



# 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*

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Wednesday, January 22, 2020

10:15 AM

Board Room - 1st Floor

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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 10:15 a.m. or immediately following the 10:10 a.m. BAIFA meeting.

For information contact the Commission Secretary at (415) 778-5367.

#### 1. Call to Order / 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. [20-0159](#) MTC Resolution No. 4407 - Resolution of Appreciation for CTC Executive Director Susan Bransen upon her retirement.  
**Action:** Commission Approval
- 2b. [20-0160](#) MTC Resolution No. 4408 - Resolution of Appreciation for CTC Commissioner Jim Ghielmetti upon his retirement after 15 years of service.  
**Action:** Commission Approval
- 2c. [20-0125](#) Approval of Executive Director's Salary Increase.  
**Action:** Commission Approval
- 2d. [20-0126](#) Approval of General Counsel's Salary Increase.  
**Action:** Commission Approval

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

#### 4. Executive Director's Report (McMillan)

#### 5. Commissioner Comments

## 6. Consent Calendar:

6a. [20-0083](#) Minutes of the December 18, 2019 meeting

**Action:** Commission Approval

**Attachments:** [6a Commission Draft Meeting Minutes 12-18-2019.pdf](#)

### **Administration Committee**

6b. [20-0013](#) MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Authorization to Submit to the Fair Political Practices Commission (FPPC) for Approval and to Refer to Commission for Adoption

**Action:** Commission Approval

**Attachments:** [6b Admin 2e 20-0013 Reso-1198 Conflict of Interest Code Revisions.pdf](#)

### **Programming and Allocations Committee**

6c. [20-0009](#) MTC Resolution No. 3675, Revised. Allocation of \$2,234,000 in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.

**Action:** Commission Approval

**Attachments:** [6c PAC 2c 20-0009 Reso-3675 Richmond Pkwy Transit Center.pdf](#)

6d. [20-0019](#) MTC Resolution No. 4250, Revised. Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward

**Action:** Commission Approval

**Attachments:** [6d PAC 2d 20-0019 Reso-4250 BayBridgeForward.pdf](#)

6e. [20-0052](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

**Action:** Commission Approval

**Attachments:** [6e PAC 2e 20-0052 Reso-4375 TIP Amend-2019-29.pdf](#)

6f. [19-1290](#) MTC Resolution No. 4381, Revised. Allocation of roughly \$35 million in State Transit Assistance (STA) to BART and rescission of \$9.6 million in STA from VTA.

**Action:** Commission Approval

**Attachments:** [6f PAC 2f 19-1290 Reso-4381 BART-Allocation VTA-Rescission.pdf](#)

## Committee Reports

### 7. Administration Committee (Glover)

- 7a. [19-1345](#) MTC Resolution No. 4371, Revised - FY 2019-20 MTC Operating and Capital Budgets Amendment

A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 2, approving an increase of \$815,974 in operating costs, of which \$557,987 will be added to the MTC Operating Budget and \$257,987 added to the Life-to-Date Grants Budget, to the Commission for approval.

**Action:** Commission Approval

**Attachments:** [7a\\_Admin\\_3a\\_19-1345\\_Reso-4371\\_MTC\\_Budget\\_Amendment.pdf](#)

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

- 8a. [20-0016](#) MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot.

A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants project.

**Action:** Commission Approval

**Attachments:** [8a\\_PAC\\_3b\\_20-0016\\_Reso-4347\\_Lifeline\\_Participatory\\_Budgeting\\_Pilot.pdf](#)

- 8b. [19-1009](#) MTC Resolution No. 4360, Revised. FY 2019-20 Fund Estimate Revision.

Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.

**Action:** Commission Approval

**Attachments:** [8b\\_PAC\\_3a\\_19-1009\\_Reso-4360\\_Fund\\_Estimate.pdf](#)

- 8c. [20-0018](#) Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework

**Action:** Commission Approval

**Attachments:** [8c\\_PAC\\_4a\\_20-0018\\_2020\\_TIRCP\\_Endorsements.pdf](#)

## 9. Legislation Committee (Mackenzie)

9a. [20-0026](#) MTC / ABAG 2020 Advocacy Program

Proposed MTC / ABAG 2020 Advocacy Program.

**Action:** ABAG Executive Board Approval and MTC Commission Approval

**Attachments:** [9a Leg 5a 2020 Final Committee Advocacy Program.pdf](#)

## 10. Presentation by UCLA on Transit Trends

[20-0168](#) Bay Area Transit Ridership Trends Study

MTC has partnered with the UCLA Luskin School of Public Affairs to develop a Bay Area transit ridership trend study. The UCLA project team will present key findings and a recommended policy framework to address recent declines in transit ridership.

**Action:** Information

**Attachments:** [10\\_Transit\\_Ridership.pdf](#)

## 11. Public Comment / Other Business

## 12. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, February 26, 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](http://mtc.ca.gov)) for public review for at least one year.

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0159      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 1/7/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 1/22/2020      **Final action:**  
**Title:** MTC Resolution No. 4407 - Resolution of Appreciation for CTC Executive Director Susan Bransen upon her retirement.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

MTC Resolution No. 4407 - Resolution of Appreciation for CTC Executive Director Susan Bransen upon her retirement.

**Recommended Action:**

Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0160      **Version:** 1      **Name:**

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

**File created:** 1/7/2020      **In control:** Metropolitan Transportation Commission

**On agenda:** 1/22/2020      **Final action:**

**Title:** MTC Resolution No. 4408 - Resolution of Appreciation for CTC Commissioner Jim Ghielmetti upon his retirement after 15 years of service.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4408 - Resolution of Appreciation for CTC Commissioner Jim Ghielmetti upon his retirement after 15 years of service.

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0125      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Commission Approval  
**File created:** 1/3/2020      **In control:** Executive Committee  
**On agenda:** 1/22/2020      **Final action:**  
**Title:** Approval of Executive Director's Salary Increase.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Approval of Executive Director's Salary Increase.

**Presenter:**

Chair Haggerty

**Recommended Action:**

Commission Approval



# Metropolitan Transportation Commission

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

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**File #:** 20-0126      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Commission Approval  
**File created:** 1/3/2020      **In control:** Executive Committee  
**On agenda:** 1/22/2020      **Final action:**  
**Title:** Approval of General Counsel's Salary Increase.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Approval of General Counsel's Salary Increase.

**Presenter:**

Chair Haggerty

**Recommended Action:**

Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0083      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Commission Consent  
**File created:** 12/20/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 1/22/2020      **Final action:**  
**Title:** Minutes of the December 18, 2019 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6a Commission Draft Meeting Minutes 12-18-2019.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the December 18, 2019 meeting

**Recommended Action:**  
Commission Approval



## Meeting Minutes

### Metropolitan Transportation Commission

*Scott Haggerty, Chair    Alfredo Pedroza, Vice Chair*

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Wednesday, December 18, 2019

9:40 AM

Board Room - 1st Floor

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#### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

**Absent:** 5 - Commissioner Bruins, Commissioner Liccardo, Commissioner Halsted, Commissioner Rabbitt, and Commissioner Slocum

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioners Absent: Commissioner Stracner and Commissioner Tavares

#### 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

Steve Heminger was called to speak.

**Upon the motion by Commissioner Spering and the second by Commissioner Worth, MTC Resolution No. 4401 - Resolution of Appreciation for Rosy Leyva was unanimously adopted. The motion carried by the following vote:**

**Aye:** 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 5 - Commissioner Bruins, Commissioner Liccardo, Commissioner Halsted, Commissioner Rabbitt and Commissioner Slocum

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

#### 4. Executive Director's Report (McMillan)

[20-0076](#) Executive Director's Report

**5. Commissioner Comments**

**6. Consent Calendar:**

Approval of the Consent Calendar

**Upon the motion by Commissioner Mackenzie and the second by Commissioner Dutra-Vernaci, the Consent Calendar was unanimously approved by the following vote:**

**Aye:** 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 5 - Commissioner Bruins, Commissioner Liccardo, Commissioner Halsted, Commissioner Rabbitt and Commissioner Slocum

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

**Action:** Commission Approval

***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

**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

**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

- 6e.**     [19-1238](#)     MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-27.

**Action:** Commission Approval
- 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
- 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

## 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

**Upon the motion by Commissioner Glover and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4370, Revised. The motion carried by the following vote:**

**Aye:** 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 5 - Commissioner Bruins, Commissioner Liccardo, Commissioner Halsted, Commissioner Rabbitt and Commissioner Slocum

**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

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Mackenzie, the Commission unanimously adopted MTC Resolution No. 4398, Revised. The motion carried by the following vote:**

**Aye:** 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 5 - Commissioner Bruins, Commissioner Liccardo, Commissioner Halsted, Commissioner Rabbitt and Commissioner Slocum

**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

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Mackenzie, the Commission unanimously adopted MTC Resolution No. 4404. The motion carried by the following vote:**

**Aye:** 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 5 - Commissioner Bruins, Commissioner Liccardo, Commissioner Halsted, Commissioner Rabbitt and Commissioner Slocum

- 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

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Mackenzie, the Commission unanimously adopted MTC Resolution No. 4399. The motion carried by the following vote:**

**Aye:** 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

**Absent:** 5 - Commissioner Bruins, Commissioner Liccardo, Commissioner Halsted, Commissioner Rabbitt and Commissioner Slocum

## 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.**

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**Scott Haggerty, Chair**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0013      **Version:** 1      **Name:**

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

**File created:** 11/27/2019      **In control:** Administration Committee

**On agenda:** 1/8/2020      **Final action:**

**Title:** MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Authorization to Submit to the Fair Political Practices Commission (FPPC) for Approval and to Refer to Commission for Adoption

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b Admin 2e 20-0013 Reso-1198 Conflict of Interest Code Revisions.pdf](#)  
[2e 20-0013 Reso-1198 Conflict of Interest Code Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Administration Committee		

**Subject:**

MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Authorization to Submit to the Fair Political Practices Commission (FPPC) for Approval and to Refer to Commission for Adoption

**Presenter:**

Leslie Miessner

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Administration Committee**

January 8, 2020

Agenda Item 2e

**MTC Resolution No. 1198, Revised – Revisions to MTC’s Conflict of Interest Code to Update List of Designated Positions – Authorization to Submit to FPPC for Approval and to Refer to Commission for Adoption**

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- Subject:** MTC Resolution No. 1198, Revised – Revisions to MTC’s Conflict of Interest Code to Update List of Designated Positions – Authorization to Submit to the Fair Political Practices Commission (FPPC) for Approval and to Refer to Commission for Adoption
- Background:** The Office of General Counsel reported to this Committee on November 13, 2019 that the Metropolitan Transportation Commission (MTC) Conflict of Interest Code (COIC), which serves as the COIC for the Bay Area Toll Authority, the MTC Service Authority for Freeways and Expressways, the Bay Area Headquarters Authority, the Bay Area Infrastructure Financing Authority, and the Advancing California Financing Authority, required an update in order to update the list of designated positions to reflect MTC’s affiliation with the Bay Area Regional Collaborative (BARC), the creation of two new positions, and MTC’s current organizational structure. The designated positions are listed in Appendix A to the COIC. Incumbents of positions designated in Appendix A must file an annual Statement of Economic Interests (FPPC Form 700) in compliance with the disclosure categories indicated in Appendix B.
- The changes in the COIC reflect the addition of a designated position resulting from MTC’s affiliation with BARC, the addition of two new positions created during the past fiscal year, and changes in MTC’s organizational structure and nomenclature. The disclosure categories are tailored to the responsibilities of each role.
- At its November 13 meeting, the Committee authorized posting the draft changes to MTC Resolution No. 1198, Revised, for the 45-day comment period required by the FPPC. We received no comments during the comment period, which closed on December 30, 2019.
- Issues:** None
- Recommendation:** Staff recommends that the Committee authorize staff to submit the proposed COIC to the FPPC for formal approval, and to refer the approved COIC to the Commission for adoption at a date to be determined.

**Attachments:** Attachment A: Proposed Amended Conflict of Interest Code  
Attachment B: MTC Resolution No. 1998, Revised

  
\_\_\_\_\_  
Cynthia Segal

Revisions in ~~strikeout~~ and underline

**CONFLICT OF INTEREST CODE FOR THE  
METROPOLITAN TRANSPORTATION COMMISSION**

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (“MTC”), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* and, pursuant to the Contract for Services dated as of May 30, 2017 between MTC and the Association of Bay Area Governments (“ABAG”), provides consolidated staff to perform work for ABAG and its affiliated Local Collaboration Programs, including ABAG Publicly Owned Energy Resources (“POWER”) and the ABAG Finance Authority for Nonprofit Corporations (“FAN”). MTC is also a member of and provides staff for the Bay Area Infrastructure Financing Authority (“BAIFA”) and the Bay Area Headquarters Authority (“BAHA”), and staffs the Advancing California Financing Authority (“ACFA”), a joint powers authority formed by ABAG and ~~the ABAG Finance Authority for Nonprofit Corporations~~ FAN. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

## APPENDIX A

### DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
Deputy Executive Director, Local Government Services (LGS)	1, 3, 4
General Counsel	1, 3, 4
<u>Senior</u> Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
<u>Administrative Director, Office of the Executive Director</u>	<u>1, 3, 4</u>
Director, Administration & Facilities (AF)	1, 3
Director, Integrated Planning Department (PLN)	2, 3
Director, <del>Operations</del> <u>Design &amp; Project Delivery (OPSDPD)</u>	2
<u>Director, Field Operations &amp; Asset Management (FOAM)</u>	<u>2</u>
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, SF Estuary Partnership	2, 3
Director, <del>Budget</del> <u>Finance &amp; Revenue Accounting</u> (aka Deputy Finance Director)	1
Director, Treasury <u>&amp; Revenue</u> (aka Deputy Treasurer)	1
<u>Director, Bay Area Regional Collaborative (BARC)</u>	<u>2, 3</u>
<u>Deputy Director, PLN (aka Deputy Planning Director)</u>	<u>2, 3</u>
Assistant Directors: PLN, PAC, LGS	2, 3
Assistant Directors: <del>OPSDPD</del> , <u>FOAM</u> , EPS, TSS	2
Assistant Directors: LPA	1
Assistant Directors: AF	1, 3
Assistant Directors: Finance	1
Clipper <sup>®</sup> Executive Board Members	2
Consultants/New Positions	*

\*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s

determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

## **OFFICIALS WHO MANAGE PUBLIC INVESTMENTS**

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners  
Chief Financial Officer  
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

## **APPENDIX B**

### **DISCLOSURE CATEGORIES**

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position’s department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

Date: October 27, 1982

W.I.: 99110

I.D.: File 1

Referred by: Administration Committee

Revised: 06/26/91-C 07/27/94-C

11/18/98-C 06/28/00-C

11/20/02-C 09/28/11-C

05/22/13-C 03/25/15-C

09/28/16-C 04/25/18-C

\_\_\_/\_\_\_/20-C

## ABSTRACT

Resolution No. 1198, Revised

### Subject

This resolution adopts the amendments to the Metropolitan Transportation Commission's Conflict of Interest Code, directs the Executive Director to submit a copy of the amended code to the Fair Political Practices Commission, provides for future amendments, and revises Appendix A of the Commission Procedures Manual (Resolution No. 1058).

Resolution No. 1198 supersedes Resolution No. 859.

This resolution was revised on June 26, 1991 to include the disclosure of "business positions in business entities," to add a disclosure category for telecommunications services and equipment manufacturers to cover the activities of the MTC SAFE, to update the designated positions to reflect MTC's current organizational structure, and to clarify the definition of "consultant."

This resolution was revised on July 27, 1994 to amend the disclosure categories to cover MTC and MTC SAFE activities in the areas of towing services and intelligent vehicle highway systems (IVHS) and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on November 18, 1998 to amend the conflict of interest code to reflect changes in FPPC regulations, amend the disclosure categories to cover the MTC Service Authority for Freeways and Expressways ("MTC SAFE") and Bay Area Toll Authority ("BATA") activities, and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on June 28, 2000 to add Associate Counsel as a designated position, delete the Legislation and Public Affairs and Finance sections to create one Funding and External Affairs section, and rename Treasury to Finance.

This resolution was revised on November 20, 2002, to delete the Funding and External Affairs section, to create a Programming and Allocations section and a Legislation and Public Affairs section, and to replace the Deputy Executive Director's position with two Deputy Directors' Positions.

This resolution was revised on September 28, 2011, to update the designated positions to reflect MTC's current organizational structure and disclosure categories.

This resolution was revised on May 22, 2013, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on March 25, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on September 28, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper<sup>®</sup> Executive Board member as a designated position.

This resolution was revised on April 25, 2018, to add designated positions in MTC's organization and their assigned disclosure categories resulting from the consolidation of the staffs of MTC and the Association of Bay Area Governments ("ABAG"), pursuant to the Contract for Services between ABAG and MTC, dated as of May 30, 2017 and the formation of the Advancing California Finance Authority, its staffing by MTC, and its adoption of the MTC Conflict of Interest Code; and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on \_\_\_\_\_, 2020, to add the Bay Area Regional Collaborative (BARC) Director as a designated position, and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee

RE: Adoption of the Amendments to the Metropolitan Transportation Commission's Conflict of Interest Code.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

WHEREAS, MTC has adopted for purposes of the Political Reform Act (Government Code § 81000 *et seq.*) a Conflict of Interest Code (Resolution No. 859) which has been approved by the Fair Political Practices Commission; and

WHEREAS, MTC desires to amend its Conflict of Interest Code; and

WHEREAS, the proposed amendments have been submitted to the public for comment and subject to a public hearing; now, therefore, be it

RESOLVED, that the amended Conflict of Interest Code, incorporated herein as though set forth at length as Attachment A, is adopted; and, be it further

RESOLVED, that the Executive Director is directed to submit a copy of the Conflict of Interest Code to the California Fair Political Practices Commission for approval; and, be it further

RESOLVED, that MTC may from time to time further amend Attachment A as appropriate, in accordance with the applicable statutory and regulatory provisions; and, be it further

RESOLVED, that MTC Resolution No. 859 is superseded by Resolution No. 1198; and, be it further

RESOLVED, that Appendix A of the Commission Procedures Manual (MTC Resolution No. 1058) is revised by Resolution No. 1198.

METROPOLITAN TRANSPORTATION COMMISSION

/s/

\_\_\_\_\_  
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 27, 1982.

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C  
\_\_/\_\_/20-C

Attachment A - Resolution No. 1198  
Page 1 of 5

## **CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION**

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (“MTC”), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* and, pursuant to the Contract for Services dated as of May 30, 2017 between MTC and the Association of Bay Area Governments (“ABAG”), provides consolidated staff to perform work for ABAG and its affiliated Local Collaboration Programs, including ABAG Publicly Owned Energy Resources (“POWER”) and the ABAG Finance Authority for Nonprofit Corporations (“FAN”). MTC is also a member of and provides staff for the Bay Area Infrastructure Financing Authority (“BAIFA”) and the Bay Area Headquarters Authority (“BAHA”), and staffs the Advancing California Financing Authority (“ACFA”), a joint powers authority formed by ABAG and FAN. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C  
\_\_/\_\_/20-C

Attachment A - Resolution No. 1198  
Page 2 of 5

Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C  
\_\_/\_\_/20-C

Attachment A - Resolution No. 1198  
Page 3 of 5

**APPENDIX A**

**DESIGNATED POSITIONS**

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
Deputy Executive Director, Local Government Services (LGS)	1, 3, 4
General Counsel	1, 3, 4
Senior Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Administrative Director, Office of the Executive Director	1, 3, 4
Director, Administration & Facilities (AF)	1, 3
Director, Integrated Planning Department (PLN)	2, 3
Director, Design & Project Delivery (DPD)	2
Director, Field Operations & Asset Management (FOAM)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, SF Estuary Partnership	2, 3
Director, Finance & Accounting (aka Deputy Finance Director)	1
Director, Treasury & Revenue (aka Deputy Treasurer)	1
Director, Bay Area Regional Collaborative (BARC)	2, 3
Deputy Director, PLN (aka Deputy Planning Director)	2, 3
Assistant Directors: PLN, PAC, LGS	2, 3
Assistant Directors: DPD, FOAM, EPS, TSS	2
Assistant Directors: LPA	1
Assistant Directors: AF	1, 3
Assistant Directors: Finance	1
Clipper® Executive Board Members	2
Consultants/New Positions	*

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C  
\_\_/\_\_/20-C

Attachment A - Resolution No. 1198  
Page 4 of 5

\*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

## **OFFICIALS WHO MANAGE PUBLIC INVESTMENTS**

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners  
Chief Financial Officer  
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

Date: October 27, 1982  
W.I.: 99110  
I.D.: File 1  
Referred by: A&O Committee  
Revised: 06/26/91-C 07/27/94-C  
11/18/98-C 06/28/00-C  
11/20/02-C 09/28/11-C  
05/22/13-C 03/25/15-C  
09/28/16-C 04/25/18-C  
\_\_/\_\_/20-C

Attachment A - Resolution No. 1198  
Page 5 of 5

## **APPENDIX B**

### **DISCLOSURE CATEGORIES**

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position’s department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0009      **Version:** 1      **Name:**

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

**File created:** 11/25/2019      **In control:** Programming and Allocations Committee

**On agenda:** 1/8/2020      **Final action:**

**Title:** MTC Resolution No. 3675, Revised. Allocation of \$2,234,000 in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6c PAC 2c 20-0009 Reso-3675 Richmond Pkwy Transit Center.pdf](#)  
[2c 20-0009 Reso-3675 Richmond Pkwy Transit Center.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Programming and Allocations Committee		

**Subject:**  
MTC Resolution No. 3675, Revised. Allocation of \$2,234,000 in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.

**Presenter:**  
Anne Spevack

**Recommended Action:**  
Commission Approval

Metropolitan Transportation Commission  
Programming and Allocations Committee

January 8, 2020

Agenda Item 2c

MTC Resolution No. 3675, Revised

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**Subject:** Allocation of roughly \$2.2 million in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.

**Background:** In 2014, as a result of a feasibility study and as part of the RM2 Delivery Strategy, the scope of RM2 project #9, the Richmond Parkway Transit Center, was scaled back and a majority of the funds redirected to other projects. The revised programmed amount for this project totals \$3.85 million, with \$3 million programmed to the revised Richmond Parkway Transit Center bus facilities rehabilitation project. The scope of this project includes pavement patching and sealing, ADA improvements, a fixed restroom facility for operators, and upgrades to the on-site electrical panel and electrical system. The revised project scope is fully funded by RM2.

In 2014, MTC approved an allocation for the environmental, engineering, and design phases of the project. Final design for the project was completed in 2019 and a Notice of Exemption from CEQA has been prepared.

AC Transit has requested, and staff recommends, an allocation of roughly \$2.2 million for construction of the revised scope to rehabilitate and improve bus facilities at Richmond Parkway Transit Center. The scope of the project listed in the design allocation included some elements – bus shelter upgrades, lighting, real-time signage, and bike facilities – that have been eliminated through further refinement of the project in the design phase, while an employee bathroom facility, ADA improvements, and electrical system upgrades have been added to the scope. Construction is expected to start and be completed in calendar year 2020.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 3675, Revised, to the Commission for approval.

**Attachments:** MTC Resolution No. 3675, Revised.



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Therese W. McMillan

Date: December 15, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 05/25/05-C 02/23/11-DA  
05/25/11-DA 05/28/14-DA  
01/22/20-C

ABSTRACT

MTC Resolution No. 3675, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Richmond Parkway Park and Ride Lot project sponsored by Alameda Contra Costa Transit (AC Transit).

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of Richmond Parkway Park & Ride Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on May 25, 2005 to allocate \$200,000 in RM2 funds for interim capital improvements to the project.

This resolution was revised on February 23, 2011 through Delegated Authority to allocate \$100,000 to AC Transit for a project feasibility and operations study for the Richmond Parkway Park and Ride Lot project.

This resolution was revised on May 25, 2011 through Delegated Authority to allocate \$50,000 to AC Transit for continuing environmental work for the Richmond Parkway Park and Ride Lot project.

This resolution was revised on May 28, 2014 through Delegated Authority to rescind \$42,607 from completed phases.

This resolution was revised on September 24, 2014 to allocate \$766,000 to AC Transit for the design phase of the Richmond Parkway Transit Center rehabilitation.

ABSTRACT

MTC Resolution No. 3675, Revised

Page 2

This resolution was revised on January 22, 2020 to allocate \$2,234,000 to AC Transit for the construction phase of the Richmond Parkway Transit Center rehabilitation project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 8, 2004, May 11, 2005, September 10, 2014, and January 8, 2020.

Date: December 15, 2004  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Richmond Parkway Park and Ride Lot

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3675

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

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

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

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

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

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

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

WHEREAS, AC Transit has submitted a request for the allocation of RM 2 funds for the Richmond Parkway Park and Ride Lot; and

WHEREAS, Richmond Parkway Park and Ride Lot is identified as capital project number 09 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, AC Transit has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

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

RESOLVED, that MTC approves MTC staff’s review of AC Transit’s IPR for this project as set forth in Attachment C; and be it further

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

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

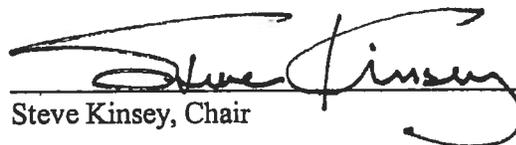
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 15, 2004.

