds on projects crossing beyond MTC's jurisdictional boundary.

Background: The Commission directed staff to prepare a policy governing the use of regional discretionary funds on projects that cross beyond MTC's jurisdictional boundaries. As the region plans for larger projects that reach out within the megaregion, such a policy is useful to guide the prerequisites, agreements, and other considerations needed before MTC considers using regional funds on these interregional projects.

The proposed Interregional Project Funding and Coordination Policy is attached as MTC Resolution No. 4399, Attachment A. Key sections and ideas in the Policy include:

- Policy Intent.
- Limiting policy to capital projects of \$100 million or more in total project cost.
- Conditions for projects receiving regional discretionary funds (such as listing in both MPO's Regional Transportation Plan), and specific requirements based on the funded phase(s) described below:

| Environmental | Final Design/ Right-of-Way | Construction/ Operations |
|--|---|---|
| Full funding plan for phase | <i>All environmental phase requirements (column to the left)</i> | <i>All environmental and final design/right-of-way requirements (columns to the left)</i> |
| Multi-MPO/RTPA support for phase (through Executive Director letter or Board action) | Identification of lead agency, agency roles, responsibilities, and governance | Fully-funded project or usable phase/segment |
| Cost sharing (see Cost Sharing Options, below) | Agreement on design standards | Fully-funded ongoing operating costs over first five years |
| Cost savings and cost overrun responsibility | Adherence to agreed-upon regional and statewide policies (Such as those previously identified, above) | Future project funding needs, including on-going operating and maintenance costs |
| | Expectations of future competitive funding program coordination | |

- Conditions for projects implemented or sponsored by external agencies and located entirely within the MTC region, regardless of cost and fund source.
- Potential cost sharing examples.

Staff discussed the proposed Interregional Project Funding and Coordination Policy with key stakeholders including Bay Area County Transportation Agencies, Caltrans, and neighboring Metropolitan Planning Organizations (MPOs). Staff received feedback and incorporated changes in the proposed policy.

Issues: None.

Recommendation: Refer MTC Resolution No. 4399 to the Commission for approval.

Attachment: MTC Resolution No. 4399



Therese W. McMillan

Date: November 20, 2019
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4399

This resolution adopts the Interregional Project Funding and Coordination Policy for the San Francisco Bay Area.

The resolution includes the following attachments:

Attachment A - MTC Interregional Project Funding and Coordination Policy

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the MTC Programming and Allocations Committee dated November 13, 2019.

Date: November 20, 2019
W.I.: 1515
Referred by: PAC

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4399

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

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

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

WHEREAS, MTC adopts programs of projects for various regional discretionary funding programs, including among others, federal Surface Transportation Block Grant Program (STP), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ); federal Transit Administration (FTA) formula; population-based State Transit Assistance (STA); Regional Transportation Improvement Program (RTIP), Regional Measure, and Bridge Toll Programs; and

WHEREAS, MTC has determined that certain conditions and requirements should apply to the use of regional discretionary funds on projects that are outside or cross MTC's jurisdictional boundary; and

WHEREAS, MTC should have a coordination role for projects within the region sponsored, implemented, or funded by external agencies; and

WHEREAS, such conditions and requirements for use of regional discretionary funds should be memorialized in agreements with the applicable MPO/RTPA; now therefore be it

RESOLVED, that MTC adopts the Interregional Project Funding and Coordination Policy, as set forth in Attachment A of this resolution; and be it further

RESOLVED that the Executive Director or designee or standing Committee of the Commission shall take the steps necessary to execute interagency agreements in accordance with the conditions set forth in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on November 20, 2019

Interregional Project Funding and Coordination Policy

Background

In 2018, the Commission directed staff to prepare a policy governing the use of regional discretionary funds on projects that cross beyond MTC's jurisdictional boundary. The policy, as set forth below, provides guidance on expectations and conditions for multi-regional projects.