**REGIONAL MEASURE 2 PROGRAM  
Allocation of Funds**

Project Title: Richmond Parkway Park and Ride Lot  
Sponsor: AC Transit  
Project Number: 9

<b>Allocation No. 9.1</b>						
Activities to be funded with Allocation #1: Environmental phase for park and ride lot and transit center						
Environmental and preliminary engineering phase to expand existing park and ride lot to include approximately 750 space parking structure, new transit center, and ground floor retail facilities.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05367501	15-Dec-04	\$ 500,000	ENV/PA&ED	FY 2004-05	\$ 500,000	
05367501	28-May-14	\$ (98)	ENV/PA&ED	FY 2013-14	\$ 499,902	

<b>Allocation No. 9.2</b>						
Activities to be funded with Allocation #2: Interim Upgrades to facility						
Fund interim capital upgrades to the park and ride lot, while the environmental studies on future improvements are being conducted. The scope of this work is for interim security support facilities, parking machines, bus shelters, electrical work, trash receptacles, signage, concrete bus pads, and upgrading of parking spaces.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
06367502	25-May-05	\$ 200,000	CON	FY 2005-06	\$ 699,902	

<b>Allocation No. 9.3</b>						
Activities to be funded with Allocation #3: Feasibility Study						
Feasibility/operations study to inform design of the Richmond Parkway Park and Ride Lot and Transit Center.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
11367503	23-Feb-11	\$ 100,000	PS&E	FY 2010-11	\$ 799,902	
11367503	28-May-14	\$ (32)	PS&E	FY 2013-14	\$ 799,870	

<b>Allocation No. 9.4</b>						
Activities to be funded with Allocation #4: Environmental Phase						
Work to address development of NEPA and Caltrans PR/PSR clearance.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
11367504	25-May-11	\$ 50,000	ENV/PA&ED	FY 2010-11	\$ 849,870	
11367504	28-May-14	\$ (42,476)	ENV/PA&ED	FY 2013-14	\$ 807,393	

<b>Allocation No. 9.5</b>						
Activities to be funded with Allocation #5: Design Phase of Richmond Parkway Transit Center Rehabilitation						
Work to include procurement of design consultant and project management/construction management consultant for Transit Center rehabilitation. Approximately \$400,000 of work will be in PA/ED and \$366,000 in PS&E.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
15367505	24-Sep-14	\$ 766,000	PA/ED & PS&E	FY 2014-15	\$ 1,573,393	

<b>Allocation No. 9.6</b>						
Activities to be funded with Allocation #6: Construction Phase of Richmond Parkway Transit Center Rehabilitation						
This allocation funds construction of the rehabilitated and improved bus facilities at Richmond Parkway Transit Center, including, but not limited to, asphalt concrete patching, a slurry seal of the asphalt pavement, ADA improvements, installation of a fixed restroom facility for operators, and upgrades to the on-site electrical panel and electrical system.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20367506	22-Jan-20	\$ 2,234,000	CON	FY 2019-20	\$ 3,807,393	

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: Richmond Parkway Park and Ride Lot  
Sponsor: AC Transit  
Project Number: 9

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

Conditions approved as of December 15, 2004

1. Approval of the allocation package by AC Transit's Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.
2. Allocations for future phases are dependent upon the environmental analysis of the project. The total project cost as identified in the Initial Project Report is considered conceptual until the completion of the environmental document.

Conditions approved as of May 25, 2011

1. Approval of the allocation package by AC Transit's Board of Directors. The allocation package consists of the Initial Project Report (IPR), resolution of project compliance, and opinion of legal counsel.

**RM2 Project Number: 09**  
**Richmond Parkway Transit Center**

<b>Lead Sponsor</b> AC Transit	<b>Other Sponsors(s)</b> N/A	<b>Implementing Agency</b> (if applicable) AC Transit
<b>Legislated Project Description</b> Richmond Parkway Transit Center. Construct improvements to expand parking capacity and/or amenities, or to improve access. The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation.		
<b>RM2 Legislated Funding (in \$1,000)</b> \$3,850		<b>Total Estimated Project Cost (in \$1,000)</b> \$3,000 (for rehabilitation and upgrades project)
<b>Project Purpose and Description</b> Rehabilitate and improve bus facilities at Richmond Parkway Transit Center. Improvements would include new canopies/benches, new trash receptacles, additional lighting, real-time signage, security elements, bike facilities, and pavement upgrades.		
<b>Funding Description</b> Committed Funds: This project is funded with Regional Measure 2 funds. Uncommitted Funds: Project is fully funded. Operating Capacity: Operations and maintenance of the completed facility will be maintained by AC Transit.		

**Overall Project Cost and Schedule\***

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Studies, Preliminary Eng. (ENV/PA&ED)	09/2014	11/2014	\$400
2	Final Design -- Plans, Specs. & Estimates (PS&E)	01/2015	12/2019	\$366
3	Construction	04/2020	10/2020	\$2,234
<b>Total:</b>				<b>\$3,000</b>

\*Project cost and schedule for rehabilitation project. Approx. \$888k previously expended on original project plan.

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	Richmond Parkway Transit Center						<b>Project No.</b> 09					
<b>Lead Sponsor</b>	AC Transit											
<b>Fund Source</b>	<b>Phase</b>	<b>Prior</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>Future</b>	<b>Total</b>
<b>Committed</b>												
RM2	Environmental	507										507
MTC - STA	Environmental	40										40
CCTA - Measure C	Environmental	40										40
RM2	PA/ED		400									400
RM2	PS&E	100	366									466
RM2	Construction	200						2,234				2,434
												0
												0
<b>Total:</b>		887	766	0	0	0	0	2,234	0	0	0	3,887
<b>Uncommitted</b>												
												0
												0
<b>Total:</b>		0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>												
		<b>Prior</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>Future</b>	<b>Total</b>
<b>Total:</b>		887	766	0	0	0	0	2,234	0	0	0	3,887

December 15, 2004

Attachment D

MTC Resolution No. 3675

Page 1 of 1

Revised: 05/25/05-C

02/23/11-DA; 05/25/11-DA

05/28/14-DA; 09/24/14-C

01/22/20-C

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Richmond Parkway Park and Ride Lot

Sponsor: AC Transit

RM2 Project Number: 9

	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-2020	FY 2020-2021+	TOTAL
<b>RM2 Funds Total</b>	<b>807,394</b>	<b>71,218</b>	<b>71,154</b>	<b>5,007</b>	<b>7,945</b>	<b>71,067</b>	<b>1,539,609</b>	<b>1,234,000</b>	<b>3,807,394</b>
<b>Environmental (ENV)</b>	<b>587,426</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350,000</b>	<b>0</b>	<b>987,426</b>
RM2	507,426		50,000				350,000		907,426
MTC-STA	40,000								40,000
CCTA	40,000								40,000
									0
<b>Final Design (PS&amp;E)</b>	<b>99,968</b>	<b>71,218</b>	<b>21,154</b>	<b>5,007</b>	<b>7,945</b>	<b>71,067</b>	<b>189,609</b>	<b>0</b>	<b>465,968</b>
RM2	99,968	71,218	21,154	5,007	7,945	71,067	189,609		465,968
									0
									0
									0
<b>Right of Way</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
									0
									0
									0
									0
<b>Construction</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>1,234,000</b>	<b>2,434,000</b>
RM2	200,000						1,000,000	1,234,000	2,434,000
									0
									0
									0
									0
<b>TOTAL FUNDING</b>									
Environmental	587,426	0	50,000	0	0	0	350,000	0	<b>987,426</b>
Final Design (PS&E)	99,968	71,218	21,154	5,007	7,945	71,067	189,609	0	<b>465,968</b>
Right of Way	0	0	0	0	0	0	0	0	<b>0</b>
Construction	200,000	0	0	0	0	0	1,000,000	1,234,000	<b>2,434,000</b>
<b>PROJECT TOTAL</b>	<b>887,394</b>	<b>71,218</b>	<b>71,154</b>	<b>5,007</b>	<b>7,945</b>	<b>71,067</b>	<b>1,539,609</b>	<b>1,234,000</b>	<b>3,887,394</b>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0019      **Version:** 1      **Name:**

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

**File created:** 11/27/2019      **In control:** Programming and Allocations Committee

**On agenda:** 1/8/2020      **Final action:**

**Title:** MTC Resolution No. 4250, Revised. Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6d PAC 2d 20-0019 Reso-4250 BayBridgeForward.pdf](#)  
[2d 20-0019 Reso-4250 BayBridgeForward.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4250, Revised. Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward

**Presenter:**

Kenneth Kao

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

January 8, 2020

Agenda Item 2d

**MTC Resolution No. 4250, Revised**

**Subject:** Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward.

**Background:** In July 2016, the Commission approved the One Bay Area Grant (OBAG 2) framework. This framework includes \$40 million for Bay Bridge Forward (BBF), a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds. Attachment 1 summarizes the programming for the \$21 million RM2 funds including recent revisions in the sub-element projects. This month, MTC’s BBF team requests an allocation of RM2 funds for the West Grand HOV/Bus-Only Lane (Phase 2) project, summarized below.

**Table 1: January Allocation Summary**

BBF Sub-Element	Previous RM2 Allocations	Current (Jan.) RM2 Request	Total RM2 Allocations
West Grand HOV/Bus-Only Lane (Phase 1)	\$3,880,000	\$-	\$3,880,000
West Grand HOV/Bus-Only Lane (Phase 2)	\$256,000	<b>\$600,000</b>	\$856,000

**West Grand HOV/Bus-Only Lane**

MTC completed construction of Phase 1 of the West Grand HOV/Bus-Only Lane project in 2019. Phase 1 converted approximately 1,300 feet of the right shoulder on the West Grand Avenue on-ramp and northbound I-880 connector approach to San Francisco-Oakland Bay Bridge (SFOBB) to a Bus Lane, which is open to high occupancy vehicles during the peak periods. RM2 contributed \$3.9 million to Phase 1.

MTC requests allocation of \$600,000 in RM2 funds to continue the environmental and preliminary engineering phases of Phase 2 of the West Grand HOV/Bus-Only Lane project. Phase 2 extends the HOV/Bus-Only Lane from its current terminus just west of Maritime Street further east to Frontage Road, and adds a multi-use path on West Grand between Maritime Street and Mandela Parkway. Staff expects construction to begin in late 2020.

**Issues:** The contract approval for the environmental and preliminary engineering work is on the January 10, 2020 Operations Committee agenda. The contract is contingent upon the Commission allocating RM2 funds for Phase 2.

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

**Attachments:**

1. BBF Program Funding Informational Update
2. Map of Bay Bridge Forward Projects
3. Map of West Grand HOV/Bus-Only Lane Phases 1 and 2
4. MTC Resolution No. 4250, Revised



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Therese W. McMillan

**Bay Bridge Forward Program Funding Informational Update**

**BBF Program Funding Updates**

MTC programmed \$21 million in RM2 funds to the BBF suite of projects. Based on recent re-examination of priorities for each BBF sub-element, staff proposes to update BBF’s RM2 programming as identified below.

- West Grand HOV/Bus-Only Lane. Staff proposes increasing programming by \$2 million to augment funding for Phase 2, which would extend the HOV/Bus-Only Lane on the West Grand approach to the Bay Bridge toward San Francisco.
- Sterling Street and Integrated Bridge Corridor Projects. Staff proposes to reduce programming by \$2 million and re-examine solutions to maximize person throughput at this ramp to the lower deck of the Bay Bridge. This subproject also includes pilot projects such as automated vehicle occupancy detection and intelligent transportation system (ITS) elements.

A summary of the proposed funding split among the sub-elements is listed below.

**Bay Bridge Forward RM2 Programming Summary**

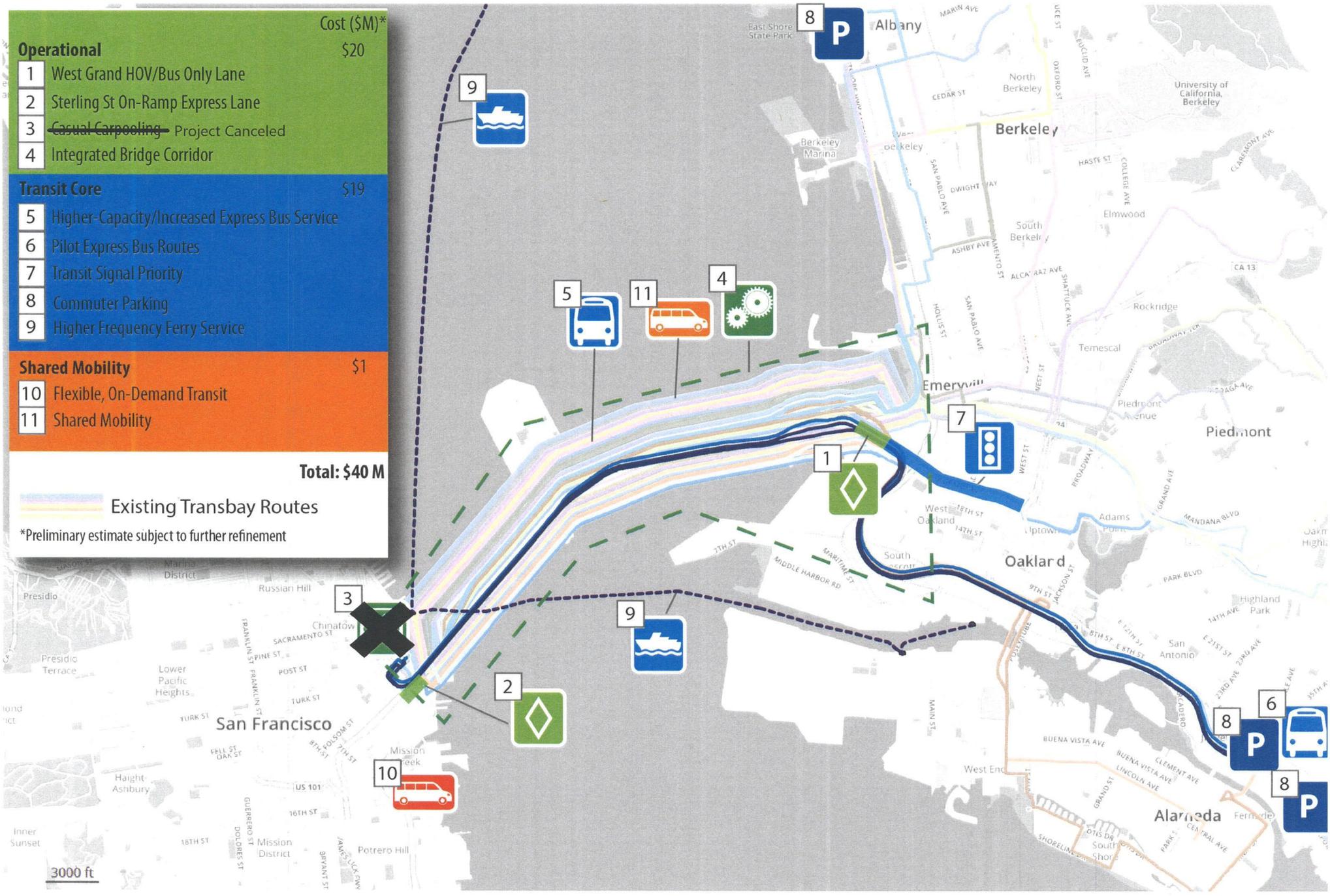
<b>BBF Sub-Element</b>	<b>Current Programmed</b>	<b>Proposed Change</b>	<b>Proposed Programming</b>	<b>Allocations To-Date</b>
West Grand HOV/Bus-Only Lane (Phase 1)	\$3,880,000	\$-	\$3,880,000	\$3,880,000
West Grand HOV/Bus-Only Lane (Phase 2)	\$3,499,000	+\$2,000,000	\$5,499,000	\$856,000*
Sterling Street and Integrated Bridge Corridor Projects	\$6,833,000	-\$2,000,000	\$4,833,000	\$3,013,000
Commuter Parking	\$5,788,000	\$-	\$5,788,000	\$5,788,000
Flexible On-Demand Transit	\$1,000,000	\$-	\$1,000,000	\$1,000,000
<b>Total</b>	<b>\$21,000,000</b>	<b>\$0</b>	<b>\$21,000,000</b>	<b>\$14,537,000</b>

\* Includes \$600,000 allocation action proposed this month.

Operational		Cost (\$M)*
1	West Grand HOV/Bus Only Lane	\$20
2	Sterling St On-Ramp Express Lane	
3	Casual Carpooling - Project Canceled	
4	Integrated Bridge Corridor	
Transit Core		\$19
5	Higher-Capacity/Increased Express Bus Service	
6	Pilot Express Bus Routes	
7	Transit Signal Priority	
8	Commuter Parking	
9	Higher Frequency Ferry Service	
Shared Mobility		\$1
10	Flexible, On-Demand Transit	
11	Shared Mobility	
<b>Total: \$40 M</b>		

Existing Transbay Routes

\*Preliminary estimate subject to further refinement



# West Grand HOV/Bus Lane Extension (Phase 2)



Date: December 21, 2016  
W.I.: 1255  
Referred by: PAC  
Revised: 05/24/17-DA 06/28/17-C  
12/20/17-C 02/28/18-DA  
06/27/18-DA 07/25/18-C  
09/26/18-DA 07/24/19-C  
01/22/20-C

ABSTRACT

MTC Resolution No. 4250, Revised

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

This resolution includes the following attachments:

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

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

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

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

This resolution was amended via Commission Action on December 20, 2017 to allocate \$2.5 million in RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1), and \$168,000 for the final design phase of the Commuter Parking project, both part of the Bay

Bridge Forward program. Allocation for the commuter parking project is conditioned on approval of the environmental document, expected in early December.

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

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

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

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

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

This resolution was amended via Commission action on January 22, 2020 to allocate \$600,000 in RM2 funds for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of the Bay Bridge Forward program.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016, June 14, 2017, December 13, 2017, July 11, 2018, July 10, 2019, and January 8, 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4250

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED, that MTC approves MTC staff's review of the project sponsor's IPR for this project as set forth in Attachment C; and be it further

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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David Corlese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on December 21, 2016.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

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

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

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

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

**REGIONAL MEASURE 2 PROGRAM  
Allocation of Funds**

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

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

Activities to be funded with Allocation #5:						
Allocation 18425007 will augment allocation 18425006 to fund the final design of the BBF Commuter Parking project; allocation 18425008 will fund the study of Vehicle Occupancy Detection (VOD) pilot; and allocation 18425009 will augment allocation 17425002 to fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425007	28-Feb-18	\$ 417,000	PS&E	FY 2017-18	\$ 7,077,000	
18425008	28-Feb-18	\$ 200,000	ENV/PE	FY 2017-18	\$ 7,277,000	
18425009	28-Feb-18	\$ 100,000	ENV/PE	FY 2017-18	\$ 7,377,000	

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

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

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

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

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

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

Activities to be funded with Allocation #10:						
Allocation 20425017 will fund the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20425017	22-Jan-20	\$ 600,000	ENV/PE	FY 2019-20	\$ 14,537,000	

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

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

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

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



# Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016

Attachment C

MTC Resolution No. 4250

Revised: 06/28/17-C; 12/20/17-C

02/28/18-DA; 06/27/18-DA; 07/25/18-C; 09/26/18-DA; 01/22/20-C

## RM2 Project Number: 29.7

## Bay Bridge Forward

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

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	2/2020	\$7,521
2	Designs, Plans, Specs, & Estimates	3/2017	7/2020	\$2,885
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	1/2021	\$22,694

**Total: \$33,100**

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	Bay Bridge Forward	<b>Project No.</b>	29.7
<b>Lead Sponsor</b>	Metropolitan Transportation Commission	<b>Last Updated</b>	1/22/2020

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
<b>Committed</b>										
RM2	Env./ PE		2,000	500	4,152	600				7,252
Local/Regional	Env./ PE		269							269
RM2	PS&E		200	585	1,900	200				2,885
RM2	CON			3,500	1,700	5,663				10,863
Federal Funds	CON				2,500					2,500
Local/Regional	CON				9,331					9,331
<b>Total:</b>		0	2,469	4,585	19,583	6,463	0	0	0	\$ 33,100
<b>Uncommitted</b>										
										0
<b>Total:</b>		0	0	0	0	0	0	0	0	\$ -
<b>Total Project Committed and Uncommitted</b>										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
<b>Total:</b>		0	2,469	4,585	19,583	6,463	0	0	0	\$ 33,100

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

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

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
<b>RM2 Funds Total</b>		<b>3,992,000</b>	<b>4,385,000</b>	<b>3,260,000</b>	<b>2,900,000</b>	<b>-</b>	<b>14,537,000</b>
<b>Environmental, PE</b>	<b>0</b>	<b>4,061,000</b>	<b>300,000</b>	<b>1,560,000</b>	<b>600,000</b>	<b>0</b>	<b>6,521,000</b>
RM2		3,792,000	300,000	1,560,000	600,000		6,252,000
Local/Regional Funds		269,000					269,000
<b>Final Design (PS&amp;E)</b>	<b>0</b>	<b>200,000</b>	<b>585,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>785,000</b>
RM2		200,000	585,000				785,000
							0
							0
<b>Right of Way</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
							0
							0
							0
<b>Construction</b>	<b>0</b>	<b>0</b>	<b>3,500,000</b>	<b>13,531,000</b>	<b>2,300,000</b>	<b>0</b>	<b>19,331,000</b>
RM2			3,500,000	1,700,000	2,300,000		7,500,000
Federal Funds				2,500,000			2,500,000
Other Local Funds				9,331,000			9,331,000
<b>TOTAL FUNDING</b>							
Environmental	0	4,061,000	300,000	1,560,000	600,000	0	<b>6,521,000</b>
Final Design (PS&E)	0	200,000	585,000	0	0	0	<b>785,000</b>
Right of Way	0	0	0	0	0	0	<b>0</b>
Construction	0	0	3,500,000	13,531,000	2,300,000	0	<b>19,331,000</b>
<b>PROJECT TOTAL</b>	<b>0</b>	<b>4,261,000</b>	<b>4,385,000</b>	<b>15,091,000</b>	<b>2,900,000</b>	<b>0</b>	<b>26,637,000</b>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0052      **Version:** 1      **Name:**

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

**File created:** 12/6/2019      **In control:** Programming and Allocations Committee

**On agenda:** 1/8/2020      **Final action:**

**Title:** MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6e PAC 2e 20-0052 Reso-4375 TIP Amend-2019-29.pdf](#)  
[2e 20-0052 Reso-4375 TIP Amend-2019-29.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Programming and Allocations Committee		

**Subject:**  
MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

**Presenter:**  
Adam Crenshaw

**Recommended Action:**  
Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

January 8, 2020

Agenda Item 2e

**MTC Resolution Nos. 4375, Revised**

**Subject:** 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

**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 2019-29 makes revisions to eight projects with a net funding increase of approximately \$1.8 million. Among other changes, this revision:

- Updates the funding plans of three existing Petaluma Transit projects and amends two new projects into the TIP to reflect the programming of Transit Capital Priorities funds;
- Amends one new exempt project into the TIP to reflect the programming of One Bay Area Grant 2 County Program funds; and
- Amends one previously-archived project back into the TIP to reprogram cost savings among sub-projects.

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

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

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

The TIP Revision Summary for this amendment is attached (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:**

On November 26, 2019, Part I of the EPA and National Highway Traffic Safety Agency's SAFE Vehicle Rule went into effect. This portion of the rule withdrew California's waiver to set higher fuel efficiency standards and subsequently altered the latest planning assumptions underlying the air quality emissions model that must be used when MTC performs a regional transportation-air quality conformity analysis. FHWA has not yet released guidance on how this development impacts TIP amendments that do not require an updated conformity analysis, such as Amendment 2019-29, but staff believes these revisions may still move forward and receive final federal approval.

**Recommendation:**

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

**Attachments:**

Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-29; and  
MTC Resolution No. 4375, Revised



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Therese W. McMillan

**TIP Revision Summary  
2019-29**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
SCL190033	Los Gatos	Shannon Road Complete Streets	Amend a new exempt project into the TIP with \$940K in OBAG2-CMAQ and \$345K in Local funds	\$1,290,000	~%
SOL170014	Suisun City	New Railroad Avenue Pavement Rehabilitation	Update the project description to reflect expanded scope of work	\$0	0.0%
<b>System: State Highway</b>					
REG090003	Metropolitan Transportation Commission (MTC)	Freeway Performance Initiative (FPI)	Amend a previously archived project back into the TIP so that \$963K in CMAQ cost-savings may be re-directed to another sub-project	\$0	0.0%
<b>System: Transit</b>					
SON170005	Petaluma	Petaluma: Transit Yard & Facilities Improvements	Update the funding plan to add \$91K in FY20 CON 5307 and \$23K in FY20 CON TDA funds and update the project description to include ADA Access Improvements	\$113,160	99.6%
SON170017	Petaluma	Petaluma AVL Equipment	Update the funding plan to add \$100K in FY20 CON 5307 and \$25K in FY20 CON TDA funds and update the project description to include maintenance	\$125,000	126.3%
SON170019	Petaluma	Petaluma Purchase Service Vehicle	Archive project as it has been completed	\$0	0.0%
SON190004	Petaluma	Petaluma: Purchase Replacement Paratransit Van	Amend a new exempt project into the TIP with \$23K in FY20 CON 5307, \$128K in FY20 CON 5339, and \$33K in FY20 CON TDA funds	\$184,000	~%
SON190005	Petaluma	Petaluma Transit: Security Systems Upgrade	Amend a new exempt project into the TIP with \$40K in FY20 CON 5307 and \$10K in FY20 CON TDA funds	\$50,000	~%
<b>Total Funding Change:</b>				<b>\$1,762,160</b>	

**TIP Revision Summary**

	Federal	State	Regional	Local	Total	2019 TIP Only
<b>Current:</b>	\$97,220,688	\$131,645,000	\$0	\$78,942,575	\$307,808,263	\$53,490,256
<b>Proposed:</b>	\$98,542,196	\$131,645,000	\$0	\$79,383,227	\$309,570,423	\$55,252,416
<b>Delta:</b>	\$1,321,508	\$0	\$0	\$440,652	\$1,762,160	\$1,762,160

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  
01/22/20-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, December 11, 2019, and January 8, 2020. 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

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-13	Admin. Mod.	22	\$15,402,477	7/3/2019	7/3/2019
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	11/13/2019
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
2019-28	Admin. Mod.	Pending	Pending	Pending	Pending
2019-29	Amendment	8	\$1,762,160	1/22/2020	Pending
Net Funding Change		395	\$1,525,960,426		
Absolute Funding Change			\$1,946,815,278		

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4375

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

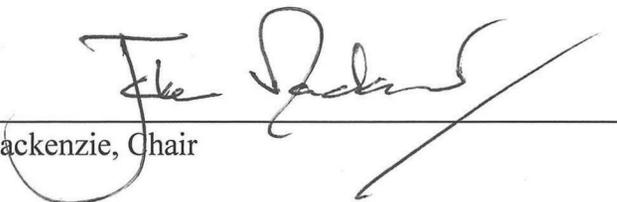
RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2019 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
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  
01/22/20-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 7<sup>th</sup> 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 was received on November 13, 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 was received on November 21, 2019, and final federal approval is expected in mid-December 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.

**Revision 2019-28** is a pending administrative modification.

**Revision 2019-29** is an amendment that revises eight projects with a net funding increase of approximately \$1.8 million. The revision was referred by the Programming and Allocations Committee on January 8, 2020, and approved by the MTC Commission on January 22, 2020. Caltrans approval is expected in late February 2020, and final federal approval is expected in mid-March 2020. Among other changes, this revision:

- Updates the funding plans of three existing Petaluma Transit projects and amends two new projects into the TIP to reflect the programming of Transit Capital Priorities funds;
- Amends one new exempt project into the TIP to reflect the programming of One Bay Area Grant 2 County Program funds; and
- Amends one previously-archived project back into the TIP to reprogram cost savings among sub-projects.

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-1290      **Version:** 1      **Name:**

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

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

**On agenda:** 1/8/2020      **Final action:**

**Title:** MTC Resolution No. 4381, Revised. Allocation of roughly \$35 million in State Transit Assistance (STA) to BART and rescission of \$9.6 million in STA from VTA.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6f PAC 2f 19-1290 Reso-4381 BART-Allocation VTA-Rescission.pdf](#)  
[2f 19-1290 Reso-4381 BART-Allocation VTA-Rescission.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4381, Revised. Allocation of roughly \$35 million in State Transit Assistance (STA) to BART and rescission of \$9.6 million in STA from VTA.

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

January 8, 2020

Agenda Item 2f

**MTC Resolution No. 4381, Revised**

**Subject:** Allocation of roughly \$35 million in State Transit Assistance (STA) funds to BART and rescission of \$9.6 million in STA funds from Santa Clara Valley Transportation Authority (VTA).

**Background:** As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has full discretion over the programming of population-based funds and [MTC Resolution No. 4321](#) establishes the framework (70% by County Block Grant formula, 30% to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund) for the allocation of these funds. The State apportions the revenue-based funds to operators based on each operator’s contribution of qualifying revenue sources compared to all other operators.

This month’s proposed action continues the annual allocation process of STA funds for FY2019-20, as summarized below:

Transit Operator	STA (MTC Resolution No. 4381)
BART	\$ 34,843,538
VTA	\$ (9,666,856)
<b>Total</b>	<b>\$ 25,176,682</b>

**BART STA Funding Request**

BART requests \$33.5 million in Revenue-based funds and \$1.3 million in County Block Grant (population-based) funds to support their transit operations. An additional \$1.9 million in operating and \$0.8 million in capital will be allocated through the Executive Director’s Delegation of Authority. STA funds comprise five percent of BART’s \$800 million operating budget. Highlights of BART’s operating budget and program include:

- The total operating budget is increasing 4.2 percent with labor and benefits accounting for 97 percent of the increase. The budget includes funding for 67 new positions including nineteen police officers and four fare inspectors to improve safety and security.
- Service is expected to increase 1.5% percent with operating costs rising faster than service increases due to BART’s strategic focus on modernization and quality of life issues such as station cleanliness, fare evasion, safety, and homelessness.

- A 5.4 percent fare increase will begin January 1, 2020 and is expected to provide \$9 million in revenue for high priority capital needs. However, overall fare revenue is projected to decrease 1 percent from factors such as overall ridership decline, particularly in weekend and evening trips, and participation in the Means-based Fare Discount Pilot Program. Fares (\$480 million) comprise 60 percent of BART's operating budget.
- As of November 2019, over 100 new cars are available for revenue service. Current plans call for the new car delivery rate to increase from ten to sixteen cars per month during calendar year 2020. BART expects that 220 cars will be delivered by the end of FY 2020 and 775 cars by Spring 2023. BART has begun to pilot decommissioning of the original cars and will approve a decommissioning plan in Spring 2020.
- BART is beginning a process to modernize its parking program through initiatives such as a mobile payment system, automated enforcement system, and expansion of the carpool program to more stations. BART will also make recommendations regarding its parking policies to create a demand-based structure to better manage parking resources this summer.

Given the discussion at last month's meeting, staff is working with BART to confirm the attendance of Bob Powers, BART's General Manager, at your February 12th meeting. Mr. Powers will provide an update on BART's service quality efforts and core capacity projects.

**VTA's STA Funding Allocation Reduction**

\$9.6 million in Revenue-based funds will be rescinded from VTA due to a change in the calculation of its revenue shares for STA Revenue-based funds and an overall reduction in revenue projected for the STA program. More information about this reduction is provided in Agenda Item 3a.

**Issues:**

None

**Recommendation:**

Refer MTC Resolution No. 4381, Revised to the Commission for approval.

**Attachments:**

MTC Resolution No. 4381, Revised



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Therese W. McMillan

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  
01/22/19-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.

On January 22, 2020, Attachment A was revised to allocate funds to the Bay Area Rapid Transit District (BART) and rescind funds from VTA.

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, December 11, 2019, and January 8, 2020.

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

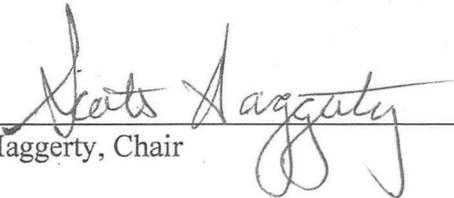
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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  
 01/22/20-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
<b>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</b>					
Soltrans	Transit Operations	1,057,109	16	09/25/19	Solano County
	<b>Subtotal</b>	<b>1,057,109</b>			
<b>5820 - 6730A Operations - Population-based Lifeline</b>					
AC Transit	Cycle 5: Preserve service in CoC	1,109,174	05	07/24/19	Alameda County
	<b>Subtotal</b>	<b>1,109,174</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
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
BART	Transit Operations	33,543,538	25	01/22/20	BART
VTA	Transit Operations	(9,666,856)	01	01/22/20	VTA
	<b>Subtotal</b>	<b>170,173,652</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	7,100,000	02	06/26/19	MTC
	<b>Subtotal</b>	<b>7,100,000</b>			
<b>5820 - 6730A Operating Costs - County Block Grant</b>					
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

**5820 - 6730A Operating Costs - County Block Grant (continued)**

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
<b>BART</b>	<b>Elevator Attendant Program</b>	<b>1,300,000</b>	<b>26</b>	<b>07/24/19</b>	<b>San Francisco County</b>
<b>Subtotal</b>		<b>27,619,962</b>			

**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
<b>Subtotal</b>		<b>6,814,416</b>			

**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
<b>Subtotal</b>		<b>1,461,293</b>			

**5821 - 6730B Capital Costs - Revenue-based**

SamTrans	Transit Capital	4,477,945	26	12/18/19	Caltrain
<b>Subtotal</b>		<b>4,477,945</b>			

**TOTAL 219,813,551**

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 #:** 19-1345      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/12/2019      **In control:** Administration Committee  
**On agenda:** 1/8/2020      **Final action:**  
**Title:** MTC Resolution No. 4371, Revised - FY 2019-20 MTC Operating and Capital Budgets Amendment

A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 2, approving an increase of \$815,974 in operating costs, of which \$557,987 will be added to the MTC Operating Budget and \$257,987 added to the Life-to-Date Grants Budget, to the Commission for approval.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7a Admin 3a 19-1345 Reso-4371 MTC Budget Amendment.pdf](#)  
[3a 19-1345 Reso-4371 MTC Budget Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Administration Committee		

**Subject:**

MTC Resolution No. 4371, Revised - FY 2019-20 MTC Operating and Capital Budgets Amendment

A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 2, approving an increase of \$815,974 in operating costs, of which \$557,987 will be added to the MTC Operating Budget and \$257,987 added to the Life-to-Date Grants Budget, to the Commission for approval.

**Presenter:**

Brian Mayhew

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Administration Committee**

January 8, 2020

Agenda Item 3a

**MTC Resolution No. 4371, Revised –  
FY 2019-20 MTC Operating and Capital Budgets Amendment**

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**Subject:** A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 2, approving a total increase of \$815,974 of which \$557,987 will be added to the MTC Operating Budget and \$257,987 added to the Life-to-Date Grants Budget, to the Commission for approval.

**Background:** The amended FY 2019-20 budget remains in balance since the proposed revenue increase is exactly a match to the requested expense changes and, as such there is no change to the original \$88,891 projected surplus. There are nine new positions requested in this proposed budget amendment. While the positions may have an administrative impact on MTC, none of the funding for these new positions will come directly from MTC general revenue sources.

The Commission will remember that there were several issues raised both in the budget study session and final proposed FY 2019-20 budget. These issues include:

- Continuing growth in program areas, Clipper II, Express Lanes, All Electric Tolling (AET) and SR 37 options
- Continuing growth of federal and state grants including the new SB1 and AB 1487 Housing Finance Authority as well as the \$25 million awarded to ABAG under the SB 101 State Budget Trailer Bill
- Work and funding related to the ABAG staff consolidation
- Potential increases in PERS funding costs

The top three issues all involve staffing concerns both from the need to develop and operate the new and expanding programs as well as the more indirect impact from the pressures of administering additional salary and benefits to processing, managing and administering the myriad of new grant rules, contract payments and procurement procedures to go with each new function.

Part of the budget discussion for FY 2019-20 identified the need to potentially amend the budget to deal with new multi-year commitments, new housing initiatives and the critical administrative support services necessary to meet these new initiatives. While this Amendment No. 2 deals in part with the current work/staffing demand issue, these are not nearly all of the projected future demands including our expanding joint MTC/ABAG efforts in housing and transportation which will require further discussion in the future.

Nevertheless, we do not take recommendations to augment staffing levels lightly. All future change requests will be accompanied by a fiscal impact element including:

- Whether the work is already included and fully supported in the approved budget;
- Whether new activities not already included in the budget can still be covered by existing resources or will require a shift of other existing resources; or
- Whether the new activity is accompanied by a new revenue source and whether that source is permanent or temporary

These factors as well as evaluations of on-going support needs for the consolidated staff will be wrapped into future budget discussions as well as the FY 2020-21 budget discussions.

**Budget Changes:** Attached for your review and referral to the Commission for approval is MTC Resolution No. 4371, Revised, Amendment No. 2 to the MTC Agency Budget for FY 2019-20. The ending balance will remain unchanged since the proposed revenue and expense adjustments are equal. The adjustments are summarized below:

<b>Revenue:</b>	<b>MTC</b>	<b>Clipper</b>
Operating Transfers	\$557,987	\$0
STP Grant	257,987	0
Total Revenue	815,974	0
<b>Expense:</b>		
Salary & Benefit	515,974	852,863
Contractual	300,000	0
Contingency	0	(852,863)
Total Expense	815,974	0
<b>Net Change:</b>	\$ 0	\$ 0

The increase in transfers will cover the cost of the PCA grant administrator and additional contract requests. The Clipper II budget will be adjusted by reducing the existing project contingency to cover the salary and benefit costs of the new project based positions.

The recommended budget amendment also includes over \$3.7 million in new contract requests generally covered by the grant and revenue sources listed below.

<b>Additional Consultant Requests</b>	<b>Funding</b>	<b>Amount</b>
Transportation Management System	New - STP Grant	\$ 3,000,000
Water Trail	Coastal Conservancy Grant - 2801	185,000
Water Trail	New- Coastal Conservancy Grant	(1,600,000)
Bay Trail	New- Coastal Conservancy Grant	(1,400,000)
Goodrick Avenue	Coastal Conservancy Grant - 2800	130,000
Carquinez Trail Feasibility Study Project	Coastal Conservancy Grant - 2800	133,387
Street Saver Software	Pavement Management Sales	300,000
<b>Total</b>		\$ 748,387

The reduction in the Coastal Conservancy budget reflects an updated and reduced grant revenue estimate for FY 2019-20. After the Coastal Conservancy adjustment the net budget adjustment for consultant requests is \$748,387

**Position Changes:** Amendment No. 2 includes requests for an additional nine full time positions listed below:

New Positions Requests	Funding
Contract Specialist	BATA
Assistant Director - State Route 37	BATA
Associate Program Coordinator	Clipper
Associate Program Coordinator CII Device Deployment	Clipper
Associate Program Coordinator - CII Program Deployment	Clipper
Principal Program Coordinator - Express Lanes - Capital	BAIFA
Assistant Director - Express Lanes Operations	BAIFA
Assistant Program Coordinator – PCA Grant Admin.	MTC Exchange Funds
Assistant Program Coordinator - Bikeshare Program	STP Grant

As the overall parent fund, all new positions must be authorized through MTC.

Except for the BATA Contract Specialist, all of the remaining positions are designated as “Project Based”, full time positions. The “Project Based” positions are expected to last for the length of the respective project, usually 2-3 years or when the project is completed. While the project lasts, the employees are accounted for and paid at the full salary and benefit levels of regular-full time permanent employees.

**Financial Impact:** All new positions represent workforce additions to cover increased or new workplan requirements for MTC. These workplan increments in the main are expected to be temporary, and as such 8 of the 9 positions requested will be recruited and filled as limited term “project based” employees. One position (BATA contract specialist) is expected to serve a sustained work load increase and is being recruited as a regular full time employee (FTE). The revenues to support these positions are from existing uncommitted funds included in the FY 2019-20 budget that are now being assigned to meet these staffing needs.

**Recommendation:** Staff recommends that this Committee refer MTC Resolution No. 4371, Revised, the MTC Operating and Capital Budgets for FY 2019-20, to the Commission for approval.

**Attachments:** MTC Resolution No. 4371, Revised, the MTC Operating and Capital Budgets for FY 2019-20

  
 Therese W. McMillan

Date: June 26, 2019  
W.I.: 1152  
Referred By: Administration  
Revised: 11/20/19-C  
Revised: 1/22/20-C

ABSTRACT

Resolution No. 4371, Revised

This resolution approves the Agency Budget for FY 2019-20.

This resolution was revised on November 20, 2019 for budget changes. The changes include the addition of \$1.2 million to the MTC operating budget.

This resolution was revised on January 22, 2020 for budget changes. The changes include the addition of nine full time staff positions and consultant expenditures adding \$557,987 to the MTC operating budget. \$257,987 will be used to fund one full time staff position which is funded by MTC Exchange Funds. The rest are funded by BATA, Clipper, BAIFA and MTC grants. The remaining \$300,000 will be used to fund additional consultant expenditures.

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 12, 2019, November 13, 2019 and January 8, 2020. A budget is attached as Attachments A, B and C.

Date: June 26, 2019  
W.I.: 1152  
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4371

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

WHEREAS, on May 22, 2019 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2019-20 with the adoption of MTC Resolution No. 4370; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2019-20; and

WHEREAS, the final draft MTC Agency Budget for FY 2019-20 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4370; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2019-20, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2019-20, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2019-20, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

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

Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2019-20; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2019-20; and, be it further

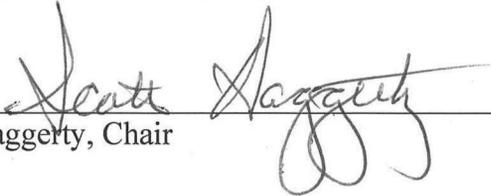
RESOLVED, that the Commission authorizes the use of MTC funds for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2019-20 as follows: Benefits, Liability, Compensated Leave, Encumbrances, Building, Unfunded Pension Obligation, OPEB and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$540,000 for computer capital. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2019-20 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 289 and will not be increased without approved increase to the appropriate FY 2019-20 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2019-20 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

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

Date: June 26, 2019  
W.I.: 1152  
Referred By: Administration  
Revised: 11/20/19-C  
Revised: 1/22/20-C

Resolution No. 4371

## **METROPOLITAN TRANSPORTATION COMMISSION**

### **AGENCY BUDGET**

**FY 2019-20**

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Expense Summary	3
Contractual Services	5

METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2019-20

Attachment A

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

	Amendment 1 FY 2019-20	Amendment 2 FY 2019-20	Change % Inc./(Dec)	Change \$ Inc./(Dec)
General Planning Revenue	\$29,472,937	\$29,472,937	0%	\$0
Other MTC Revenue	1,336,377	1,336,377	0%	0
Transfers from other Funds	32,635,029	32,893,016	1%	257,987
Local Revenue Grants	5,547,864	5,847,864	5%	300,000
<b>Total Operating Revenue</b>	<b>\$68,992,207</b>	<b>\$69,550,194</b>	1%	\$557,987
<b>Total Operating Expense</b>	<b>\$68,903,318</b>	<b>\$69,461,305</b>	1%	\$557,987
<b>Operating Surplus (Shortfall)</b>	<b>\$88,891</b>	<b>\$88,891</b>	0%	\$0
Total Operating Revenue - Prior Year	\$0	\$0	-100%	\$0
Total Operating Expense - Prior Year	\$0	\$0	-100%	\$0
<b>Operating Surplus (Shortfall)- Prior year</b>	<b>\$0</b>	<b>\$0</b>	0%	\$0
<b>Total Operating Surplus (Shortfall)</b>	<b>\$88,891</b>	<b>\$88,891</b>	0%	\$0

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

<b>Total Annual Capital Revenue</b>	<b>\$540,000</b>	<b>\$540,000</b>	0%	\$0
<b>Total Annual Capital Expense</b>	<b>\$540,000</b>	<b>\$540,000</b>	0%	\$0
<b>Capital Surplus(Shortfall)</b>	<b>\$0</b>	<b>\$0</b>	0%	\$0
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>\$88,891</b>	<b>\$88,891</b>	0%	\$0

PART3: CHANGES IN RESERVES

<b>Transfer To Designated Reserve</b>	<b>\$0</b>	<b>\$0</b>		
<b>Net MTC Reserves - in(out)</b>	<b>\$88,891</b>	<b>\$88,891</b>	0%	\$0
<b>Current Year Ending Balance</b>	<b>\$0</b>	<b>\$0</b>		

**REVENUE DETAIL**

	<b>Amendment 1 FY 2019-20</b>	<b>Amendment 2 FY 2019-20</b>	<b>Change % Inc./(Dec)</b>	<b>Change \$ Inc./(Dec)</b>
<b>General Planning Revenue</b>				
FTA Section 5303	\$3,510,474	\$3,510,474	0%	\$0
FTA 5303 FY 18 Final Allocation	0	0	#DIV/0!	\$0
FTA 5303 carryover FY'18	0	0	#DIV/0!	\$0
FTA 5304 - Sustainable Transportation	0	0	#DIV/0!	\$0
FTA 5304 - Diridon Plan	0	0	#DIV/0!	\$0
FTA 5304 - BART Metro	466,559	466,559	0%	\$0
FHWA 1/2 % PL	8,209,054	8,209,054	0%	\$0
FHWA FY 18 Final Allocation	0	0	#DIV/0!	\$0
FHWA carryover FY'18	0	0	#DIV/0!	\$0
SP&R	0	0	#DIV/0!	\$0
State Funds	0	0	#DIV/0!	\$0
Sustainable Communities SB1 - Awards	0	0	#DIV/0!	\$0
Sustainable Communities SB1 - Formula	2,106,140	2,106,140	0%	\$0
Sustainable Communities SB1 - FY20 Formula - Revised	64,013	64,013	0%	\$0
Sustainable Communities SB1 - Award	500,000	500,000	0%	\$0
TDA (Planning/Administrative)	14,616,697	14,616,697	0%	\$0
<b>Subtotal: General Planning Revenue</b>	<b>\$29,472,937</b>	<b>\$29,472,937</b>	<b>0.0%</b>	<b>\$0</b>
<b>Other MTC Revenue</b>				
STIP-PPM	\$701,377	\$701,377	0.0%	\$0
HOV lane fines	520,000	520,000	0.0%	0
Interest	115,000	115,000	0.0%	0
<b>Subtotal: MTC Other Revenue</b>	<b>\$1,336,377</b>	<b>\$1,336,377</b>	<b>0.0%</b>	<b>\$0</b>
<b>Operating Transfers</b>				
BATA 1%	\$8,096,994	\$8,096,994	0%	\$0
Transfer BATA RM2	3,880,000	3,880,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	980,500	980,500	0%	0
Service Authority Freeways Expressways (SAFE)	1,751,788	1,751,788	0%	0
STA Transfer	7,500,000	7,500,000	0%	0
2% Transit Transfers	239,000	239,000	0%	0
Bay Trail funds from MTC 5% and 2% Bridge Tolls	723,421	723,421	0%	0
Transfer in - Net of Membership Dues	530,000	530,000	0%	0
Transfer in - Exchange Fund	0	257,987	#DIV/0!	257,987
BATA Operating for SFEP - Overhead	1,175,865	1,175,865	0%	0
ABAG Admin	100,000	100,000	0%	0
ABAG Other Programs - Overhead	840,968	840,968	0%	0
Express Lanes - Overhead	1,274,228	1,274,228	0%	0
MTC Grant Funded - Overhead	3,170,492	3,170,492	0%	0
Capital Programs - Overhead	2,371,773	2,371,773	0%	0
<b>Subtotal: Transfers from other funds</b>	<b>\$32,635,029</b>	<b>\$32,893,016</b>	<b>1%</b>	<b>\$257,987</b>
<b>MTC Total Planning Revenue</b>	<b>\$63,444,343</b>	<b>\$63,702,330</b>	<b>0%</b>	<b>\$257,987</b>
<b>Local Revenue Grants</b>				
Misc. Revenue (PMP Sales)	\$1,975,000	\$2,275,000	15%	\$300,000
TFCA (Regional Rideshare), Spare the Air.	1,000,000	1,000,000	0%	0
Motivate/Lyft	300,000	300,000	0%	0
BAAQMD	351,067	351,067	0%	0
Cities	1,921,797	1,921,797	0%	0
<b>Subtotal: Local Revenue Grants</b>	<b>\$5,547,864</b>	<b>\$5,847,864</b>	<b>5%</b>	<b>\$300,000</b>
<b>Total Current Year Revenue</b>	<b>\$68,992,207</b>	<b>\$69,550,194</b>	<b>1%</b>	<b>\$557,987</b>

**EXPENSE SUMMARY**

	<b>Amendment 1 FY 2019-20</b>	<b>Amendment 2 FY 2019-20</b>	<b>Change % Inc./Dec)</b>	<b>Change \$ Inc./Dec)</b>
<b>Operating Expense</b>				
I. Salaries and Benefits	\$33,038,439	\$33,296,426	1%	\$257,987
MTC Staff - Regular	\$32,221,360	\$32,479,347	1%	\$257,987
Temporary Staff	765,881	765,881	0%	0
Hourly /Interns	51,198	51,198	0%	0
II. Travel and Training	\$590,419	\$590,419	0%	\$0
III. Printing, Repro. & Graphics	\$137,700	\$137,700	0%	\$0
IV. Computer Services	\$3,506,550	\$3,506,550	0%	\$0
V. Commissioner Expense	\$150,000	\$150,000	0%	\$0
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$3,310,988	\$3,310,988	0%	\$0
Subtotal Staff Cost	\$40,749,096	\$41,007,083	1%	\$257,987
IX. Contractual Services	\$28,154,222	\$28,454,222	1%	\$300,000
<b>Total Operating Expense</b>	<b>\$68,903,318</b>	<b>\$69,461,305</b>	1%	<b>\$557,987</b>
IX. Contractual Services - Prior Year	\$0	\$0	0%	\$0

**CAPITAL PROJECTS**

	<b>Amendment 1 FY 2019-20</b>	<b>Amendment 2 FY 2019-20</b>	<b>Change % Inc./Dec)</b>	<b>Change \$ Inc./Dec)</b>
<b>Annual Transfer from Reserve to Capital</b>	\$540,000	\$540,000	0%	\$0
<b>Legal reserve</b>	\$0	\$0	0%	\$0
<b>Annual Capital Expense</b>	\$540,000	\$540,000	0%	\$0

	<b>LTD Budget Thru FY 2019-20</b>	<b>Amendment 2 FY 2019-20</b>	<b>LTD Budget Thru FY 2019-20</b>
<b>Hub Signage Program</b>			
<b>Revenue</b>			
Prop. 1B	\$9,729,204	\$0	\$9,729,204
RM2	362,000	0	362,000
Real Flap Sign - STA	3,106,789	0	3,106,789
	<b>\$13,197,993</b>	<b>\$0</b>	<b>\$13,197,993</b>
<b>Expense</b>			
Staff	\$1,645,697	\$0	\$1,645,697
Consultants	11,552,296	0	11,552,296
	<b>\$13,197,993</b>	<b>\$0</b>	<b>\$13,197,993</b>

**BAY AREA FORWARD PROJECT**

	<b>Amendment 1 FY 2019-20</b>	<b>Amendment 2 FY 2019-20</b>	<b>Change \$ Inc./Dec)</b>
<b>Revenue</b>			
STP	9,038,923	9,038,923	\$0
CMAQ	7,499,000	7,499,000	0
STA	0	0	0
BATA REHAB	600,000	600,000	0
RM2 Capital	12,800,000	12,800,000	0
SAFE Capital	975,000	975,000	0
Local- Cities	2,802,151	2,802,151	0
<b>Total Revenue</b>	<b>\$33,715,074</b>	<b>\$33,715,074</b>	<b>\$0</b>

	<b>Amendment 1 FY 2019-20</b>	<b>Amendment 2 FY 2019-20</b>	<b>Change \$ Inc./Dec)</b>
<b>Expense</b>			
<b>Staff</b>	\$1,411,811	\$1,411,811	\$0
<b>Consultants</b>			
Design Alternative Assessments/Corridor Studies	\$2,000,000	\$2,000,000	\$0
Vehicle Occupancy Enforcement Program	\$1,000,000	\$1,000,000	\$0
Richmond Access to Richmond bridge	0	0	\$0
Bay/Dumbarton/Richmond-San Rafael Bridges	0	0	\$0
Napa Forward	1,100,000	1,100,000	\$0
Bay Bridge Forward Implementation	11,526,112	11,526,112	\$0
Bay Bridge Forward ICM/Sterling Street / Other	6,100,000	6,100,000	\$0
SR 37 Interim project/Richmond-San Rafael Access Improvement	652,151	652,151	\$0
SR Interim Project & Early Ecological Enhancement	225,000	225,000	\$0
Freeway Performance Impl. US 101	3,000,000	3,000,000	\$0
Freeway Performance Impl. I-580	2,500,000	2,500,000	\$0
Freeway Performance Impl. SR-37 / Other	1,000,000	1,000,000	\$0
Performance Monitoring & Tools	450,000	450,000	\$0
Freeway Performance Impl. I-680	0	0	\$0
Freeway Performance Impl I-880	2,750,000	2,750,000	\$0
Freeway Performance Impl. SR 84	0	0	\$0
<b>Total Expense</b>	<b>\$33,715,074</b>	<b>\$33,715,074</b>	<b>\$0</b>