The Interregional Project Funding and Coordination Policy ("Policy") governs the use of regional discretionary funds ("MTC Discretionary Funds") on any capital project with a total project cost of \$100 million or more ("Interregional Project") that is beyond or crosses MTC's jurisdictional boundary.

Furthermore, the Policy governs the interagency coordination for any project ("Project") crossing or located within MTC's jurisdictional boundary sponsored, implemented or funded by an agency external to MTC's jurisdictional boundary without the use of MTC Discretionary funds, regardless of project cost.

Intent

The Intent of the Policy is to ensure the following:

- **Interoperability of systems.** Ensuring system interoperability promotes a seamless traveler experience and avoids redundancy and additional costs.
- **Efficient use of MTC Discretionary Funds.** Ensures funding is committed to projects with broad support from all regions involved, with an appropriate funding contribution from MTC.
- **Consistency with MTC's Plan, priorities and policies.** Ensures projects further the region's priorities and goals as identified through documents such as the Regional Transportation Plan / Sustainable Communities Strategy.
- **Consistency for the traveling public experience.** Promotes a seamless traveler experience and avoids incompatible systems technologies.
- **Public transparency.** Sets forth MTC's expectations and conditions prior to committing regional discretionary funds on multi-regional projects.

Interregional Project with MTC Discretionary Funds

Any Interregional Project (with total cost of \$100 million or more) using MTC Discretionary Funds located wholly or partially outside of the MTC region must meet the following conditions prior to the programming or allocation of MTC Discretionary Funds.

- **Consistency with Plans/Programs.** The Interregional Project must be consistent with the Regional Transportation Plan (RTP) for MTC and the applicable Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA). Consistency must be stated in the Interagency Agreement between MTC and the applicable MPO/RTPA (see Interagency Agreement, below).
- **Consistency with Regional Policies and Systems.** The Interregional Project must be consistent with applicable MTC regional policies and statewide policies, as agreed upon and memorialized in an agreement between MTC and the applicable MPO/RTPA (see Interagency Agreement, below). The agreement for the Project must also address compatibility and interoperability with regional operation systems (e.g. fare/toll collection and data formats).

MTC regional policies are adopted and revised by the Commission through resolution. Examples of MTC regional policies that may apply include:

- Resolution 3606 – Regional Delivery Policy (for specific state/federal funds)
 - Resolution 3765 – Complete Streets Policy, or applicable Caltrans policy
 - Resolution 3866 – Transit Coordination, including coordination and sharing of real-time transit data and other data as requested
 - Resolution 4104 – Traffic Operations System (TOS) Element Policy
 - Housing and Transit-Oriented Development (TOD) Policies
 - Regional Communications Infrastructure Plan Build-Out
 - Future policies as adopted by the Commission
- **Participation in Project Development.** MTC must be a member of any oversight and/or development teams for the Interregional Project, such as Technical Advisory Committees or Project Development Teams. MTC's specific role in Project development shall be detailed in the agreement between MTC and the applicable MPO/RTPA (see Interagency Agreement, below).
 - **Interagency Agreement.** An Interagency Agreement must be executed between MTC and the applicable MPO/RTPA and/or other entities as appropriate prior to the programming or allocation of any MTC Discretionary Funds to the Interregional Project. An Interagency Agreement may take the form of a contract, Memorandum of Understanding (MOU), or Letter of Understanding (LOU). A standing Committee of the Commission may approve such agreements on behalf of MTC.

The agreement shall include a statement of the Interregional Project's consistency with regional plans and programs, consistency with applicable regional policies, and identification of MTC's role in development and management of the Interregional Project.