0

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

Work Element	Description/Purpose	Amendment 1 FY 2019-20	Amendment 2 FY 2019-20	Change \$ Inc./(Dec)
1111	<b>Support Commission Standing Committees</b>			
	Governance Study	\$0	\$0	\$0
	Planning Programs - Other	200,000	200,000	0
	<b>TOTAL</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$0</b>
1112	<b>Implement Public Information Program</b>			
	LWV Monitor	\$0	\$0	\$0
	Photography services for MTC/BATA	75,000	75,000	0
	Design & Production Services	150,000	150,000	0
	On-call Facilitation and Outreach	40,000	40,000	0
	Digital Promotion & Analysis	60,000	60,000	0
	On call Video Services	50,000	50,000	0
	Social Media Consultants	75,000	75,000	0
	Climate Initiatives	0	0	0
	Awards Program	45,000	45,000	0
	MTC web integration/portal	0	0	0
	Bike to Work	50,000	50,000	0
	Hub Outreach and Promotion	0	0	0
	Public Records Management System	30,000	30,000	0
	Transit Connectivity	15,000	15,000	0
	Regional Transit Mapping Project	1,280,000	1,280,000	0
	Website Maintenance for Bay Bridge Info	37,000	37,000	0
	YES Conference and BTWD Promo	25,000	25,000	0
	<b>TOTAL</b>	<b>\$1,932,000</b>	<b>\$1,932,000</b>	<b>\$0</b>
1121	<b>Plan Bay Area</b>			
	Horizon Public Engagement Program	\$200,000	\$200,000	\$0
	Public Opinion/Revenue Poll - CASA	0	0	0
	Horizon digital Engagement Program	0	0	0
	Y-PLAN/CBO Engagement	150,000	150,000	0
	Horizon Poll	100,000	100,000	0
	PBA Website: Development & Maintenance	50,000	50,000	0
	Blue Sky Planning	0	0	0
	Needs Assessment Assistance	0	0	0
	CALCOG MPO Coordination	40,000	40,000	0
	Horizon/PBA 2050 Digital Tool Launch/Maintenance	50,000	50,000	0
	PBA 2050 Social Media Promotion	30,000	30,000	0
	Preferred Scenario- Resilience/ED Assistance	75,000	75,000	0
	Environmental Impact Report	150,000	150,000	0
	Support for RHNA	200,000	200,000	0
	Plan Document Design	25,000	25,000	0
	<b>TOTAL</b>	<b>\$1,070,000</b>	<b>\$1,070,000</b>	<b>\$0</b>
1122	<b>Analyze Regional Data using GIS and Travel Models</b>			
	Travel Model Research	\$200,000	\$200,000	\$0
	Land use Model Research	175,000	175,000	0
	Travel Model Assistance	35,000	35,000	0
	Technical Support for Web Based Projects	150,000	150,000	0
	Consolidated household travel	202,000	202,000	0
	Regional Transit on Board	600,000	600,000	0
	Future Mobility Research Program	0	0	0
	Bay Area Spatial Info. System	175,000	175,000	0
	<b>TOTAL</b>	<b>\$1,537,000</b>	<b>\$1,537,000</b>	<b>\$0</b>
1126	<b>Resiliency (Sea Level Rise/Adaption) Planning</b>			
	Sustainable Transportation Planning - Sea level Rise	\$0	\$0	\$0
	<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
1124	<b>Regional Goods Movement Plan</b>			
	Northern California Megaregional Study	\$0	\$0	\$0
	<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
1125	<b>Active Transportation</b>			
	Bike share Low Income Community Outreach	\$0	\$0	\$0
	Bay Area Bike Share Expansion	0	0	0
	Bike share Liquidated Damages	300,000	300,000	0
	Complete Streets Workshop	0	0	0
	Bike/Ped Counts	0	0	0
	Active Transportation Plan	150,000	150,000	0
	Bike-Ped Counter Purchase/Installation Pilot	150,000	150,000	0
	<b>Total</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$0</b>
1127	<b>Regional Trails</b>			
	Bay Trail Cartographic Services	\$15,000	\$15,000	\$0
	Bay Trail Outreach & Promotion	0	0	0
	Economic Benefits of the Bay Trail Report	0	0	0
	Bay Trail Signage Installer	0	0	0
	Assessment of Existing Bay Trail Conditions/O&M/Funding Strategy	75,000	75,000	0
	<b>TOTAL</b>	<b>\$90,000</b>	<b>\$90,000</b>	<b>\$0</b>
1128	<b>Resilience and Hazards Planning</b>			
	Integrate BAM resilience-staffing	\$0	\$0	\$0
	<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
1129	<b>Economic Development and Forecasting</b>			
	Data Management and Engagement	\$0	\$0	\$0
	Research Support for Economic Program	0	0	0
	Data and Research for forecasting	50,000	50,000	0
	Data and reports for economic analysis	50,000	50,000	0
	<b>TOTAL</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$0</b>
1132	<b>Advocacy Coalitions</b>			
	Legislative advocates - Sacramento	\$150,000	\$150,000	\$0
	Legislative advocates - Washington D.C.	325,000	325,000	0
	<b>TOTAL</b>	<b>\$475,000</b>	<b>\$475,000</b>	<b>\$0</b>
1152	<b>Agency Financial Management</b>			
	Financial Audit	\$448,166	\$448,166	\$0
	OPEB Actuary	30,000	30,000	\$0
	Financial System Evaluation/RFP	100,000	100,000	\$0
	Financial System Maintenance	10,000	10,000	\$0
	<b>TOTAL</b>	<b>\$588,166</b>	<b>\$588,166</b>	<b>\$0</b>

Work Element	Description/Purpose	Amendment 1 FY 2019-20	Amendment 2 FY 2019-20	Change \$ Inc./(Dec)
1153	<b>Administrative Services</b>			
	Organizational and Compensation	\$200,000	\$200,000	\$0
	Mineta Transportation Institute	100,000	100,000	0
	Ergonomics	50,000	50,000	0
	SBE Pilot Program	150,000	150,000	0
	Internship Program	200,000	200,000	0
	<b>TOTAL</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$0</b>
1161	<b>Information Technology Services</b>			
	Data Security Improvements	\$75,000	\$75,000	\$0
	Web/DB Application Development/Integration	70,000	70,000	0
	Network Assistance	50,000	50,000	0
	Business Process ID - Planning	325,000	325,000	0
	Process improvements - automated forms/app	100,000	100,000	0
	Change training	25,000	25,000	0
	Website Operations Maintenance and Enhancement (AlyshaN)	250,000	250,000	0
	Information Management & Governance	50,000	50,000	0
	Regional Map	325,000	325,000	0
	Salesforce Development	650,000	650,000	0
	<b>TOTAL</b>	<b>\$1,920,000</b>	<b>\$1,920,000</b>	<b>\$0</b>
1212	<b>Performance Measuring and Monitoring</b>			
	Vital Signs Website Development	\$250,000	\$250,000	\$0
	Federal Performance Monitoring	0	0	0
	<b>TOTAL</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$0</b>
1222	<b>Regional Rideshare Program</b>			
	511 Ridesharing Program Operations	\$0	\$0	\$0
	Regional Vanpool Support Program	750,000	750,000	0
	Regional Carpool Program	250,000	250,000	0
	<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$0</b>
1223	<b>Operational Support for Regional Programs</b>			
	TMC Asset Upgrade and Replacement	\$421,000	\$421,000	\$0
	Regional ITS Architecture Update	0	0	0
	TMS Program Strategic Plan	125,000	125,000	0
	<b>TOTAL</b>	<b>\$546,000</b>	<b>\$546,000</b>	<b>\$0</b>
1224	<b>Regional Traveler Information</b>			
	511 Transit system	\$0	\$0	\$0
	511 Communications	10,000	10,000	0
	511 Alerting	100,000	100,000	0
	511 Web Hosting	50,000	50,000	0
	511 Innovation Lab	300,000	300,000	0
	<b>TOTAL</b>	<b>\$460,000</b>	<b>\$460,000</b>	<b>\$0</b>
1233	<b>Transportation Asset Management</b>			
	Software Development and Maintenance	\$1,750,000	\$1,750,000	\$0
	Transit Capital Inventory	0	0	0
	Software Training Support	300,000	300,000	0
	PTAP Projects	407,297	407,297	0
	Quality Assurance Program	75,000	75,000	0
	StreetSaver Software Development	0	300,000	300,000
	Regional Transit Asset Management Initiatives	250,000	250,000	0
	<b>TOTAL</b>	<b>\$2,782,297</b>	<b>\$3,082,297</b>	<b>\$300,000</b>
1234	<b>Arterial Operations</b>			
	Program for Arterial System	\$0	\$0	\$0
	Arterial Operations Pass	600,000	600,000	0
	Arterial Operations IDEA CAT 1&2	700,000	700,000	0
	<b>TOTAL</b>	<b>\$1,300,000</b>	<b>\$1,300,000</b>	<b>\$0</b>
1235	<b>Incident Management</b>			
	Incident Management Concept of Operations	\$175,000	\$175,000	\$0
	Regional Communication Infrastructure	0	0	0
	Incident Management Task Force	0	0	0
	Incident Analytics Module	175,000	175,000	0
	<b>TOTAL</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$0</b>
1238	<b>Technology-Based Operations &amp; Mobility</b>			
	Connected Vehicles/Tech.-Based Op. & Mob.	\$0	\$0	\$0
	Commute Challenge	\$2,000,000	\$2,000,000	\$0
	<b>TOTAL</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>
1310	<b>Planning for Lifeline Transportation Program</b>			
	Coordinated Plan Implementation Activities	\$20,000	\$20,000	\$0
	<b>TOTAL</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$0</b>
1311	<b>Means Based Fare Program</b>			
	Means Based Fare Program	\$6,000,000	\$6,000,000	\$0
	Coordinated Technology Platform for Paratransit Trips	0	0	0
	<b>TOTAL</b>	<b>\$6,000,000</b>	<b>\$6,000,000</b>	<b>\$0</b>
1313	<b>Climate Resilience for people with disabilities</b>			
	Culture of Health Leaders Cohort Three	\$0	\$0	\$0
	Climate Resilience for people with disabilities	0	0	0
	<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
1413	<b>Climate Initiative</b>			
	Global Climate Summit	\$0	\$0	\$0
	EV Strategic Council	35,000	35,000	0
	Off-Model Climate Program analysis/Plan Bay Area	150,000	150,000	0
	Parking program development/implementation	100,000	100,000	0
	<b>TOTAL</b>	<b>\$285,000</b>	<b>\$285,000</b>	<b>\$0</b>

Work Element	Description/Purpose	Amendment 1 FY 2019-20	Amendment 2 FY 2019-20	Change \$ Inc./Dec)
1415	<b>Road Maintenance &amp; Rehabilitation Adaption Pl.</b> East Palo Alto and Dumbarton Bridge Resiliency Study TOTAL	\$40,000 \$40,000	\$40,000 \$40,000	\$0 \$0
1416	<b>State Routes 37 Res. Corridor Program</b> State Routes 37 Res. Corridor Program for Marin & Sonoma	\$600,000 \$600,000	\$600,000 \$600,000	\$0 \$0
1514	<b>Regional Assistance Programs</b> TDA Clims/Fund Estimate online Migration and Reporting Performance audits - TDA audit & RM2 Oversight TOTAL	\$0 274,000 \$274,000	\$0 274,000 \$274,000	\$0 0 \$0
1515	<b>State Programming, Monitoring and STIP Dev.</b> FMS Developer TOTAL	\$187,200 \$187,200	\$187,200 \$187,200	\$0 \$0
1517	<b>Transit Sustainability</b> Transit Sustainability Planning Fare Integration Southern Alameda County Integrated Rail Transit Core Capacity Phase 2 Planning/Implementation SRTP TOTAL	\$224,000 600,000 0 0 360,000 \$1,184,000	\$224,000 600,000 0 0 360,000 \$1,184,000	\$0 0 0 0 0 \$0
1520	<b>BART Metro 2030 and Beyond</b> BART Metro 2030 and Beyond	529,559 \$529,559	529,559 \$529,559	0 \$0
1615	<b>Connecting Housing and Transportation</b> CASA CASA Facilitation Objective Standards to Support Regional Housing Goals Housing Policy Evaluation TOTAL	\$0 0 0 0 \$0	\$0 0 0 0 \$0	\$0 0 0 0 \$0
1616	<b>RAMP</b> Regional Advance Mitigation projects TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1617	<b>Technical Asstance Strategic Planning</b> Technical Asstance Strategic Planning TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1619	<b>Diridon Concept Plan</b> Diridon Concept Plan TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1611	<b>Transportation and Land Use Coordination</b> Rail Volution Transportation and Land Use Project PDA Implementation TOD Policy Update PDA Assessment Bay Area Framework Guidelines Planning Regional Catalyst Projects analysis TOTAL	\$25,000 0 0 250,000 150,000 50,000 0 \$475,000	\$25,000 0 0 250,000 150,000 50,000 0 \$475,000	\$0 0 0 0 0 0 0 \$0
1613	<b>Road Maintenance &amp; Rehab Acct</b> Local & Regional climate change TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1618	<b>Affordable Mobility Pilot Program</b> Affordable Mobility Pilot Program TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1612	Climate Adaption Consulting (BARC)	\$121,000	\$121,000	\$0
106	<b>Legal Services</b>	\$538,000	\$538,000	\$0
	<b>Total consultant contracts:</b>	<b>\$28,154,222</b>	<b>\$28,454,222</b>	<b>\$300,000</b>

LTD Federal Grants Budget

Attachment B

STP Grants	STP Grants	1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
		LTD Grant thru FY 2018	LTD Actual & Enc thru FY 2019	Balance thru FY 2019	New Grant FY 2019-20	staff budget FY 2019-20	Consultant budget FY 2019-20	Balance FY 2019-20
<b>Grant # / Fund Source #</b>	<b>Project Description</b>							
6084-175 1801	MTC Regional Planning	\$51,629,000	\$51,535,245	\$93,755				\$93,755
6084-176 1803	511 Grant	32,500,000	32,487,662	12,338				12,338
6084-179 1806	Pavement Management	6,000,000	5,965,814	34,186				34,186
6084-180 1809	FPI	4,000,000	3,925,000	75,000				75,000
6084-186 1812	OBAG Regional FDA	8,740,305	8,740,305	-				-
6084-193 1816	Arterial Operations	2,500,000	2,497,517	2,483				2,483
6084-198 1818	Pavement Management	6,000,000	4,043,644	1,956,356		1,900,000		56,356
6084-199 1819	511 Traveler Information	8,750,000	8,634,911	115,089				115,089
6084-201 1820	Freeway Performance Initiative	3,480,000	3,480,000	-				-
6084-205 1822	Pavement Management	1,847,000	721,007	1,125,993				1,125,993
6160-027 1823	Incident Management	517,000	480,300	36,700				36,700
6084-206 1826	CMA Planning	56,932,000	55,732,000	1,200,000		0		1,200,000
6084-207 1827	MTC Planning	9,555,000	2,930,865	6,624,135	35,000	2,310,533	206,467	4,142,135
6084-213 1833	511 Next Generation	11,226,000	6,239,204	4,986,796			4,406,000	580,796
6084-212 1834	TMS Program	2,910,000	447,818	2,462,182		531,068		1,931,114
6084-222 1835	Incident Management	4,160,000	531,028	3,628,972		655,439		2,973,533
6084-225 1836	TMC Asset	1,150,000	11,475	1,138,525			430,000	708,525
6084-228 1838	Freeway Performance -SR 84	1,000,000	275,000	725,000				725,000
6084-232 1839	PDA Planning & Implementation	8,550,000	2,389,923	6,160,077		500,000	5,600,000	60,077
6084-226-1841	Active Operational Management	12,250,000	3,717,297	8,532,703	2,000,000	2,576,056	2,450,000	5,506,647
6084-227-1842	Enhance Arterial: CATI	7,000,000	6,211,608	788,392	3,915,000		3,915,000	788,392
6084-230 1843	Commuter Parking O&M	2,500,000	72,888	2,427,112			2,427,112	-
6084-231 1844	Freeway Performance - 1880 Corridor	3,000,000	250,000	2,750,000			2,750,000	-
6084-233 1845	Freeway Performance - 1680 Corridor	14,000,000	14,000,000	-			0	-
6084-235 1846	1-880 Communications Infrastructure	2,500,000	8,108	2,491,892			2,200,000	291,892
New	511 Implementation				5,700,000	1,504,410		4,195,590
New	Connected Automated Vehicles Projects				2,500,000		2,500,000	-
New	Commute Challenge				6,000,000		6,000,000	-
New	Transportation Management Systems				3,000,000		3,000,000	-
New	Bikeshare Program (New STP)				700,000	257,987		442,013
6084-241 1847	Shared Use Mobility				2,500,000		2,500,000	-
		<b>\$262,696,305</b>	<b>\$215,328,620</b>	<b>\$47,367,684</b>	<b>\$26,350,000</b>	<b>\$8,335,493</b>	<b>\$40,284,579</b>	<b>\$25,097,612</b>
<b>CMAQ Grants</b>								
6084-160 1589	Arterial Operations	\$10,750,000	\$10,541,843	\$208,157	\$0	\$0	\$0	\$208,157
6160-018 1596	Freeway Performance	8,608,000	8,510,904	97,097				97,097
6084-176 1804	511 Grant	16,270,000	16,270,000	-				-
6084-188 1814	Regional Bicycle Program	394,636	313,982	80,654		67,000		13,654
6084-202 1824	Climate Initiatives	1,300,000	704,610	595,390			200,000	395,390
6084-209 1825	Operate Car Pool Program	8,000,000	2,295,219	5,704,781		218,910	1,550,000	3,935,871
6084-211 1828	Commuter Benefits Implementation	1,379,000	470,803	908,197		128,105	240,000	540,092
6084-210-1829	Incident Management	19,478,000	2,198,799	17,279,201			17,200,000	79,201
6084-215 1830	Spare the Air Youth Program	2,463,000	2,451,768	11,232				11,232
6084-216 1831	Arterial/Transit Performance/Rideshare	5,000,000	1,812,750	3,187,250			3,000,000	187,250
6084-208 1832	Vanpool Program	2,000,000	251,000	1,749,000			500,000	-
6084-220 1837	1-880 ICM Central Segment	1,142,000	14,235	1,127,765			1,127,765	0
6084-219 1840	BBF West Grand TSP	1,000,000	1,000	999,000			999,000	-
6084-243 1849	Targeted Transportation Alternatives			325,000			325,000	-
New	Freeway Performance Impl. I-580				5,000,000		2,500,000	2,500,000
New	Freeway Performance Impl. SR-37 / Other				18,000,000		1,000,000	17,000,000
New	1880 Central Segment Project Study				8,840,000		1,000,000	7,840,000
6084-242 1848	Regional Car Sharing			1,200,411			1,200,411	-
New	Freeway Performance Impl. US 101				3,000,000		3,000,000	-
New	Climate Initiatives			10,875,000			10,875,000	-
		<b>\$77,784,636</b>	<b>\$45,836,913</b>	<b>\$44,348,134</b>	<b>\$34,840,000</b>	<b>\$414,015</b>	<b>\$44,717,176</b>	<b>\$32,807,944</b>
<b>FTA GRANTS</b>								
CA57-X023 1623	New Freedom	\$1,545,232	\$1,462,654	\$82,578	\$0	\$0	\$0	\$82,578
CA37-X104 1625	JARC	2,654,120	2,654,120	(0)				(0)
CA37-X133 1627	JARC	1,004,559	874,366	130,193				130,193
CA37-X164 1629	JARC	805,190	805,190	0				0
CA37-X177 1630	JARC	2,430,952	1,868,961	561,991			300,000	261,991
CA34-X001 1631	FTA 5339 - Bus Purchases	10,506,277	10,506,277	-				-
CA57-X109 1632	New Freedom	1,383,631	1,283,375	100,256				100,256
CA34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	11,962,726	277,289				277,289
CA34-0032 1634	FTA 5339 - Bus Purchases	11,515,172	11,242,155	273,017				273,017
		<b>\$44,085,148</b>	<b>\$42,659,824</b>	<b>\$1,425,324</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$1,125,324</b>
<b>Other Grants</b>								
SHA 6084-184 1112	FHWA - SHRP2	\$700,000	\$692,354	\$7,646	\$0		\$0	\$7,646
16-X065-00 1635	FTA 5310	347,000	247,000	100,000			100,000	-
G16AP00172 1312	USGS National Grant - G16AC00172	42,031	33,884	8,147				8,147
G15AP00118 1313	USGS National Grant - G15AC00118	12,500	11,812	688				688
G17AC00239 1315	USGS National Grant - G17AC00136	50,000	48,868	1,132				1,132
G140CC0318P 1316	USGS National Grant - G140G0318P0151	24,400	24,400	-				-
BF-99T455 1340	Environmental Protection Agency (EPA)	1,074,579	516,989	557,590				557,590
CA000007-01 1342	Environmental Protection Agency (EPA)	1,200,000	457,600	742,400		250,000		492,400
EMF2016 1372	Federal Emergency Management Agency	299,221	183,077	116,144				116,144
CARB 2404	California Air Resources Board	2,250,000	973,820	1,276,180				1,276,180
14-003 2800	Coastal Conservancy	726,931	485,536	241,395	21,992		263,387	-
10-092 2801	Coastal Conservancy	1,314,909	749,142	565,767		175,000	185,000	205,767
North Bay 5007	Rockefeller Philanthropy Advisors			3,961				3,961
New	LCTOP - Cap. & Trade				4,800,000		4,800,000	-
New	SSARP Planning Grant			500,000			500,000	-
New	State Coastal Conservancy Prop. 68				1,400,000		1,400,000	-
New	State Coastal Conservancy Prop. 68				600,000		600,000	-
New	FEMA			300,000		175,000	100,000	25,000
New	USGS National Grant			75,000				75,000
		<b>\$8,041,571</b>	<b>\$4,424,482</b>	<b>\$4,496,050</b>	<b>\$6,821,992</b>	<b>\$600,000</b>	<b>\$7,948,387</b>	<b>\$2,769,655</b>
<b>Total Federal Grants Budget</b>		<b>\$392,607,660</b>	<b>\$308,249,839</b>	<b>\$97,637,193</b>	<b>\$68,011,992</b>	<b>\$9,349,508</b>	<b>\$93,250,142</b>	<b>\$61,800,535</b>

**CONTRACTUAL SERVICES DETAIL Federal Grants**

Work Element	Description/Purpose	Amendment 1 FY 2019-20	Amendment 2 FY 2019-20	Change \$ Inc./(Dec)
1112	<b>Implement Public Information Program</b> Bike to Work Day TOTAL	\$200,000 \$200,000	\$200,000 \$200,000	\$0 \$0
1125	<b>Non-Motorized Transportation</b> Active Transportation Plan TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1127	<b>Regional Trails</b> Water Trail Environmental Services Goodrick Ave Bay Trail construction Project Carquinez Strait Scenic Loop Trail Feasibility Study Project Water Trail Block Grant #1 San Francisco Bay Trail Block Grant #6 Water Trail Block Grant #2 TOTAL	\$0 0 0 0 3,000,000 2,000,000 \$5,000,000	\$0 130,000 133,387 185,000 1,400,000 600,000 \$2,448,387	\$0 130,000 133,387 185,000 (1,600,000) (1,400,000) (\$2,551,613)
1128	<b>Resilience and Hazards Planning</b> Environmental Protection Task Hazard Resilience Policy & planning TOTAL	\$0 100,000 \$100,000	\$0 100,000 \$100,000	\$0 0 \$0
1222	<b>Regional Rideshare Program</b> 511 Program Operations Turn key vanpool services in Bay Area Rideshare: Employer Services (CMAs) SB 1128 Regional Carpool Program TOTAL	\$0 500,000 0 240,000 1,550,000 \$2,290,000	\$0 500,000 0 240,000 1,550,000 \$2,290,000	\$0 0 0 0 0 \$0
1223	<b>Operational Support for Regional Programs</b> 1-880 Communications Upgrade Transportation Management Systems TMC programs and related infrastructure TOTAL	\$2,200,000 0 430,000 \$2,630,000	\$2,200,000 3,000,000 430,000 \$5,630,000	\$0 3,000,000 0 \$3,000,000
1224	<b>Regional Traveler Information</b> 511 Web Services 511 System Integrator Technical Advisor Services 511 Communications 511 TIC Operations 511 ETC Removal TOTAL	\$1,322,000 1,942,000 25,000 122,000 995,000 0 \$4,406,000	\$1,322,000 1,942,000 25,000 122,000 995,000 0 \$4,406,000	\$0 0 0 0 0 0 \$0
1233	<b>Pavement Management System</b> Software Training Support P-TAP Projects Safety / Asset Management Planning TOTAL	\$300,000 1,600,000 500,000 \$2,400,000	\$300,000 1,600,000 500,000 \$2,400,000	\$0 0 0 \$0
1234	<b>Arterial and Transit Performance</b> Program for Arterial System Arterial Operations Pass Arterial Operations IDEA CAT 1&2 TOTAL	\$0 3,000,000 3,915,000 \$6,915,000	\$0 3,000,000 3,915,000 \$6,915,000	\$0 0 0 \$0
1235	<b>Incident Management</b> I-880 Central Segment Project Study Report I-880 ICM TOTAL	\$1,127,765 18,200,000 \$19,327,765	\$1,127,765 18,200,000 \$19,327,765	\$0 0 \$0
1238	<b>Technology-Based Operations &amp; Mobility</b> Technology-Based Operations & Mobility Commute Challenge Connected Automated Vehicles Projects Shared Use Mobility TOTAL	\$0 6,000,000 2,500,000 2,500,000 \$11,000,000	\$0 6,000,000 2,500,000 2,500,000 \$11,000,000	\$0 0 0 0 \$0
1310	<b>Implement Lifeline Transportation Program</b> Coordinated Plan Implementation Activities Lifeline transportation project TOTAL	\$100,000 300,000 \$400,000	\$100,000 300,000 \$400,000	\$0 0 \$0
1311	<b>Planning for Lifeline Transportation Program</b> Coordinated Plan Implementation Activities Means Based Fare Program TOTAL	\$0 4,800,000 \$4,800,000	\$0 4,800,000 \$4,800,000	\$0 0 \$0
1413	<b>Climate Initiative</b> Climate Initiatives OBAG 2 Targeted Transportation Alternatives Project Regional Car Sharing TOTAL	\$10,875,000 325,000 1,200,411 \$12,400,411	\$10,875,000 325,000 1,200,411 \$12,400,411	\$0 0 0 \$0
1512	<b>Federal TIP Development</b> Busses replacements TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1618	<b>Affordable Mobility Pilot Program</b> Affordable Mobility Pilot Program TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1611	<b>Transportation and Land Use Coordination</b> BCDC STP CMAs - STP PDA Implementation Studies PDA Planning Grant TOTAL	206,467 0 500,000 5,100,000 \$5,799,467	206,467 0 500,000 5,100,000 \$5,806,467	\$0 0 0 0 \$0
1612	Climate Adaption Consulting (BARC) <b>Total Federal funded Consultants before BBF</b>	\$0 \$77,668,643	\$0 \$78,124,030	\$0 \$448,387

**BAY AREA FORWARD PROJECT**

Performance Monitoring & Tools  
 Richmond Access to Richmond bridge  
 Bay/Dumbarton/Richmond-San Rafael Bridges  
 Bay Bridge Forward Commuter Parking Initiative  
 Design Alternative Assessments/Corridor Studies  
 Bay Bridge Forward Implementation  
 Freeway Performance Implementation  
**Total Bay Bridge Forward**

\$450,000
0
0
2,427,112
2,000,000
999,000
9,250,000
<b>\$15,126,112</b>

\$450,000
0
0
2,427,112
2,000,000
999,000
9,250,000
<b>\$15,126,112</b>

\$0
0
0
0
0
0
0
<b>\$0</b>

**Total Federal funded Consultants after BBF**

<b>\$92,794,755</b>
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<b>\$93,250,142</b>
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<b>\$448,387</b>
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Attachment C

<b>Clipper Operating:</b>	<b>Amendment 1 FY 2019-20</b>	<b>Amendment 2 FY 2019-20</b>	<b>Change \$ Inc./(Dec)</b>
<b>Revenue:</b>			
RM2	\$3,000,000	\$3,000,000	\$0
STA	9,645,579	9,645,579	(0)
Inactive Accounts	2,960,359	2,960,359	0
Transit Operators	22,057,500	22,057,500	0
<b>Total clipper operating Revenue</b>	<b>\$37,663,438</b>	<b>\$37,663,438</b>	<b>(\$0)</b>
<b>Expenses:</b>			
Staff cost	\$1,152,346	\$1,152,346	(\$0)
Travel & Other General Ops.	93,233	93,233	0
Promotion/Outreach/Fare Inc.	3,000,000	3,000,000	0
Clipper Operations	33,417,859	33,417,859	0
<b>Total clipper operating Expense</b>	<b>\$37,663,438</b>	<b>\$37,663,438</b>	<b>(\$0)</b>

<b>Clipper 1 Capital:</b>	<b>LTD Budget Thru FY2019-20</b>	<b>Amended Budget FY 2019-20</b>	<b>LTD Budget Thru FY2019-20</b>
<b>Revenue:</b>			
CMAQ	\$66,669,515	\$0	\$66,669,515
Card Sales	17,951,267	0	17,951,267
Low Carbon Transit Operations (LCTOP)	7,777,971	0	7,777,971
ARRA	11,167,891	0	11,167,891
FTA	14,072,565	0	14,072,565
STP	31,790,753	0	31,790,753
STA	21,946,540	0	21,946,540
Prop 1B	1,115,383	0	1,115,383
SFMTA	8,005,421	0	8,005,421
GGGHTD	2,975,000	0	2,975,000
BART	725,000	0	725,000
MTC Exchange Fund	7,573,878	0	7,573,878
BATA	26,864,813	0	26,864,813
Transit Operators	10,279,437	0	10,279,437
WETA	603,707	0	603,707
Sales Tax	890,216	0	890,216
<b>Total Clipper 1 capital Revenue</b>	<b>\$230,409,357</b>	<b>\$0</b>	<b>\$230,409,357</b>
<b>Expense:</b>			
Staff Costs	\$13,831,306	\$0	\$13,831,306
Travel	3,208	0	3,208
Pilot Equipment Maintenance	3,093,834	0	3,093,834
Transit Agency Funded Projects	10,333,144	0	10,333,144
Design	54,690,574	0	54,690,574
Site Preparation	3,899,437	0	3,899,437
Construction	21,867,682	0	21,867,682
Consultants	28,572,623	0	28,572,623
Engineering	7,953,061	0	7,953,061
Communications	1,583,000	0	1,583,000
Marketing	2,212,029	0	2,212,029
Financial Services	391,600	0	391,600
Equipment	49,226,873	0	49,226,873
Clipper Cards	26,240,095	0	26,240,095
Other	6,510,891	0	6,510,891
<b>Total Clipper 1 Expense</b>	<b>\$230,409,357</b>	<b>\$0</b>	<b>\$230,409,357</b>

<b>Clipper 2 Capital:</b>	<b>LTD Budget Thru FY2019-20</b>	<b>Amendment 2 FY 2019-20</b>	<b>LTD Budget Thru FY2019-20</b>
<b>Revenue:</b>			
STP	\$4,569,554	\$0	\$4,569,554
FTA	10,078,133	0	10,078,133
Toll Bridge	23,000,000	0	23,000,000
OBAG 2	34,000,000	0	34,000,000
Prop 1B/LCTOP	4,000,000	0	4,000,000
FTA Funds	22,684,772	0	22,684,772
FTA Funds shifted from C1 to C2	13,140,784	0	13,140,784
CMAQ Funds shifted from C1 to C2	2,034,320	0	2,034,320
STP Funds shifted from C1 to C2	5,747,333	0	5,747,333
Transit Operators Funds shifted C1 to C2	4,077,563	0	4,077,563
Projected FTA/FHWA Funds	88,000,000	0	88,000,000
Golden Gate Pass through	5,000,000	0	5,000,000
Low Carbon Transit Operations (LCTOP)	0	0	0
BATA	260,000	0	260,000
STA	2,410,841	0	2,410,841
<b>Total Clipper 2 Revenue</b>	<b>\$219,003,300</b>	<b>\$0</b>	<b>\$219,003,300</b>
<b>Expense:</b>			
Staff Costs	\$8,914,278	\$852,863	\$9,767,141
Equipment	7,591,903	0	7,591,903
Consultants	175,776,496	0	175,776,496
Sales Taxes	4,250,000	0	4,250,000
Contingency	22,470,623	(852,863)	21,617,760
<b>Total Clipper 2 Expense</b>	<b>\$219,003,300</b>	<b>\$0</b>	<b>\$219,003,300</b>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0016      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 11/27/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 1/8/2020      **Final action:**  
**Title:** MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot.

A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency’s Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8a PAC 3b 20-0016 Reso-4347 Lifeline Participatory Budgeting Pilot.pdf](#)  
[3b Lifeline PB Final Presentation HANDOUT.pdf](#)  
[3b 20-0016 Reso-4347 Lifeline Participatory Budgeting Pilot.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot.

*A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency’s Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants project.*

**Presenter:**

Judis Santos

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

January 8, 2020

Agenda Item 3b

**MTC Resolution No. 4347, Revised****Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot**

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**Subject:** A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot – Bayview Transit Assistants project.

**Background:** MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. The program is administered by the nine County Transportation Agencies (CTAs), and in Santa Clara County via a joint arrangement between the CTA and the County.

In January 2018, MTC adopted Resolution No. 4309, which established guidelines for Cycle 5 of MTC's Lifeline Transportation Program. A voluntary participatory budgeting pilot reserve of \$1 million was introduced in Cycle 5 to identify elements of the participatory budgeting process that could be scalable to planning at the regional and county levels. Participatory Budgeting (PB) is a democratic process in which community members decide how to spend part of a public budget. The PB process was integrated into and conducted as part of an overall Community Based Transportation Planning (CBTP) process.

State Transit Assistance funds were reserved for projects identified through the PB process. Two CTAs, the San Francisco County Transportation Authority (SFCTA) and the Solano Transportation Authority (STA), submitted proposals to participate in the Pilot. Based on the percentage of low-income residents in their two Communities of Concern areas, the \$1 million reserve was divided by 60% to San Francisco (\$600,000) and 40% to Solano (\$400,000).

San Francisco has completed their PB process and projects have been selected through the Bayview Hunter's Point Community Based Transportation Planning process. The SFCTA has concurred with the proposed projects and confirmed consistency with the Lifeline Transportation Program's goals. Staff is returning to the Commission to amend the specific projects for San Francisco into the LTP Cycle 5 Program.

Solano is currently implementing their PB process through the Vallejo Community Based Transportation Plan. Staff will return to the Commission with Solano County's projects upon completion of their PB process anticipated in spring 2020.

**San Francisco PB Pilot Recommended Program**

As part of San Francisco's PB pilot, the San Francisco Municipal Transportation Agency (SFMTA) led the PB pilot as part of its Bayview CBTP process. Bayview residents nominated projects, developed project proposals in collaboration with SFMTA staff, and established a Community Steering Committee that selected which projects to place on a ballot. Residents then voted on their priorities. The SFMTA is recommending the highest-ranked eligible project receive the \$600,000 in LTP funds.

Staff recommends programming \$600,000 to the Bayview Community Based Transportation Plan Participatory Budgeting Pilot – Bayview Transit Assistants project. This project will fund three new Transit Assistant (TA) positions through the Muni Transit Assistance Program (MTAP). The TA positions will focus on the Bayview and segments of the transit system Bayview residents ride on most frequently. The TAs aid transit riders, answer questions about transit service, deter vandalism, act as an unarmed safety presence on transit lines, and de-escalate conflicts between riders (often youth). TAs work in teams of two and their hours of operation are 10AM to 6PM. The three positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines. The TAs funded through this project will be hired from the Bayview.

The recommended funding is part of the PB pilot program. Securing additional funding for the project is the responsibility of the project sponsor.

The recommended funding and projects are listed in Attachment A of MTC Resolution No. 4347 (attached).

**Recommendation:** Refer MTC Resolution No. 4347, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4347, Revised

  
\_\_\_\_\_  
Therese W. McMillan

Date: July 25, 2018  
W.I.: 1311  
Referred by: PAC  
Revised: 12/19/18-C  
06/26/19-C  
01/22/20-C

ABSTRACT

Resolution No. 4347, Revised

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

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

The following attachments are provided with this resolution:

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

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

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

This resolution was amended on January 22, 2020 to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot – Bayview Transit Assistants project.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated July 11, 2018, December 12, 2018, June 12, 2019, and January 8, 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4347

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

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

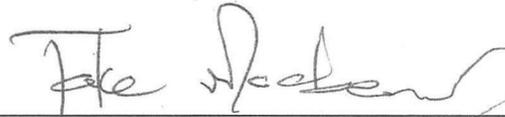
WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4309 to fund a Program of Projects for the Cycle 5 Lifeline Transportation Program with State Transit Assistance (STA) and Section 5307 Urbanized Area funds; and

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Jake Mackenzie, Chair

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

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

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

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

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

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

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

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
<b>Marin County</b>									
10	Bus Stop Improvements	Marin Transit	This project will fund bus stop improvements and real time transit information signs in the Canal neighborhood of San Rafael and additional real time transit information signs at high usage stops in the City of Novato.	24,545	1,292		174,163	200,000	
11	Route 36 (funding exchange project)	Marin Transit	This project will support operations for Route 36 between Marin City and Canal that provides mobility for low-income residents (Funding exchange for three projects: Marin Transit's School Transportation Service in Novato, Marin County's Drake/Cole Pedestrian Improvements, and City of San Rafael's Canal Neighborhood Crosswalk Improvements.	351,867	8,337	30,947		391,151	(11)
<b>County Bid Target</b>				<b>376,412</b>	<b>9,629</b>	<b>30,947</b>	<b>174,163</b>	<b>591,151</b>	
<b>Proposed Programming</b>				<b>376,412</b>	<b>9,629</b>	<b>30,947</b>	<b>174,163</b>	<b>591,151</b>	
<b>Unprogrammed Balance</b>				-	-	-	-	-	
<b>Napa County</b>									
12	Imola Avenue/SR 29 Express Bus Improvement	Napa Valley Transportation Agency (NVTA)	Rehabilitation of the Park and Ride facility; and bicycle and pedestrian facilities on State Route 29 (SR-29) and Imola Avenue; northbound and southbound on/off ramps to serve Vine Transit express buses. Improvements will allow Vine Route 29, which provides service to the Vallejo Ferry Terminal and the El Cerrito del Norte BART station, to operate on the corridor.	295,846	7,567	20,911	150,398	474,722	(8)
<b>County Bid Target</b>				<b>295,846</b>	<b>7,567</b>	<b>20,911</b>	<b>150,398</b>		
<b>Proposed Programming</b>				<b>295,846</b>	<b>7,567</b>	<b>20,911</b>	<b>150,398</b>	<b>474,722</b>	
<b>Unprogrammed Balance</b>				-	-	-	-	-	
<b>San Francisco County</b>									
13	Expanding and Continuing Late Night Transit Service to Communities in Need	SFMTA	SFMTA will provide new late night service on the L Owl line along the Embarcadero to Fisherman's Wharf and continue providing Owl service on key segments of the 44 O'Shaughnessy line, 48 Quintara/24th Street Muni lines. This service provides transit access from a Community of Concern to activity centers.	1,732,392	44,315		801,563	2,578,270	
14	Wheelchair Accessible Taxi Incentive Program	SFMTA	This program provides financial incentives to increase the supply of accessible wheelchair ramp taxis available through the Paratransit program. The additional ramp taxis will be in general circulation, increasing mobility options citywide for wheelchair users.			75,000			(6)
15	Enhanced Shop-a-Round and Van Gogh Recreational Shuttle Service	SFMTA	SFMTA will provide Shop-Around Shuttle service that seeks to provide group van transportation to and from grocery stores with driver assistance in carrying grocery bags for seniors and individuals with disabilities who do not meet ADA program requirements. It provides service seven days a week with two pick-up times available			32,462			(6)
<b>County Bid Target</b>				<b>1,732,392</b>	<b>44,315</b>	<b>107,462</b>	<b>801,563</b>		
<b>Proposed Programming</b>				<b>1,732,392</b>	<b>44,315</b>	<b>107,462</b>	<b>801,563</b>	<b>2,685,732</b>	
<b>Unprogrammed Balance</b>				-	-	-	-	-	

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

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

**County Bid Target      1,191,532            30,480            75,285            551,311**

**Proposed Programming    1,191,532            30,480            75,285            551,311            1,848,608**

**Unprogrammed Balance            -            -            -            -            -**

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

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

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

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

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



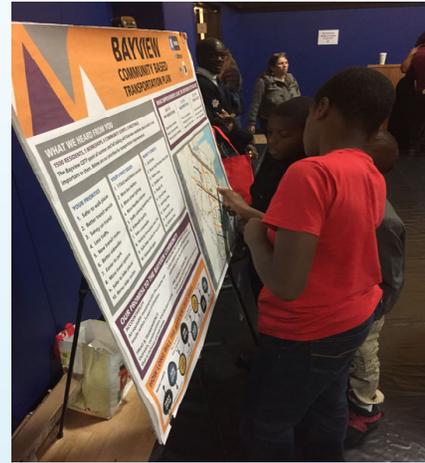
### Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description					TOTAL Lifeline Funding	Notes
				STA (95%) <sup>1</sup>	STA (5% Conting.) <sup>1</sup>	STA (add'l revenue) <sup>4</sup>	5307		
<b>Multi-County &amp; Regional Projects <sup>3</sup></b>									
34	Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants	San Francisco Municipal Transportation Agency (SFMTA)	The SFMTA will fund three new Transit Assistant positions through the Muni Transit Assistance Program (MTAP). Transit Assistants (TAs) aid transit riders, answer questions about transit service, deter vandalism, act as an unarmed safety presence on transit lines, and de-escalate conflicts between riders. TAs work in teams of two and their hours of operation are 10AM to 6PM. The three TA positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines. The TAs funded through this project will be hired from the Bayview.	600,000				600,000	(12)
35	Participatory Budget Pilot Reserve - City of Vallejo Community Based Transportation Plan	TBD	Reserve funds for Participation Budgeting pilot projects that are recommended through Solano Transportation Authority's City of Vallejo Community Based Transportation Plan and PB Pilot program.	400,000				400,000	
<b>Multi-County &amp; Regional Target</b>				<b>1,000,000</b>				-	
<b>Proposed Programming</b>				<b>1,000,000</b>	-			-	<b>1,000,000</b>
<b>Unprogrammed Balance</b>				-	-			-	-
<b>Regional Grand Totals</b>									
<b>Lifeline Program Revenue Sources</b>				<b>15,190,842</b>	<b>363,006</b>	<b>890,164</b>	<b>6,805,264</b>	<b>23,249,276</b>	
<b>Total Proposed Programming</b>				<b>15,190,842</b>	<b>363,006</b>	<b>890,162</b>	<b>6,805,264</b>	<b>23,249,274</b>	
<b>Unprogrammed Balance</b>				-	-	<b>2</b>	-	<b>2</b>	

**Notes**

- (1) Because the FY 18 actual STA amounts will be confirmed by the State Controller after July 2018, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their county's STA amount, and then developed a contingency plan for the remaining five percent should it be available. Some agencies have contingencies unprogrammed.
- (2) On 12/19/18, Santa Clara County projects are being programmed.
- (3) Funds are being reserved for each PB Pilot program as listed. Specific projects will be amended and add into this Cycle 5 program, once projects have been recommended through the PB Pilot program process.
- (4) On 12/19/18, additional State Transit Assistance funds have been added to program due to higher than anticipated diesel sales tax revenue as a result of Senate Bill 1.
- (5) On 12/19/18, additional STA funds are being programmed to existing projects.
- (6) On 12/19/18, additional STA funds are being programmed to new projects in San Francisco County.
- (7) On 12/19/18, the 5% STA contingency and additional STA funds are being programmed to existing project in San Mateo County.
- (8) On 06/26/19, additional STA funds are being programmed to existing projects: \$104,940 for Coliseum BART Elevator Renovation, \$104, 940 for Operations Support for Route 2, and \$20,911 for Imola Avenue/SR 29 projects.
- (9) On 06/26/19, 5% STA contingency and additional STA funds are being programmed to new projects: \$77,468 for Solano Express in Solano County.
- (10) On 06/26/19, additional STA funds (\$123,947) and 5% STA contingency (\$53,534) are being programmed to a new project, Preserve Operating Support for Routes 200 and 201. The programming of \$53,534 in 5% STA contingency is conditioned on CCTA Board approval.
- (11) On 06/26/19, additional STA funds and remaining unprogrammed STA and 5% contingency funds are being programmed to Route 36 (funding exchange). The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM) had originally programmed in STA funds \$75,151 for the School Transportation Service in Novato, \$68,000 for the Drake/Cole Pedestrian Improvements, and \$248,000 for Canal Neighborhood Crosswalk Improvements, but these three projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding exchange with Marin Transit. Marin Transit will receive \$391,151 in STA funds for Route 36 and in exchange will give TAM, Measure AA Sales Tax Strategy 4: Local Busfunds to fully fund
- (12) On 01/22/20, Participatory Budgeting Pilot projects for San Francisco's Bayview Hunter's Point Community Based Transportation Plan were recommended and added into this Cycle 5 program, through the PB Pilot program process. The San Francisco Municipal Transportation Agency (SFMTA) will fund three new Transit Assistant (TA) positions through the Muni Transit Assistance Program (MTAP). The three TA positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O'Shaughnessy, and the T-Third lines.

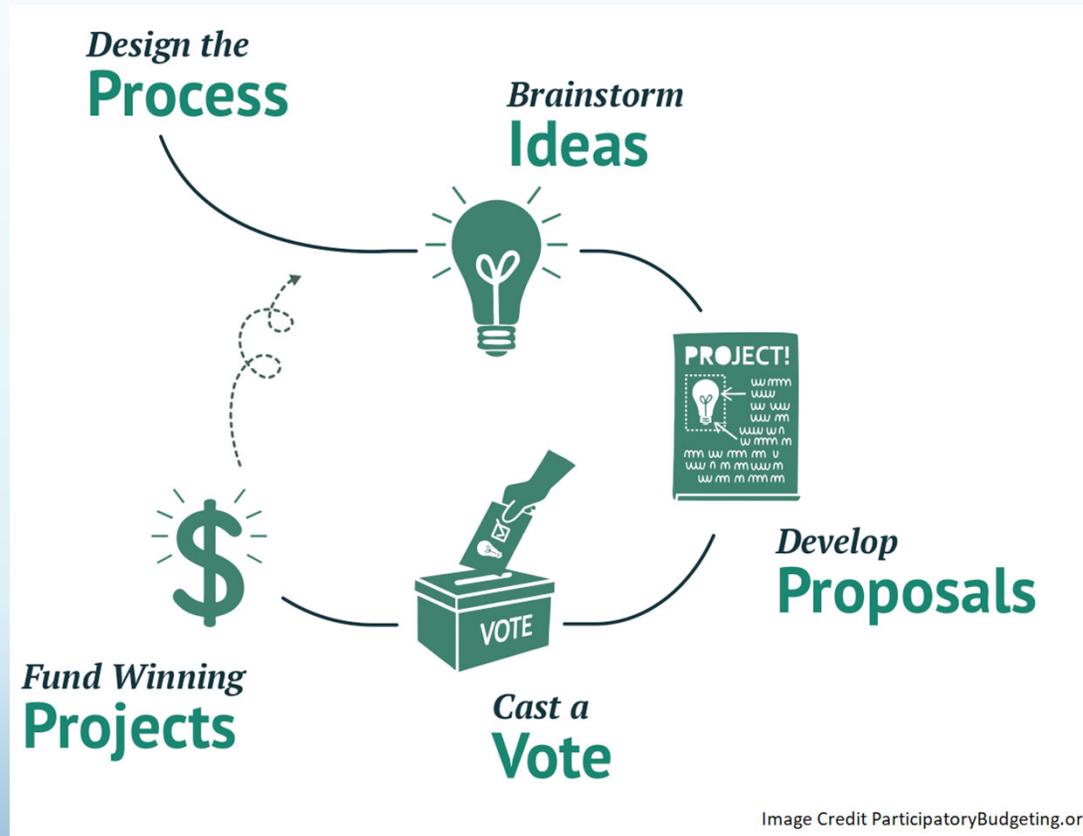
# Lifeline Transportation Program



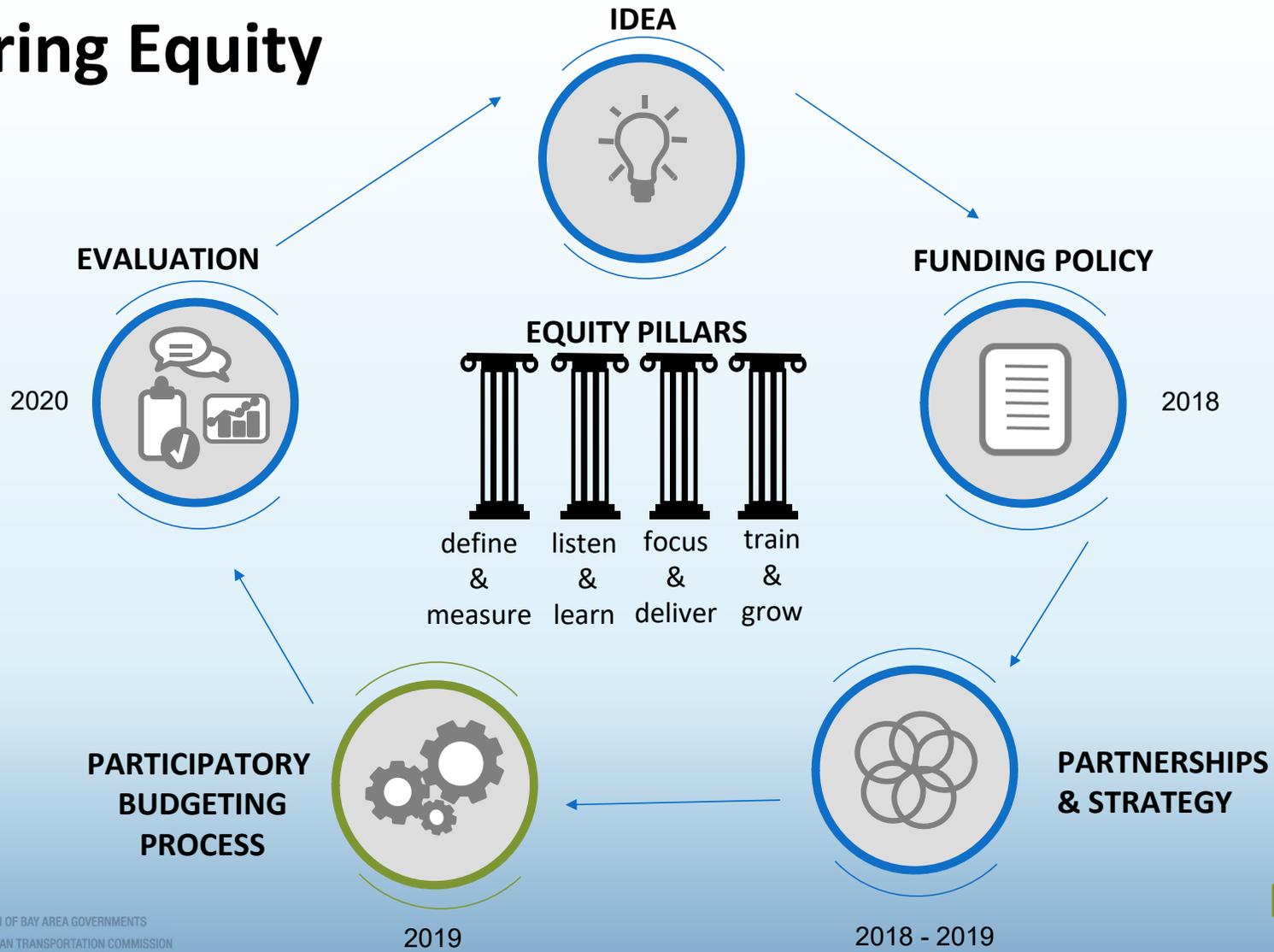
## Bayview Community Based Transportation Plan **PARTICIPATORY BUDGETING PILOT**