The agreement or other formal authorizing resolution/document shall also include the following additional considerations, which is dependent upon the phase for which MTC discretionary funds are sought:

| Environmental | Final Design/ Right-of-Way | Construction/ Operations |
|--|--|--|
| Full funding plan for phase | <i>All environmental phase requirements (column to the left)</i> | <i>All environmental and final design/right-of-way requirements (columns to the left)</i> |
| Multi-MPO/RTPA support for phase (through Executive Director letter or Board action) | Identification of lead agency, agency roles, responsibilities, and governance Agreement on design standards | Fully-funded project or usable phase/segment Fully-funded ongoing operating costs over first five years |
| Cost sharing (see Cost Sharing Options, below) | Adherence to agreed-upon regional and statewide policies (Such as those previously identified, above) | Future project funding needs, including on-going operating and maintenance costs |
| Cost savings and cost overrun responsibility | Expectations of future competitive funding program coordination | |

- **Cost Sharing Options:** Cost sharing among the agencies must be considered in the Interagency Agreement. Such cost sharing options may include, but not be limited to, the items listed below. In developing a cost sharing approach for the Interagency Agreement, the following contribution factors may be considered:
 - Geographic metrics such as:
 - Share of lane or track miles in region
 - Share of costs attributable to region
 - Share of ridership in region
 - Number of stations in region
 - Benefits to region: GHG reduction, travel time savings, ridership
 - Cost and Revenue Sequencing Arrangements

In addition to the above factors, MTC may consider funding a higher percentage if there is a compelling regional interest for the Interregional Project. A compelling regional interest may include incentives to adopt regional standards above and beyond industry standards.

MTC Regional Discretionary Funds: Funds for which MTC is the project selection, programming or allocating authority. Example sources include, but are not limited to: Surface Transportation Block Grant Program (STP), Congestion Mitigation Air Quality Improvement Program (CMAQ), Federal Transit Administration formula (FTA), Regional Transportation Improvement Program (RTIP), Regional Measures 2 and 3 (RM2, RM3), Seismic Retrofit Bridge Tolls (AB 1171), Regional Exchange Program (MTC Exchange), regional Active Transportation Program (ATP), Transportation Development Act (TDA) and population-based State Transit Assistance (STA).

Should a Project receive MTC Discretionary Funds consistent with the Policy, the specific rules and requirements of that fund source shall still apply.

Project sponsored by External Agency crossing into or within MTC Region without MTC Discretionary Funds

Any Project located within or crossing MTC's jurisdictional boundary that is sponsored or implemented or funded by an agency external to MTC's jurisdictional boundary, and not using MTC Discretionary Funds should meet the following conditions.

- **Consistency with Plans/Programs.** Project must be consistent with the Regional Transportation Plans (RTPs) and Air Quality conformity determination (if applicable) for MTC and the applicable external MPO/RTPA.
- **Consistency with Regional Policies.** Compliance with MTC regional policies and compatibility or interoperability with regional operation systems (e.g. fare/toll collection and data formats). Example regional policies are listed on Page 2.
- **Participation in Project Development.** MTC, at its discretion, is provided the opportunity to be a member of any oversight and or development teams for the Project, such as Technical Advisory Committees or Project Development Teams.
- **Interagency Agreement.** Although a formal agreement between MTC and the applicable MPO/RTPA is not required, it is encouraged that agreement is reached on at least the items listed below. The Executive Director or designee or standing Committee of the Commission is authorized to execute such agreements.
 - Identification of cost overrun responsibility.
 - Identification of agency roles, responsibilities, and governance.
 - Expectations of future competitive funding program coordination.

- Expectations for future project funding needs, including on-going operating and maintenance costs.

State-Sponsored Project or Program

This Policy may apply on a case-by-case basis for projects or programs administered by the State of California, including but not limited to High-Speed Rail, State Highway Operations and Protection Program (SHOPP), Interregional Transportation Improvement Program (ITIP), and Transit and Intercity Rail Capital Program (TIRCP).

- **Notification of Projects.** MTC staff will work with Caltrans to identify potential Project(s) or program(s) crossing or within MTC's jurisdictional boundaries through the established collaborative planning and coordination process.