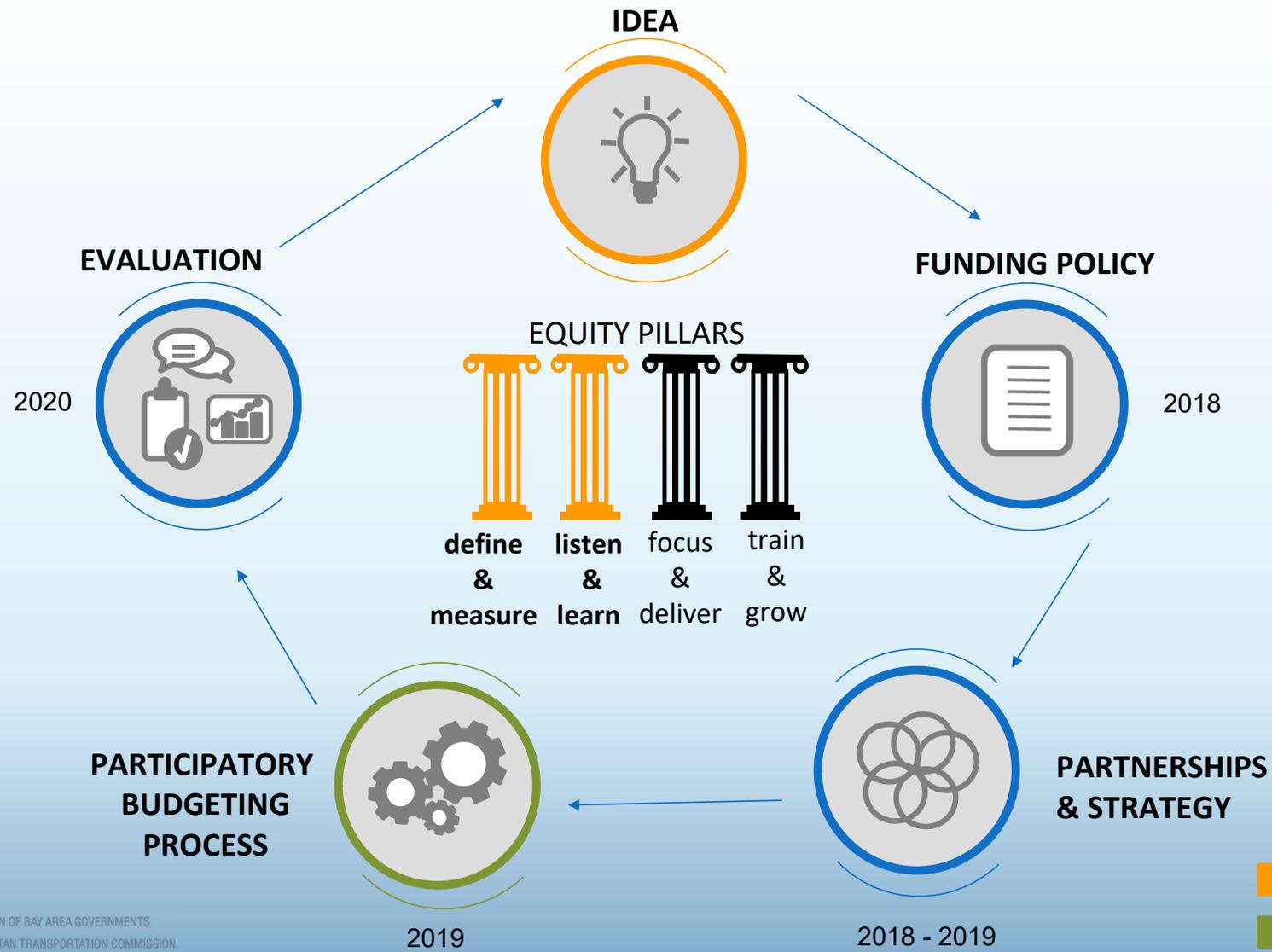
Programming and Allocations Committee  
January 8, 2020 – Judis Santos

# Participatory Budgeting Process



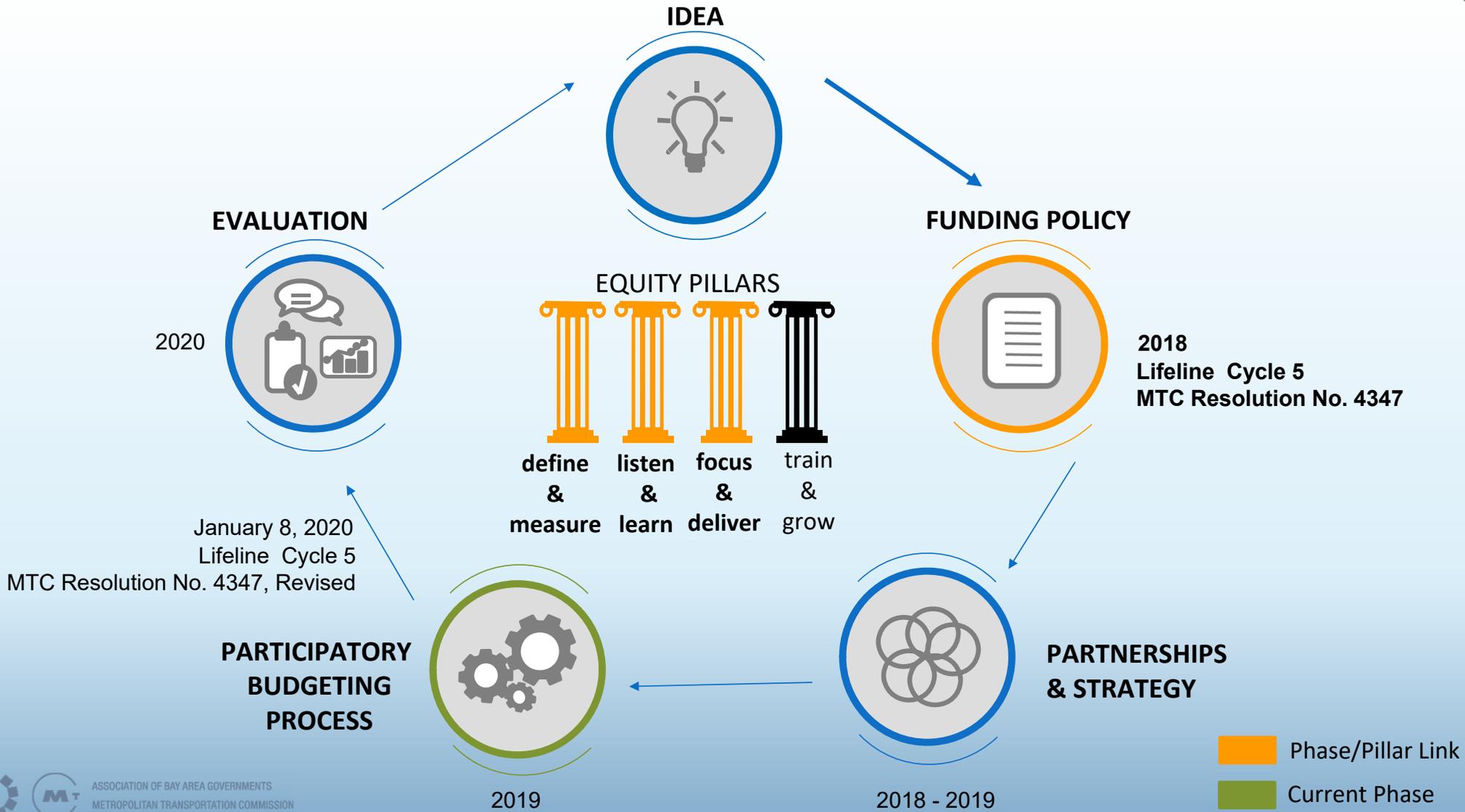
# Centering Equity

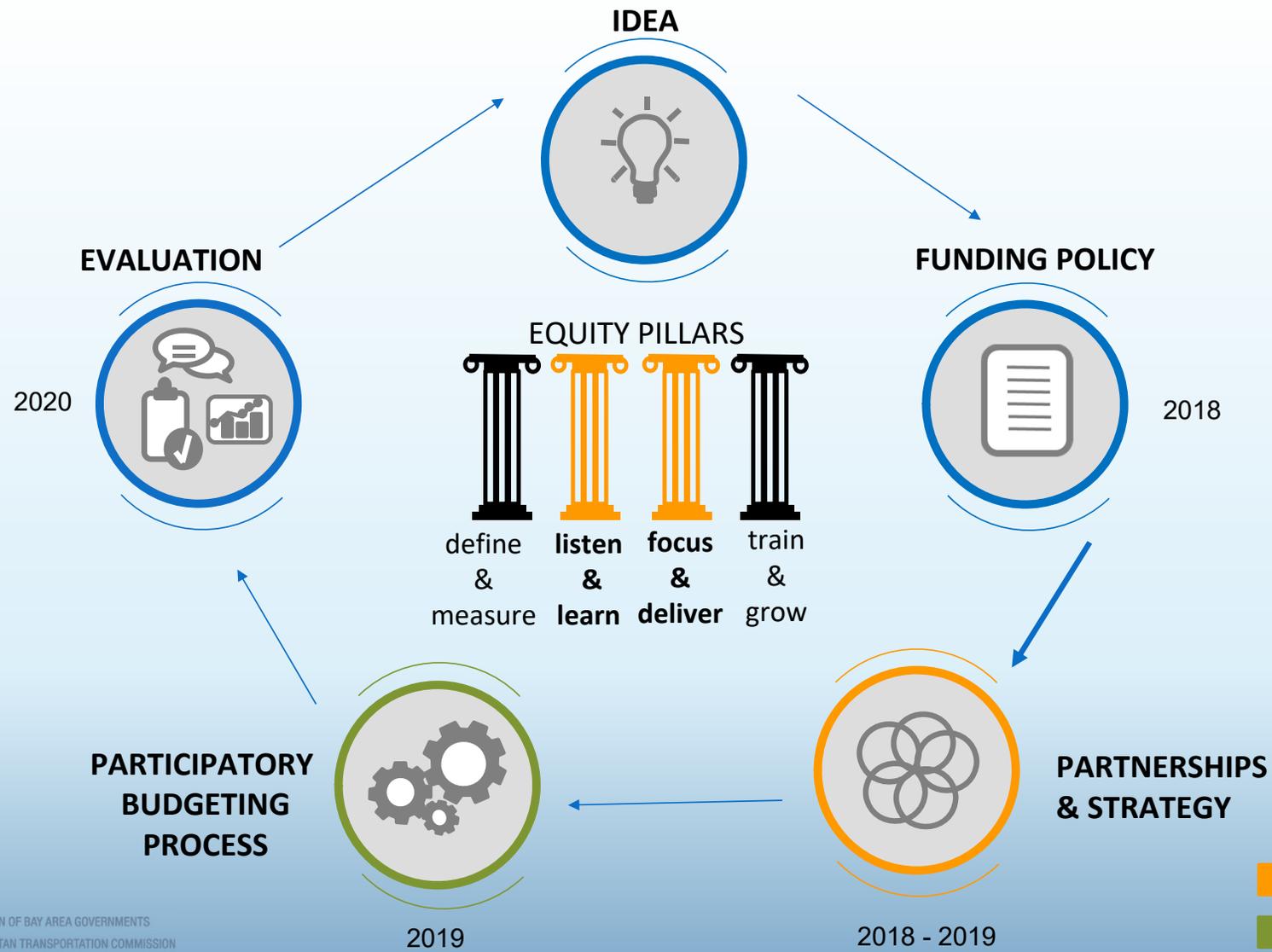




Phase/Pillar Link

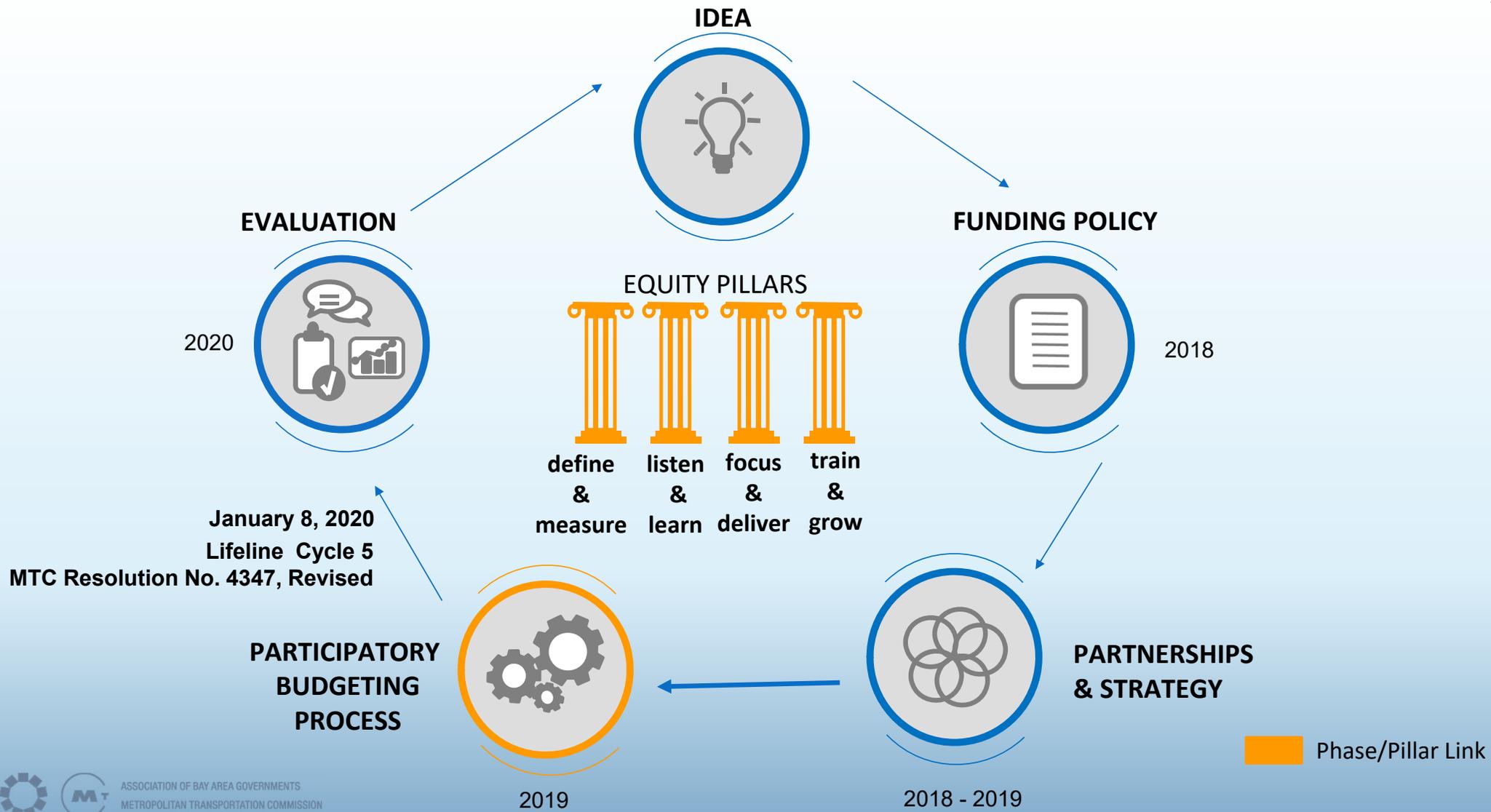
Current Phase





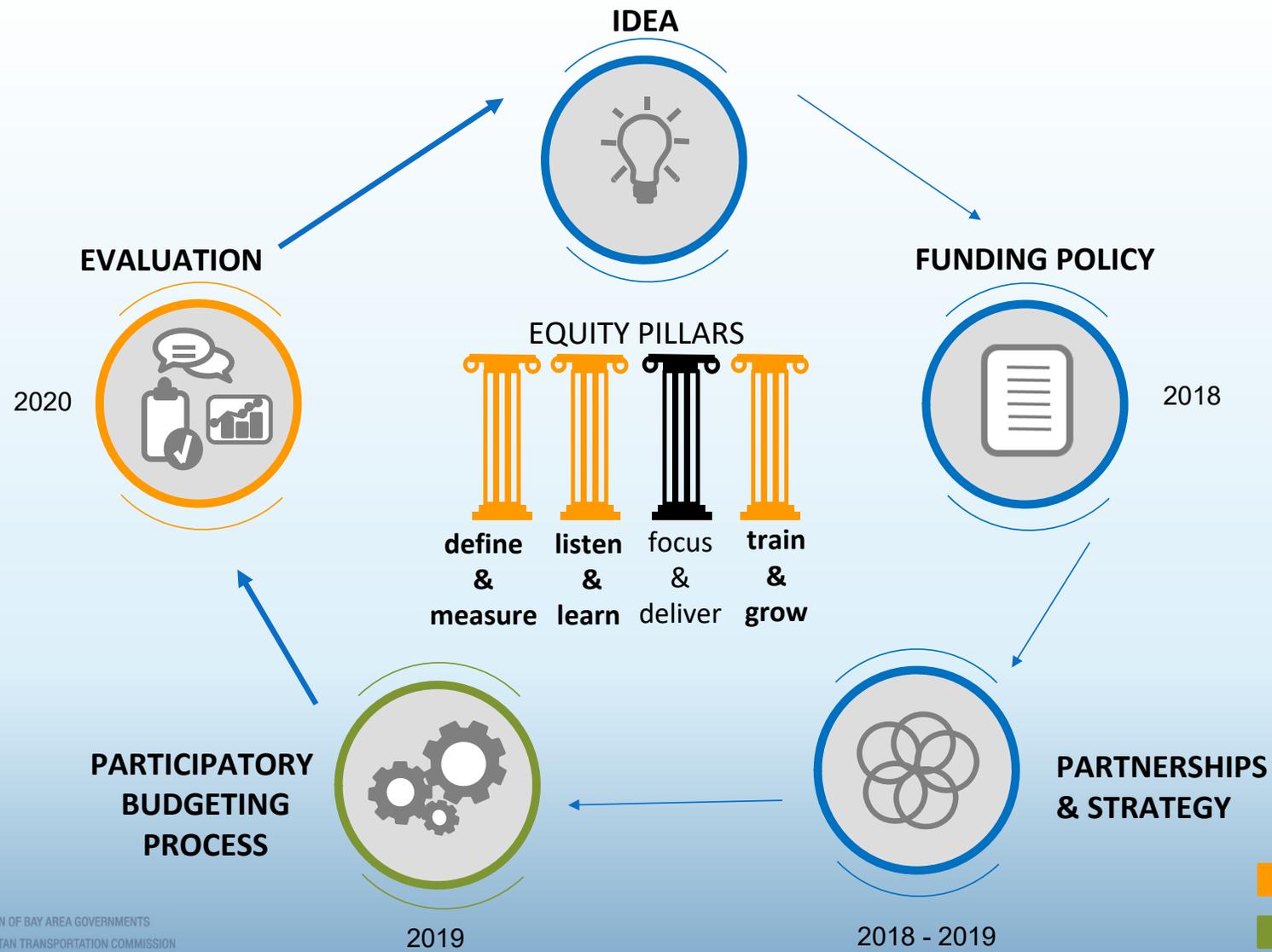
Phase/Pillar Link

Current Phase



January 8, 2020  
Lifeline Cycle 5  
MTC Resolution No. 4347, Revised

Phase/Pillar Link



Phase/Pillar Link

Current Phase

# Bayview Participatory Budgeting (PB) Pilot

- 14-member Community Steering Committee (compensated)
- Over 250 ideas
- Recruited residents to develop proposals
- 7-week vote period in summer
- 375 ballots submitted – voter demographics align with community demographics
- Recommended for PB Reserve funding: Bayview Transit Assistants Program



## Next Steps

- **Commission Action:** Approval of request to program \$600,000 from PB Pilot Reserve to the SFMTA Bayview Community Based Transportation Plan (CBTP) – Bayview Transit Assistants Project
- **PB Process** underway for Solano Transportation Authority, City of Vallejo. Anticipated Completion - Summer 2020
- **Present Evaluation Findings** from Bayview and Vallejo PB Pilots – Anticipated Summer 2020

## Participating CTAs

San Francisco County Transportation Authority/  
San Francisco MTA  
*Bayview Community Based Transportation Plan*



Solano Transportation Authority  
*Vallejo Community Based Transportation Plan*





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-1009      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 8/26/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 1/8/2020      **Final action:**  
**Title:** MTC Resolution No. 4360, Revised. FY 2019-20 Fund Estimate Revision.

Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8b PAC 3a 19-1009 Reso-4360 Fund Estimate.pdf](#)  
[3a 19-1009 Reso-4360 Fund Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4360, Revised. FY 2019-20 Fund Estimate Revision.

*Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.*

**Presenter:**

William Bacon

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

January 8, 2020

Agenda Item 3a

**MTC Resolution No. 4360, Revised**

**Subject:** Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.

**Background:** **1) Reconcile Actual FY 2018-19 STA and SGR Program Revenue:** In the Bay Area, final FY 2018-19 STA revenue totaled approximately \$245 million which is about \$1 million higher than estimated in the FY 2019-20 Fund Estimate adopted in February 2019 through MTC Resolution 4360, Revised. SGR Program revenue totaled approximately \$39 million, similar to what was expected in February 2019.

Details for STA Population-Based and STA Revenue-Based funding for FY 2018-19 and for FY 2019-20 are shown in Attachment 1.

**2) Update FY 2019-20 STA and SGR Program Revenue:** On November 21, 2019 the State Controller's Office (SCO) issued revised revenue forecasts for FY 2019-20 for the STA and SGR Programs. This November forecast from the SCO revised an updated FY 2019-20 forecast the SCO released in August 2019 to reflect a \$76 million reduction (as compared to what was estimated in February 2019) in forecast statewide STA revenue as reflected in the adopted FY 2019-20 State Budget. The November revision is the reason staff are presenting a revised FY 2019-20 Fund Estimate in January 2020, just a month before the development of the FY 2020-21 Fund Estimate.

**Issue:** In its August 2019 update the SCO forecast a significant decrease in the "revenue-basis" share used to determine the amount of funds awarded for STA Revenue-Based funds for both San Francisco Municipal Transportation Agency (SFMTA) and Santa Clara Valley Transportation Authority (VTA). The SCO's August 2019 forecast would have resulted in a loss of over \$47 million for SFMTA and \$10 million for Santa Clara VTA in FY 2019-20 STA and SGR Program funds. Between August and November, MTC, SFMTA, and Santa Clara VTA worked with the SCO to attempt to resolve an issue with each agency's Financial Transactions Report (FTR) which is filed on an annual basis with the SCO and serves as the data source for the "revenue-basis" share.

Through discussions with the SCO, SFMTA was able to restate its FTR and restore its "revenue basis" to a similar share to what it has been in past years. Santa Clara VTA unfortunately was not able to restate its FTR in a way that allowed the SCO to restore its "revenue-basis" share fully. As a result, in the current FY 2019-20 Santa Clara VTA will receive

\$6.4 million less in STA Revenue-Based funds and \$1 million less in SGR Program Revenue-Based funds than the agency would have received had its “revenue-basis” share in FY 2019-20 been the same as it was in FY 2018-19. MTC staff are working with Santa Clara VTA staff to ensure VTA does not lose out on STA funds in the future fiscal years.

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

**Attachments:** Attachment 1 – STA Program Apportionments  
MTC Resolution No. 4360, Revised



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Therese W. McMillan

Attachment 1 - STA Revenue-Based Program Apportionments

Apportionment Jurisdictions	FY2018-19 Apportionments			FY2019-20 Apportionments			FY2019-20 Nov-19 Apportionment Share
	FY2018-19 Sep-18 Estimate	FY2018-19 Sep-19 Actual	FY2018-19 Adjustment, \$	FY2019-20 Feb-19 Estimate	FY2019-20 Nov-19 Estimate	FY2019-20 Adjustment, \$	
ACCOMA - Corresponding to ACE	\$256,540	\$257,541	\$1,001	\$298,707	\$290,259	(\$8,448)	0.2%
Caltrain	\$7,896,890	\$7,927,692	\$30,802	\$9,194,889	\$8,496,363	(\$698,526)	4.6%
CCCTA	\$728,710	\$731,551	\$2,841	\$848,487	\$789,680	(\$58,807)	0.4%
City of Dixon	\$6,666	\$6,693	\$27	\$7,762	\$7,403	(\$359)	0.0%
ECCTA	\$341,120	\$342,451	\$1,331	\$397,189	\$415,004	\$17,815	0.223%
City of Fairfield	\$221,156	\$222,019	\$863	\$257,507	\$163,554	(\$93,953)	0.1%
GGBHTD	\$7,898,532	\$7,929,288	\$30,756	\$9,196,801	\$8,540,790	(\$656,011)	4.6%
LAVTA	\$322,450	\$323,708	\$1,258	\$375,451	\$349,728	(\$25,723)	0.2%
Marin Transit	\$1,336,691	\$1,341,905	\$5,214	\$1,556,401	\$1,668,066	\$111,665	0.9%
NVTA	\$103,605	\$104,008	\$403	\$120,634	\$116,000	(\$4,634)	0.1%
City of Petaluma	\$39,138	\$39,290	\$152	\$45,571	\$49,382	\$3,811	0.0%
City of Rio Vista	\$2,196	\$2,206	\$10	\$2,557	\$7,458	\$4,901	0.004%
SamTrans	\$7,748,676	\$7,778,903	\$30,227	\$9,022,314	\$8,121,101	(\$901,213)	4.4%
SMART	\$1,620,305	\$1,626,617	\$6,312	\$1,886,632	\$1,695,538	(\$191,094)	0.9%
City of Santa Rosa	\$160,658	\$161,285	\$627	\$187,065	\$160,210	(\$26,855)	0.1%
Solano County Transit	\$346,911	\$348,264	\$1,353	\$403,932	\$351,963	(\$51,969)	0.2%
Sonoma County Transit	\$215,835	\$215,937	\$102	\$251,311	\$225,725	(\$25,586)	0.1%
City of Union City	\$104,345	\$104,752	\$407	\$121,496	\$116,445	(\$5,051)	0.1%
Vacaville City Coach	\$25,160	\$25,258	\$98	\$29,296	\$29,292	(\$4)	0.0%
VTA	\$28,253,091	\$28,363,284	\$110,193	\$32,897,007	\$23,249,042	(\$9,647,965)	12.5%
VTA - Corresponding to ACE	\$198,174	\$198,948	\$774	\$230,748	\$216,633	(\$14,115)	0.1%
WCCTA	\$453,453	\$455,222	\$1,769	\$527,986	\$504,435	(\$23,551)	0.3%
WETA	\$1,903,964	\$1,911,388	\$7,424	\$2,216,916	\$2,314,946	\$98,030	1.2%
<b>Subtotal - STA Revenue-Based</b>	<b>\$60,184,266</b>	<b>\$60,418,210</b>	<b>\$233,944</b>	<b>\$70,076,659</b>	<b>\$57,879,017</b>	<b>(\$12,197,642)</b>	<b>31.1%</b>
AC Transit	\$19,293,289	\$19,368,542	\$75,253	\$22,464,497	\$24,264,960	\$1,800,464	13.0%
BART	\$37,787,095	\$37,934,482	\$147,387	\$43,998,101	\$40,698,461	(\$3,299,640)	21.9%
SFMTA	\$61,889,270	\$62,130,667	\$241,396	\$72,061,913	\$63,386,127	(\$8,675,786)	34.0%
<b>Subtotal - STA Revenue-Based</b>	<b>\$118,969,654</b>	<b>\$119,433,690</b>	<b>\$464,036</b>	<b>\$138,524,510</b>	<b>\$128,349,548</b>	<b>(\$10,174,962)</b>	<b>68.9%</b>
<b>Bay Area Revenue-Based Total</b>	<b>\$179,153,920</b>	<b>\$179,851,900</b>	<b>\$697,980</b>	<b>\$208,601,170</b>	<b>\$186,228,565</b>	<b>(\$22,372,605)</b>	<b>100.00%</b>
<b>Statewide Revenue-Base Total</b>	<b>\$331,742,500</b>	<b>\$332,969,416</b>	<b>\$1,226,916</b>	<b>\$386,270,500</b>	<b>\$348,259,500</b>	<b>(\$38,011,000)</b>	<b>N/A</b>
<b>Bay Area Population-Based Total</b>	<b>\$64,770,585</b>	<b>\$65,022,436</b>	<b>\$251,851</b>	<b>\$75,416,824</b>	<b>\$67,889,960</b>	<b>(\$7,526,863)</b>	<b>N/A</b>
<b>Statewide Population-Based Total</b>	<b>\$331,742,500</b>	<b>\$332,969,416</b>	<b>\$251,851</b>	<b>\$386,270,500</b>	<b>\$348,259,500</b>	<b>(\$38,011,000)</b>	<b>N/A</b>

Attachment 1 - STA Population-Based Program Apportionments

Apportionment Jurisdictions	FY2018-19 Apportionments			FY2019-20 Apportionments		
	FY2018-19 Sep-18 Estimate	FY2018-19 Sep-19 Actual	FY2018-19 Adjustment, \$	FY2019-20 Feb-19 Estimate	FY2019-20 Nov-19 Estimate	FY2019-20 Adjustment, \$
<b>County Block Grant<sup>2</sup></b>						
Alameda	\$7,973,449	\$8,004,613	\$31,164	\$9,300,688	\$8,359,440	(\$941,247)
Contra Costa	\$10,005,668	\$10,044,774	\$39,107	\$11,671,183	\$10,490,037	(\$1,181,146)
Marin	\$2,573,954	\$2,584,015	\$10,060	\$3,002,408	\$2,698,558	(\$303,849)
Napa	\$1,574,493	\$1,580,647	\$6,154	\$1,836,579	\$1,650,713	(\$185,865)
San Francisco	\$3,813,938	\$3,828,845	\$14,907	\$4,448,795	\$3,998,569	(\$450,227)
San Mateo	\$2,283,503	\$2,292,428	\$8,925	\$2,663,609	\$2,394,047	(\$269,562)
Santa Clara	\$6,356,355	\$6,381,199	\$24,844	\$7,414,416	\$6,664,063	(\$750,353)
Solano	\$4,737,026	\$4,755,541	\$18,515	\$5,525,538	\$4,966,343	(\$559,195)
Sonoma	\$5,787,690	\$5,810,311	\$22,621	\$6,751,093	\$6,067,869	(\$683,224)
<b>Subtotal</b>	<b>\$45,106,076</b>	<b>\$45,282,372</b>	<b>\$176,296</b>	<b>\$52,614,308</b>	<b>\$47,289,639</b>	<b>(\$5,324,669)</b>
<b>Transit Emergency Contingency Fund</b>	<b>\$333,333</b>	<b>\$333,333</b>	<b>\$0</b>	<b>\$253,527</b>	<b>\$333,333</b>	<b>\$79,807</b>
<b>Regional Program</b>	<b>\$19,331,176</b>	<b>\$19,406,731</b>	<b>\$75,555</b>	<b>\$22,548,989</b>	<b>\$20,266,988</b>	<b>(\$2,282,001)</b>
<b>Bay Area Total</b>	<b>\$64,770,585</b>	<b>\$65,022,436</b>	<b>\$251,851</b>	<b>\$75,416,824</b>	<b>\$67,889,960</b>	<b>(\$7,526,864)</b>
<b>Statewide Total</b>	<b>\$331,742,500</b>	<b>\$332,969,416</b>	<b>\$1,226,916</b>	<b>\$386,270,500</b>	<b>\$348,259,500</b>	<b>(\$38,011,000)</b>

<sup>1</sup>County Block Grant adopted through MTC Resolution 4321 in February 2018.

Date: February 27, 2019  
W.I.: 1511  
Referred by: PAC  
Revised: 07/24/19-C  
01/22/20-C

ABSTRACT

MTC Resolution No. 4360, Revised

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

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

This resolution was revised on January 22, 2020 to reflect actual receipts of STA and SGR Program funds in FY 2018-19, and the rescission actions that were necessary to match FY 2018-19 allocations to the actual revenue collected. New revenue forecasts for STA and SGR Program funds in FY 2019-20 were also included.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 14, 2018, July 10, 2019 and January 22, 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4360

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
Chair

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

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

Attachment A  
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**TDA REGIONAL SUMMARY TABLE**

<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H=Sum(A:G)</b>
	<b>6/30/2018</b>	<b>FY2017-19</b>	<b>FY2018-19</b>	<b>FY2018-19</b>	<b>FY2018-19</b>	<b>FY2019-20</b>	<b>FY2019-20</b>	<b>FY2019-20</b>
<b>Apportionment Jurisdictions</b>	<b>Balance<sup>1</sup></b>	<b>Outstanding Commitments, Refunds, &amp; Interest<sup>2</sup></b>	<b>Original Estimate</b>	<b>Revenue Adjustment</b>	<b>Revised Admin. &amp; Planning Charge</b>	<b>Revenue Estimate</b>	<b>Admin. &amp; Planning Charge</b>	<b>Available for Allocation</b>
Alameda	21,451,946	(87,841,429)	85,627,000	4,793,858	(3,616,834)	93,648,000	(3,745,920)	110,316,620
Contra Costa	18,330,873	(46,122,379)	43,662,990	1,743,564	(1,816,262)	49,794,669	(1,991,786)	63,601,668
Marin	788,882	(13,680,637)	13,492,255	543,054	(561,412)	14,695,062	(587,802)	14,689,402
Napa	5,923,436	(12,600,192)	9,623,888	(118,653)	(380,209)	8,941,741	(357,670)	11,032,342
San Francisco	1,134,529	(48,209,325)	49,067,500	3,775,682	(2,113,727)	49,262,500	(1,970,501)	50,946,658
San Mateo	7,914,338	(44,885,837)	44,447,807	1,218,927	(1,826,669)	47,777,676	(1,911,106)	52,735,135
Santa Clara	6,658,406	(116,103,953)	109,927,000	8,282,854	(4,728,394)	117,635,000	(4,705,400)	116,965,512
Solano	27,519,736	(28,965,638)	19,722,853	728,438	(818,052)	21,239,810	(849,592)	38,577,555
Sonoma	8,705,497	(24,790,397)	24,900,000	868,001	(1,030,720)	26,800,000	(1,072,000)	34,380,381
<b>TOTAL</b>	<b>\$98,427,643</b>	<b>(\$423,199,787)</b>	<b>\$400,471,293</b>	<b>\$21,835,726</b>	<b>(\$16,892,279)</b>	<b>\$429,794,458</b>	<b>(\$17,191,777)</b>	<b>\$493,245,273</b>

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

<i>Column</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E=Sum(A:D)</b>
	<b>6/30/2018</b>	<b>FY2017-19</b>	<b>FY2018-19</b>	<b>FY2019-20</b>	<b>FY2019-20</b>
<b>Fund Source</b>	<b>Balance (w/ interest)<sup>1</sup></b>	<b>Outstanding Commitments<sup>2</sup></b>	<b>Actual Revenue</b>	<b>Revenue Estimate</b>	<b>Available for Allocation</b>
<b>State Transit Assistance</b>					
Revenue-Based	20,181,706	(183,233,053)	179,851,900	186,228,565	203,029,119
Population-Based	61,969,489	(71,101,433)	65,022,436	67,889,961	123,780,456
<b>SUBTOTAL</b>	<b>82,151,196</b>	<b>(254,334,486)</b>	<b>244,874,336</b>	<b>254,118,526</b>	<b>326,809,575</b>
<b>AB1107 - BART District Tax (25% Share)</b>	<b>0</b>	<b>(93,552,924)</b>	<b>93,552,924</b>	<b>91,000,000</b>	<b>91,000,000</b>
<b>Bridge Toll Total</b>					
MTC 2% Toll Revenue	5,840,894	(5,072,516)	1,450,000	1,450,000	3,668,376
5% State General Fund Revenue	13,306,059	(8,892,690)	3,581,607	3,614,688	11,609,663
<b>SUBTOTAL</b>	<b>19,146,952</b>	<b>(13,965,206)</b>	<b>5,031,607</b>	<b>5,064,688</b>	<b>15,278,039</b>
<b>Low Carbon Transit Operations Program</b>	<b>0</b>	<b>0</b>	<b>54,058,614</b>	<b>44,305,559</b>	<b>98,364,173</b>
<b>State of Good Repair Program</b>					
Revenue-Based	88,616	(28,441,042)	28,359,791	28,775,741	28,783,106
Population-Based	66,936	(10,317,223)	10,250,287	10,490,248	10,490,248
<b>SUBTOTAL</b>	<b>155,552</b>	<b>(38,758,265)</b>	<b>38,610,078</b>	<b>39,265,989</b>	<b>39,273,354</b>
<b>TOTAL</b>	<b>\$101,453,700</b>	<b>(\$400,610,881)</b>	<b>\$436,127,558</b>	<b>\$433,754,762</b>	<b>\$570,725,141</b>

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

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

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19 for TDA and AB 1107 and as of 11/30/19 for STA and the SGR Program

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

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<b>FY2018-19 Generation Estimate Adjustment</b>			<b>FY2019-20 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 18)	85,627,000		13. County Auditor Estimate	93,648,000	
2. Actual Revenue (Jun, 19)	90,420,858		<b>FY2019-20 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		4,793,858	14. MTC Administration (0.5% of Line 13)	468,240	
<b>FY2018-19 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	468,240	
4. MTC Administration (0.5% of Line 3)	23,969		16. MTC Planning (3.0% of Line 13)	2,809,440	
5. County Administration (Up to 0.5% of Line 3)	23,969		17. Total Charges (Lines 14+15+16)	3,745,920	
6. MTC Planning (3.0% of Line 3)	143,816		18. TDA Generations Less Charges (Lines 13-17)	89,902,080	
7. Total Charges (Lines 4+5+6)		191,754	<b>FY2019-20 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		4,602,104	19. Article 3.0 (2.0% of Line 18)	1,798,042	
<b>FY2018-19 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	88,104,038	
9. Article 3 Adjustment (2.0% of line 8)	92,042		21. Article 4.5 (5.0% of Line 20)	4,405,202	
10. Funds Remaining (Lines 8-9)		4,510,062	22. TDA Article 4 (Lines 20-21)	83,698,836	
11. Article 4.5 Adjustment (5.0% of Line 10)	225,503				
12. Article 4 Adjustment (Lines 10-11)		4,284,559			

**TDA APPORTIONMENT BY JURISDICTION**

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

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

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

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

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

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

**TDA APPORTIONMENT BY JURISDICTION**

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

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

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

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

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

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<b>FY2018-19 Generation Estimate Adjustment</b>			<b>FY2019-20 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 18)	13,492,255		13. County Auditor Estimate		14,695,062
2. Actual Revenue (Jun, 19)	14,035,309		<b>FY2019-20 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		543,054	14. MTC Administration (0.5% of Line 13)		73,475
<b>FY2018-19 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		73,475
4. MTC Administration (0.5% of Line 3)	2,715		16. MTC Planning (3.0% of Line 13)		440,852
5. County Administration (Up to 0.5% of Line 3)	2,715		17. Total Charges (Lines 14+15+16)		587,802
6. MTC Planning (3.0% of Line 3)	16,292		18. TDA Generations Less Charges (Lines 13-17)		14,107,260
7. Total Charges (Lines 4+5+6)		21,722	<b>FY2019-20 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		521,332	19. Article 3.0 (2.0% of Line 18)		282,145
<b>FY2018-19 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		13,825,115
9. Article 3 Adjustment (2.0% of line 8)	10,427		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		510,905	22. TDA Article 4 (Lines 20-21)		13,825,115
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		510,905			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	580,302	14,305	594,607	(837,830)	0	259,051	10,427	26,255	282,145	308,400
Article 4.5										
<b>SUBTOTAL</b>	<b>580,302</b>	<b>14,305</b>	<b>594,607</b>	<b>(837,830)</b>	<b>0</b>	<b>259,051</b>	<b>10,427</b>	<b>26,255</b>	<b>282,145</b>	<b>308,400</b>
Article 4/8										
GGBHTD	133,790	3,200	136,991	(7,760,055)	0	7,626,263	306,952	310,150	8,286,774	8,596,924
Marin Transit	74,790	9,142	83,932	(5,109,399)	0	5,067,251	203,953	245,737	5,538,341	5,784,078
<b>SUBTOTAL</b>	<b>208,581</b>	<b>12,342</b>	<b>220,923</b>	<b>(12,869,454)</b>	<b>0</b>	<b>12,693,514</b>	<b>510,905</b>	<b>555,887</b>	<b>13,825,115</b>	<b>14,381,002</b>
<b>GRAND TOTAL</b>	<b>\$788,882</b>	<b>\$26,647</b>	<b>\$815,529</b>	<b>(\$13,707,284)</b>	<b>\$0</b>	<b>\$12,952,565</b>	<b>\$521,332</b>	<b>\$582,142</b>	<b>\$14,107,260</b>	<b>\$14,689,402</b>

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

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

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

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FY2018-19 TDA Revenue Estimate			FY2019-20 TDA Revenue Estimate		
<b>FY2018-19 Generation Estimate Adjustment</b>			<b>FY2019-20 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 18)	9,623,888		13. County Auditor Estimate		8,941,741
2. Actual Revenue (Jun, 19)	9,505,235		<b>FY2019-20 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		-118,653	14. MTC Administration (0.5% of Line 13)	44,709	
<b>FY2018-19 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	44,709	
4. MTC Administration (0.5% of Line 3)	(593)		16. MTC Planning (3.0% of Line 13)	268,252	
5. County Administration (Up to 0.5% of Line 3)	(593)		17. Total Charges (Lines 14+15+16)		357,670
6. MTC Planning (3.0% of Line 3)	(3,560)		18. TDA Generations Less Charges (Lines 13-17)		8,584,071
7. Total Charges (Lines 4+5+6)		(4,746)	<b>FY2019-20 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		(113,907)	19. Article 3.0 (2.0% of Line 18)	171,681	
<b>FY2018-19 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		8,412,390
9. Article 3 Adjustment (2.0% of line 8)	(2,278)		21. Article 4.5 (5.0% of Line 20)	420,620	
10. Funds Remaining (Lines 8-9)		(111,629)	22. TDA Article 4 (Lines 20-21)		7,991,770
11. Article 4.5 Adjustment (5.0% of Line 10)	(5,581)				
12. Article 4 Adjustment (Lines 10-11)		(106,048)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	376,020	3,968	379,988	(542,206)	0	184,779	(2,278)	20,283	171,681	191,964
Article 4.5	12,649	33	12,682	(459,775)	0	452,708	(5,581)	34	420,620	420,654
<b>SUBTOTAL</b>	<b>388,669</b>	<b>4,001</b>	<b>392,670</b>	<b>(1,001,981)</b>	<b>0</b>	<b>637,487</b>	<b>(7,859)</b>	<b>20,317</b>	<b>592,301</b>	<b>612,618</b>
Article 4/8										
NVTA <sup>3</sup>	5,534,768	36,150	5,570,918	(13,236,453)	1,598,092	8,601,446	(106,048)	2,427,954	7,991,770	10,419,724
<b>SUBTOTAL</b>	<b>5,534,768</b>	<b>36,150</b>	<b>5,570,918</b>	<b>(13,236,453)</b>	<b>1,598,092</b>	<b>8,601,446</b>	<b>(106,048)</b>	<b>2,427,954</b>	<b>7,991,770</b>	<b>10,419,724</b>
<b>GRAND TOTAL</b>	<b>\$5,923,436</b>	<b>\$40,151</b>	<b>\$5,963,587</b>	<b>(\$14,238,434)</b>	<b>\$1,598,092</b>	<b>\$9,238,933</b>	<b>(\$113,907)</b>	<b>\$2,448,271</b>	<b>\$8,584,071</b>	<b>\$11,032,342</b>

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

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

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

**TDA APPORTIONMENT BY JURISDICTION**

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

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

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

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

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

**TDA APPORTIONMENT BY JURISDICTION**

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

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

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

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

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

**TDA APPORTIONMENT BY JURISDICTION**

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

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

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

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

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

**TDA APPORTIONMENT BY JURISDICTION**

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

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

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

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

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2018	FY2017-18	6/30/2018	FY2017-19	FY2018-19	FY2018-19	FY2018-19	6/30/2019	FY2019-20	FY2019-20
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,776,179	31,898	1,808,077	(899,957)	0	478,080	16,666	1,402,866	514,560	1,917,426
Article 4.5										
<b>SUBTOTAL</b>	<b>1,776,179</b>	<b>31,898</b>	<b>1,808,077</b>	<b>(899,957)</b>	<b>0</b>	<b>478,080</b>	<b>16,666</b>	<b>1,402,866</b>	<b>514,560</b>	<b>1,917,426</b>
Article 4/8										
GGBHTD <sup>3</sup>	152,347	4,607	156,954	(6,003,623)	0	5,856,480	204,154	213,965	6,303,360	6,517,325
Petaluma	838,632	7,802	846,434	(1,711,157)	0	1,752,259	61,083	948,619	1,951,520	2,900,139
Santa Rosa	2,355,593	22,905	2,378,497	(7,173,901)	0	6,247,693	217,791	1,670,081	6,812,671	8,482,752
Sonoma County	3,582,747	40,209	3,622,956	(10,080,074)	970,893	9,569,488	333,587	4,416,850	10,145,888	14,562,738
<b>SUBTOTAL</b>	<b>6,929,318</b>	<b>75,523</b>	<b>7,004,841</b>	<b>(24,968,755)</b>	<b>970,893</b>	<b>23,425,920</b>	<b>816,615</b>	<b>7,249,515</b>	<b>25,213,440</b>	<b>32,462,955</b>
<b>GRAND TOTAL</b>	<b>\$8,705,497</b>	<b>\$107,422</b>	<b>\$8,812,919</b>	<b>(\$25,868,712)</b>	<b>\$970,893</b>	<b>\$23,904,000</b>	<b>\$833,281</b>	<b>\$8,652,381</b>	<b>\$25,728,000</b>	<b>\$34,380,381</b>

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

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

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

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

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FY2018-19 STA Revenue Estimate		FY2019-20 STA Revenue Estimate	
1. State Estimate (Aug, 18)	\$179,153,920	4. Projected Carryover (Jan, 20)	\$16,800,554
2. Actual Revenue (Aug, 19)	\$179,851,900	5. State Estimate (Nov, 19)	\$186,228,565
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$203,029,119

STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Actual Revenue	Projected Carryover <sup>3</sup>	Revenue Estimate <sup>4</sup>	Available For Allocation
ACCMA - Corresponding to ACE	558,245	(610,141)	257,541	205,645	290,259	495,904
Caltrain	1,703,516	(8,989,853)	7,927,692	641,355	8,496,363	9,137,718
CCCTA	112,241	(628,747)	731,551	215,045	789,680	1,004,725
City of Dixon	17,283	0	6,693	23,976	7,403	31,379
ECCTA	41,551	(147,694)	342,451	236,308	415,004	651,312
City of Fairfield	32,568	(163,369)	222,019	91,218	163,554	254,772
GGBHTD	95	(7,898,627)	7,929,288	30,756	8,540,790	8,571,546
LAVTA	268,425	(250,382)	323,708	341,751	349,728	691,479
Marin Transit	1,034,234	(1,518,064)	1,341,905	858,075	1,668,066	2,526,141
NVTA	15,815	(22,601)	104,008	97,222	116,000	213,222
City of Petaluma	20,404	0	39,290	59,694	49,382	109,076
City of Rio Vista	2,311	0	2,206	4,517	7,458	11,975
SamTrans	1,751,068	(5,669,191)	7,778,903	3,860,780	8,121,101	11,981,881
SMART	48,123	(1,668,428)	1,626,617	6,312	1,695,538	1,701,850
City of Santa Rosa	38,858	(199,516)	161,285	627	160,210	160,837
Solano County Transit	62,580	(355,135)	348,264	55,709	351,963	407,672
Sonoma County Transit	48,965	(217,999)	215,937	46,903	225,725	272,628
City of Union City	48,866	(133,992)	104,752	19,626	116,445	136,071
Vacaville City Coach	21,117	0	25,258	46,375	29,292	75,667
VTA	1,294,898	(29,544,098)	28,363,284	114,084	23,249,042	23,363,126
VTA - Corresponding to ACE	2	(198,174)	198,948	776	216,633	217,409
WCCTA	89,273	(444,705)	455,222	99,790	504,435	604,225
WETA	7,349,633	0	1,911,388	9,261,021	2,314,946	11,575,967
<b>SUBTOTAL</b>	<b>14,560,071</b>	<b>(58,660,716)</b>	<b>60,418,210</b>	<b>16,317,565</b>	<b>57,879,017</b>	<b>74,196,582</b>
AC Transit	941,284	(20,232,887)	19,368,542	76,939	24,264,960	24,341,899
BART	1,842,995	(39,612,823)	37,934,482	164,653	40,698,461	40,863,114
SFMTA	2,837,357	(64,726,627)	62,130,667	241,397	63,386,127	63,627,524
<b>SUBTOTAL</b>	<b>5,621,635</b>	<b>(124,572,337)</b>	<b>119,433,690</b>	<b>482,989</b>	<b>128,349,548</b>	<b>128,832,537</b>
<b>GRAND TOTAL</b>	<b>\$20,181,706</b>	<b>(\$183,233,053)</b>	<b>\$179,851,900</b>	<b>\$16,800,554</b>	<b>\$186,228,565</b>	<b>\$203,029,119</b>

1. Balance as of 6/30/18 is from the MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/18, and FY2018-19 allocations as of 6/30/19.
3. Projected carryover as of 6/30/19 does not include interest accrued in FY2018-19.
4. FY2019-20 STA revenue generation is based on November 21, 2019 estimates from the SCO.

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

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<b>STA POPULATION-BASED APPORTIONMENT BY JURISDICTION &amp; OPERATOR</b>						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>4</sup>	Projected Carryover <sup>3</sup>	Revenue Estimate <sup>4</sup>	Available For Allocation
<b>Northern Counties/Small Operators</b>						
Marin	614,135	(614,135)	0	0	0	0
Napa	331,884	(331,884)	0	0	0	0
Solano/Vallejo	6,642,077	(5,168,488)	0	1,473,589	0	1,473,589
Sonoma	1,174,682	(1,174,682)	0	0	0	0
CCCTA	1,170,610	(989,205)	0	181,405	0	181,405
ECCTA	703,901	(703,901)	0	0	0	0
LAVTA	1,155,405	(1,155,405)	0	0	0	0
Union City	340,951	(340,951)	0	0	0	0
WCCTA	155,106	(155,106)	0	0	0	0
<b>SUBTOTAL</b>	<b>12,288,750</b>	<b>(10,633,757)</b>	<b>0</b>	<b>1,654,994</b>	<b>0</b>	<b>1,654,994</b>
<b>Regional Paratransit</b>						
Alameda	635,953	(635,953)	0	0	0	0
Contra Costa	344,514	(344,514)	0	0	0	0
Marin	86,811	(86,811)	0	0	0	0
Napa	70,449	(70,449)	0	0	0	0
San Francisco	504,602	(504,532)	0	70	0	70
San Mateo	250,492	4,659	0	255,151	0	255,151
Santa Clara	106,910	(106,910)	0	0	0	0
Solano	1,201,490	(526,439)	0	675,051	0	675,051
Sonoma	290,864	(290,864)	0	0	0	0
<b>SUBTOTAL</b>	<b>3,492,086</b>	<b>(2,561,813)</b>	<b>0</b>	<b>930,272</b>	<b>0</b>	<b>930,272</b>
<b>Lifeline</b>						
Alameda	4,053,292	(1,727,256)	0	2,326,036	0	2,326,036
Contra Costa	2,290,297	(1,021,204)	0	1,269,093	0	1,269,093
Marin	420,281	(25,837)	0	394,444	0	394,444
Napa	326,799	0	0	326,799	0	326,799
San Francisco	2,146,890	(1,098,050)	0	1,048,840	0	1,048,840
San Mateo	1,824,462	(595,766)	0	1,228,696	0	1,228,696
Santa Clara	8,444,953	(2,547,661)	0	5,897,292	0	5,897,292
Solano	1,110,156	(531,051)	0	579,105	0	579,105
Sonoma	1,237,882	(367,341)	0	870,541	0	870,541
MTC Mean-Based Discount Project	713,054	(711,634)	0	1,420	0	1,420
JARC Funding Restoration <sup>5</sup>	400,668	0	0	400,668	0	400,668
Participatory Budgeting Pilot	1,003,435	0	0	1,003,435	0	1,003,435
Reserve for a Means-Based Transit Fare	5,910,243	0	0	5,910,243	0	5,910,243
<b>SUBTOTAL</b>	<b>29,882,412</b>	<b>(8,625,799)</b>	<b>0</b>	<b>21,256,612</b>	<b>0</b>	<b>21,256,612</b>
<b>MTC Regional Coordination Program<sup>6</sup></b>		0	0	0	0	0
<b>BART to Warm Springs</b>	1,682	(1,682)	0	0	0	0
<b>SamTrans</b>	40,561	0	0	40,561	0	40,561
<b>GRAND TOTAL</b>	<b>\$45,705,491</b>	<b>(\$21,823,055)</b>	<b>\$0</b>	<b>\$23,882,439</b>	<b>\$0</b>	<b>\$23,882,439</b>

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

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

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

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

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

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

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

FY2018-19 STA Revenue Estimate		FY2019-20 STA Revenue Estimate	
1. State Estimate (Aug, 18)	\$64,770,585	4. Projected Carryover (Jan, 20)	\$32,008,057
2. Actual Revenue (Aug, 19)	\$65,022,436	5. State Estimate <sup>4</sup> (Nov, 19)	\$67,889,961
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$99,898,018

**STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT**

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Actual Revenue	Projected Carryover <sup>3</sup>	Revenue Estimate <sup>4</sup>	Available For Allocation
<b>County Block Grant<sup>5</sup></b>						
Alameda	0	(7,507,806)	8,004,613	496,807	8,359,440	8,856,247
Contra Costa	0	(9,947,267)	10,044,774	97,507	10,490,037	10,587,544
Marin	0	(2,573,954)	2,584,015	10,061	2,698,558	2,708,619
Napa	0	(1,313,035)	1,580,647	267,612	1,650,713	1,918,325
San Francisco	0	(1,525,575)	3,828,845	2,303,270	3,998,569	6,301,839
San Mateo	0	0	2,292,428	2,292,428	2,394,047	4,686,475
Santa Clara	0	(6,356,355)	6,381,199	24,844	6,664,063	6,688,907
Solano	0	0	4,755,541	4,755,541	4,966,343	9,721,884
Sonoma	0	(5,278,947)	5,810,311	531,364	6,067,869	6,599,233
<b>SUBTOTAL</b>	<b>0</b>	<b>(34,502,939)</b>	<b>45,282,372</b>	<b>10,779,434</b>	<b>47,289,639</b>	<b>58,069,073</b>
<b>Regional Program<sup>6</sup></b>	10,830,779	(12,612,069)	11,406,731	9,625,441	12,266,988	21,892,429
<b>Means-Based Transit Fare Program</b>	5,020,079	(2,163,370)	8,000,000	10,856,709	8,000,000	18,856,709
<b>Transit Emergency Service Contingency Fund<sup>7</sup></b>	413,140	0	333,333	746,473	333,333	1,079,806
<b>GRAND TOTAL</b>	<b>\$16,263,998</b>	<b>(\$49,278,379)</b>	<b>\$65,022,436</b>	<b>\$32,008,057</b>	<b>\$67,889,961</b>	<b>\$99,898,017</b>

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

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

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

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

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

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

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

**FY 2019-20 FUND ESTIMATE  
BRIDGE TOLLS<sup>1</sup>**

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**BRIDGE TOLL APPORTIONMENT BY CATEGORY**

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

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

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

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FY2018-19 AB1107 Revenue Estimate		FY2018-19 AB1107 Estimate	
1. Original MTC Estimate (Feb, 18)	\$86,536,800	4. Projected Carryover (Jun, 19)	\$0
2. Actual Revenue (Jun, 19)	\$93,552,924	5. MTC Estimate (Feb, 19)	\$91,000,000
3. Revenue Adjustment (Lines 2-1)	\$7,016,124	6. Total Funds Available (Lines 4+5)	\$91,000,000

**AB1107 APPORTIONMENT BY OPERATOR**

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

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

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

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

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ARTICLE 4.5 SUBAPPORTIONMENT		
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
<b>Total Available</b>	<b>\$4,672,074</b>	<b>\$2,438,714</b>
AC Transit	\$4,272,694	\$739,358
LAVTA	\$159,008	
Pleasanton	\$84,625	
Union City	\$155,747	
CCCTA		\$1,009,387
ECCTA		\$529,158
WCCTA		\$160,812

**IMPLEMENTATION OF OPERATOR AGREEMENTS**

Apportionment of BART Funds to Implement Transit Coordination Program	
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2019-20
CCCTA	\$861,895
LAVTA	\$725,279
ECCTA	\$2,802,042
WCCTA	\$2,923,975

Fund Source	Apportionment Jurisdictions	Claimant	Amount <sup>1</sup>	Program
<b>Total Available BART STA Revenue-Based Funds</b>			<b>\$40,863,114</b>	
STA Revenue-Based	BART	AC Transit	(459,611)	BART-AC Transit MOU Set-Aside <sup>2</sup>
STA Revenue-Based	BART	CCCTA	(861,895)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(619,414)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,802,042)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,601,185)	BART Feeder Bus
<b>Total Payment</b>			<b>(7,344,147)</b>	
<b>Remaining BART STA Revenue-Based Funds</b>			<b>\$33,518,966</b>	
<b>Total Available BART TDA Article 4 Funds</b>			<b>\$428,655</b>	
TDA Article 4	BART-Alameda	LAVTA	(105,865)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(322,790)	BART Feeder Bus
<b>Total Payment</b>			<b>(428,655)</b>	
<b>Remaining BART TDA Article 4 Funds</b>			<b>\$0</b>	
<b>Total Available SamTrans STA Revenue-Based Funds</b>			<b>\$11,981,881</b>	
STA Revenue-Based	SamTrans	BART	(1,602,048)	SFO Operating Expense
<b>Total Payment</b>			<b>(1,602,048)</b>	
<b>Remaining SamTrans STA Revenue-Based Funds</b>			<b>\$10,379,833</b>	
<b>Total Available Union City TDA Article 4 Funds</b>			<b>\$10,476,592</b>	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
<b>Total Payment</b>			<b>(116,699)</b>	
<b>Remaining Union City TDA Article 4 Funds</b>			<b>\$10,359,893</b>	

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

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

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

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

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

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

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

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

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

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

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FY2018-19 SGR Revenue-Based Revenue Estimate		FY2019-20 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 18)	\$28,352,052	4. Projected Carryover (Jan, 20)	\$7,365
2. Actual Revenue (Sept, 19)	\$28,359,791	5. State Estimate (Nov, 19)	\$28,775,741
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$28,783,106

**STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR**

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Actual Revenue <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
ACCMA - Corresponding to ACE	66	(40,664)	40,610	12	44,850	44,862
Caltrain	4,042	(1,254,096)	1,250,066	12	1,312,844	1,312,856
CCCTA	386	(115,708)	115,354	32	122,020	122,052
City of Dixon	3	(1,057)	1,055	1	1,144	1,145
ECCTA	179	(54,163)	53,999	15	64,126	64,141
City of Fairfield	86	(35,084)	35,009	10	25,272	25,282
GGBHTD	1,877	(1,251,861)	1,250,325	341	1,319,709	1,320,050
LAVTA	181	(51,209)	51,043	15	54,039	54,054
Marin Transit	666	(212,261)	211,596	0	257,747	257,747
NVTA	44	(16,439)	16,400	5	17,924	17,929
City of Petaluma	21	(6,215)	6,195	2	7,630	7,632
City of Rio Vista	1	(348)	348	1	1,152	1,153
SamTrans	3,981	(1,230,250)	1,226,604	335	1,254,860	1,255,195
SMART	499	(256,920)	256,492	71	261,992	262,063
City of Santa Rosa	94	(25,518)	25,432	8	24,755	24,763
Solano County Transit	191	(55,090)	54,916	16	54,385	54,401
Sonoma County Transit	111	(34,267)	34,166	10	34,879	34,889
City of Union City	56	(16,568)	16,518	5	17,993	17,998
Vacaville City Coach	15	(3,996)	3,983	1	4,526	4,527
VTA	14,059	(4,485,260)	4,472,421	1,220	3,592,405	3,593,625
VTA - Corresponding to ACE	51	(31,412)	31,371	10	33,474	33,484
WCCTA	232	(71,992)	71,781	21	77,944	77,965
WETA	900	(302,212)	301,395	83	357,702	357,785
<b>SUBTOTAL</b>	<b>27,739</b>	<b>(9,552,591)</b>	<b>9,527,077</b>	<b>2,226</b>	<b>8,943,373</b>	<b>8,945,599</b>
AC Transit	10,225	(3,063,490)	\$3,054,098	833	3,749,383	3,750,216
BART	19,811	(5,999,818)	\$5,981,639	1,632	6,288,661	6,290,293
SFMTA	30,840	(9,825,143)	\$9,796,977	2,674	9,794,323	9,796,997
<b>SUBTOTAL</b>	<b>60,877</b>	<b>(18,888,451)</b>	<b>18,832,714</b>	<b>5,139</b>	<b>19,832,368</b>	<b>19,837,507</b>
<b>GRAND TOTAL</b>	<b>\$88,616</b>	<b>(\$28,441,042)</b>	<b>\$28,359,791</b>	<b>\$7,365</b>	<b>\$28,775,741</b>	<b>\$28,783,106</b>

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

2. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).

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

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FY2019-20 SGR Population-Based Revenue Estimate		FY2019-20 SGR Population-Based Revenue Estimate				
1. State Estimate (Aug, 18)	\$10,250,287	4. Projected Carryover (Aug, 19)	\$0			
2. Actual Revenue (Sept, 19)	\$10,250,287	5. State Estimate (Nov, 19)	\$10,490,248			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	<b>\$10,490,248</b>			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2018	FY2017-19	FY2018-19	6/30/2019	FY2019-20	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Actual Revenue <sup>1</sup>	Projected Carryover	Revenue Estimate <sup>2</sup>	Available For Allocation
Clipper®/Clipper® 2.0 <sup>3</sup>	66,936	(10,317,223)	10,250,287	0	10,490,248	10,490,248
<b>GRAND TOTAL</b>	<b>\$66,936</b>	<b>(\$10,317,223)</b>	<b>\$10,250,287</b>	<b>\$0</b>	<b>\$10,490,248</b>	<b>\$10,490,248</b>

1. FY2018-19 State of Good Repair Program revenue generation is based on August 1, 2018 estimates from the State Controller's Office (SCO).
2. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).
3. FY2018-19 and FY2019-20 State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0018      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 11/27/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 1/1/2020      **Final action:**  
**Title:** Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8c PAC 4a 20-0018 2020 TIRCP Endorsements.pdf](#)  
[4a 20-0018 2020 TIRCP Endorsements.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Programming and Allocations Committee		

**Subject:**

Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

*Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework*

**Presenter:**

Craig Bosman

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

January 8, 2020

Agenda Item 4a

### Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

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**Subject:** Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework.

**Background:** The TIRCP program funds projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The program receives funds from both Cap and Trade auctions and Senate Bill 1. In 2013, MTC approved, and in 2016 and 2019 revised, a regional TIRCP Framework as part of an overall Cap and Trade Framework (MTC Resolution No. 4130, Revised, excerpted as Attachment 2). The framework directs funding towards projects that deliver critical core capacity improvements needed to support future transit expansion. Three TIRCP award cycles have been completed, during which MTC has endorsed and advocated for projects consistent with the Cap and Trade Framework.

The California State Transportation Agency (CalSTA) released a call for projects for a new five-year program of projects, with an estimated \$2.5 billion available over state fiscal years 2020-21 to 2024-25, including \$450 to \$500 million available in new programming capacity for Cycle 4. Applications are due January 16<sup>th</sup>, 2020.

Applicants are required to include letters from MPOs confirming consistency with the region's Sustainable Communities Strategy. Staff reviewed project applications and provided letters of consistency to applicants as appropriate. There are 12 applications from the Bay Area, totaling over \$800 million in requests, as detailed in Attachment 1.

In addition to confirming consistency with Plan Bay Area 2040, MTC has an opportunity to endorse certain applications from sponsors within the region. Consistent with the prioritization principles for the Bay Area 2020 SB1 competitive program adopted by the Commission in November 2019, staff recommends endorsing to CalSTA the projects consistent with the region's adopted Cap and Trade Framework as especially critical to implementing the goals of Plan Bay Area 2040. The proposed endorsements also reflect the policy of endorsing smaller capital projects consistent with the Plan that are not named in the framework, at up to \$15 million per project. Proposed endorsements total \$327 million, representing approximately two-thirds of statewide programming capacity, and are shown in Attachment 1.

The region's Cap and Trade Framework targets 33% of the projected statewide TIRCP funding over the life of Plan Bay Area 2040, given the Bay Area's robust transit system and investment needs to implement the

Plan. Endorsing applications for roughly double that percentage of available funding for a given round of funding is consistent with past practice.

**Issues:**

Project sponsors may apply for funds regardless of MTC's endorsement. However, given the prior adoption of a regional framework which has not been fully funded and the pressing need to improve transit capacity in the region's core, staff proposes the Commission endorse, and thus encourage CalSTA to focus TIRCP investment on, several key projects.

Two large projects, TJPA's Transbay Program Phase 2 – Downtown Rail Extension and the SamTrans-sponsored Dumbarton Rail Corridor, are not recommended for endorsement for the 2020 TIRCP programming cycle. These projects are not named in the TIRCP framework and are in earlier project development stages. With development of Plan Bay Area 2050, staff will likely propose a revised TIRCP framework. The Downtown Rail Extension and Dumbarton Rail Corridor may be considered as a part of the framework for the 2022 TIRCP cycle and beyond as critical project development and funding plans are refined, and after current TIRCP framework projects are fully funded.

The following projects are recommended for endorsement at a lower amount than requested:

- WETA New Mission Bay Ferry and New Treasure Island Ferry: These two projects are similar vehicle acquisitions and would install some charging infrastructure to be shared between the two lines, so they are being considered together for the purpose of determining the endorsement limit and are endorsed for a combined \$15 million for the two projects.
- SMART Russian River Rail Bridge Rehabilitation and Healdsburg Station Project: This project is not named as a priority project and thus is subject to the \$15 million limit for other small projects.

**Recommendation:** Refer the TIRCP Endorsement List to the Commission for approval.

**Attachments:**

Attachment 1 – TIRCP Endorsement List  
Attachment 2 – MTC TIRCP Framework excerpted from MTC Resolution No. 4130, Revised  
Attachment 3 – Bay Area TIRCP Applications – Previous Awards and Round 4 Endorsements



Therese W. McMillan

**Attachment 1: 2020 Transit and Intercity Rail Capital Program (TIRCP)**

January 8, 2020 Programming and Allocations Committee Item 4a

Proposed MTC Endorsements | Based on Bay Area Applications as Submitted by Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
<b>Priority Framework Projects</b>					
BART	Transbay Corridor Core Capacity Program	Purchase the final 34 of 306 core capacity expansion BART cars (scalable at \$3.5M/car).	119	3,536	119
	Package of Muni Forward Rail Investments	This package of Muni Forward Rail Investments targets the J, K, and M lines' service reliability through run-time improvements and stop consolidation and would improve rider access through enhanced pedestrian and station facilities.	60	110	60
SFMTA	Train Control Upgrade Program	Install a new train control system including expansion to surface lines to allow centralized line management of the entire light rail system.	60	400	60
AC Transit	Powell Street Improvements	Bus access improvements from Powell Street onto the I-80 on-ramp in Emeryville, along with additional bus stops and extended HOV access.	10	10	10
Caltrain	Caltrain "Holdout Rule" Removal	Removal of two "holdout rule" stations, which are limited operationally to only one train at a time in the station, and rebuilding of the stations or installing mitigating connectivity and improvement projects in exchange for their closure.	25	50	25
<b>Endorsed Small Projects</b>					
Solano Transportation Authority	Solano Regional Transit Improvements Phase 2	Multi-location capital and operational improvements along the Solano Express service corridor, including: Network integration and BRT Lite implementation plans; Parking facility and access improvements at Fairfield-Vacaville Hannigan station; New in-line SolanoExpress stop and access improvements at W. Texas St I-80 ramp; access improvements, Transit Signal Prioritization, and ticketing improvements at Vacaville Transit Center; In-line charging infrastructure for long-haul coach routes.	11	18	11
GGBHTD	New Vessel Acquisition	New Tier IV diesel engine, high-speed ferry vessel to operate between San Francisco and the North Bay.	12	30	12
	Launch New Mission Bay Ferry Service Using All-Electric Vessel	Construction of one (1) all-electric 99-passenger ferry vessel and the required shoreside charging infrastructure (Downtown SF and Mission Bay) to serve the new Mission Bay Ferry Route.	9	55	15
WETA <sup>1</sup>	Launch New Treasure Island Ferry Service Using All-Electric Vessel	Construction of one (1) all-electric 99-passenger ferry vessel and the required shoreside charging infrastructure (Downtown SF and Treasure Island) to serve the new Treasure Island Ferry Route.	9	39	
SMART	SMART Russian River Rail Bridge Rehabilitation and Healdsburg Station project	Rehabilitate the rail bridge over the Russian River, construct the passenger station at Healdsburg and repair or replace one other small bridge along the Windsor to Healdsburg rail alignment.	21	32	15
<b>Projects Not Endorsed for 2020</b>					
TJPA	Transbay Program Phase 2 - Downtown Rail Extension	Extend the Caltrain commuter rail system approximately 2 miles from its current San Francisco terminus into the Transbay Transit Center and accommodate future high-speed rail service.	400	3,935	-
SamTrans	Dumbarton Rail Corridor	New fixed guideway mass transit service spanning Alameda and San Mateo counties, connecting Redwood City Caltrain Station to Newark, Fremont, Ardenwood and Union City BART Station using the Dumbarton Rail Corridor. The options under evaluation to deliver the new service include commuter rail, light rail or group rapid transit technology.	75 to 100	3,500	-
<b>Total</b>			<b>836</b>	<b>11,715</b>	<b>327</b>

J:\COMMITTEE\PAC\2020 PAC Meetings\01 Jan '2020 PAC\4a\_4\_Previous Awards and Endorsements 2020.xlsx]millions

<sup>1</sup>Staff is recommending the WETA projects be considered together for the purpose of determining the endorsement limit.

**Attachment 2 - Agenda Item 4a**  
**January 8, 2020 Programming and Allocations Committee**

## Attachment A-1

## Transit and Intercity Rail Capital (TIRCP) Framework

Agency	Project/Category	TIRCP Framework Amount (\$millions)
BART	Train Control	250
	Hayward Maintenance Center	50
	Fleet Expansion	200
	<b>BART Total</b>	<b>500</b>
SFMTA	Fleet Expansion	481
	Facilities	67
	Core Capacity Study Projects/ BRT	237
	<b>SFMTA Total</b>	<b>785</b>
AC Transit	Fleet Expansion	90
	Facilities	50
	Major Corridors	200
	<b>AC Transit Total</b>	<b>340</b>
VTA	<b>BART to San Jose</b>	<b>750</b>
Caltrain	Electrification*	100
	EMUs	125
	<b>Caltrain Total</b>	<b>225</b>
Multiple Operators	<b>TBD Expansion Projects: High Ridership Bus, Rail and Ferry Corridors**</b>	<b>400</b>
<b>Region Total</b>		<b>\$3,000</b>

\*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity commitment of \$447 million.

\*\*MTC will consider endorsing requests up to \$15 million for projects that are not explicitly in the framework if they are consistent with the region's long range plan.

**Attachment 3: Bay Area TIRCP Applications -- Previous Awards and Round 4 Endorsements**

January 8, 2020 Programming and Allocations Committee Item 4a

*(all amounts \$ millions)*

	MTC Res. 4130 Framework 2015-2040	Rounds 1-3 Award Total	Proposed MTC Round 4 Endorsement	Balance After Round 4 Endorsed Amount
<b>Priority TIRCP Projects</b>				
<b>BART</b> Transbay Corridor Core Capacity Program (Train control, Fleet expansion, Hayward Maint. Center)	500	319	119	62
<b>SFMTA</b> Fleet Expansion	481	113		368
<b>SFMTA</b> Facilities	67	-		67
<b>SFMTA</b> Core Capacity Study Projects/BRT	237	-	120	117
<i>SFMTA subtotal</i>	<i>785</i>	<i>113</i>	<i>120</i>	<i>552</i>
<b>AC Transit</b> Fleet Expansion	90	14		76
<b>AC Transit</b> Facilities	50	-		50
<b>AC Transit</b> Major Corridors	200	-	10	190
<i>AC Transit subtotal</i>	<i>340</i>	<i>14</i>	<i>10</i>	<i>316</i>
<b>Caltrain</b> Electrification and EMUs	225	185	25	15
<b>VTA</b> BART to San Jose	750	750		-
<b>Priority TIRCP Projects Subtotal</b>	<b>2,600</b>	<b>1,380</b>	<b>274</b>	<b>946</b>
<b>Other TIRCP Projects</b>				
<b>Other TIRCP Projects - Round 4</b>				
<b>GGBHTD</b> New Vessel Acquisition		-	12	
<b>SMART</b> Russian River Bridge Rehab and Healdsburg Station		-	15	
<b>SamTrans</b> Dumbarton Rail Corridor		-	-	
<b>Solano</b> Regional Transit Improvements		11	11	
<b>TJPA</b> Downtown Extension		-	-	
<b>WETA</b> Mission Bay and Treasure Island All-Electric Vessels		-	15	
<b>Other TIRCP Projects - Round 4 Subtotal</b>		<b>11</b>	<b>53</b>	
<b>Other TIRCP Projects - Previous Round Awards</b>				
<b>ACE</b> Near Term Capacity <sup>1</sup>		6		
<b>Capitol Corridor</b> Oakland-San Jose		80		
<b>Capitol Corridor</b> Schedule/Maint. Optimization/Cap. Projects <sup>2</sup>		9		
<b>Capitol Corridor</b> Travel Time Reduction Project		5		
<b>LAVTA/Ala. Co.</b> Dublin/Pleas. Parking		21		
<b>SamTrans</b> US101 Express Bus Pilot		15		
<b>SJRRRA</b> Oakley Station <sup>3</sup>		9		
<b>SMART</b> Rail Cars		11		
<b>SMART</b> Rail Extension to North Windsor		21		
<b>Other TIRCP Projects - Previous Rounds Subtotal</b>		<b>176</b>		
<b>Other TIRCP Projects Subtotal</b>	<b>400</b>	<b>187</b>	<b>53</b>	<b>160</b>
<b>Full Framework Total</b>	<b>3,000</b>	<b>1,567</b>	<b>327</b>	<b>1,106</b>

"Other TIRCP Projects" Notes

1. \$9M in Platform extensions for Lathrop, Tracy, Vasco, Livermore, and Pleasanton Stations -- 2/3 attributed to Bay Area
2. Endorsed jointly with SACOG, no amount listed. \$520,000 attributed to Bay Area for Service Optimization Plan and Oakland Maintenance Facility Standby Power
3. \$500M Valley Rail award to extend ACE to Merced and add Amtrak San Joaquins service, includes new Oakley station for \$9M

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0026      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 11/27/2019      **In control:** Joint MTC Legislation Committee and ABAG  
Legislation Committee  
**On agenda:** 1/10/2020      **Final action:**  
**Title:** MTC / ABAG 2020 Advocacy Program

Proposed MTC / ABAG 2020 Advocacy Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9a Leg 5a 2020 Final Committee Advocacy Program.pdf](#)  
[5a 2020 Final Committee Advocacy Program.pdf](#)  
[5a Handout-Attachment 2020 Draft Advocacy Program.pdf](#)

Date	Ver.	Action By	Action	Result
1/10/2020	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

**Subject:**

MTC / ABAG 2020 Advocacy Program

Proposed MTC / ABAG 2020 Advocacy Program.

**Presenter:**

Randy Rentschler and Rebecca Long

**Recommended Action:**

ABAG Executive Board Approval and MTC Commission Approval

**Attachments:**

## MTC / ABAG 2020 Advocacy Program

**Subject:** Proposed MTC / ABAG 2020 Advocacy Program.

**Overview:** The proposed MTC/ABAG Advocacy Program for 2020 is attached for your final review and approval. Modifications to the draft shared in November are based on comments received at your November meeting where we presented the first draft, as well as input from MTC's Policy Advisory Council, ABAG's Regional Planning Committee and other meetings with Bay Area transportation agencies and regional agency partners from across California.

Changes from the November draft are shown in track *italics* or ~~striketrough~~.

Notable changes include:

- **State - Item 2A (Regional transportation ballot measure)** – clarifying that if requested by Senator Beall, MTC will help to facilitate a public engagement process regarding which projects, programs and policies should be included in a regional transportation funding measure.
- **State - Item 2C (Equitable access to transportation):** support for policies aimed at ensuring transportation funding programs benefit disadvantaged communities in a manner that defines such communities more broadly than the state's CalEnviroScreen method, which disproportionately excludes the Bay Area's low-income communities.
- **State - Item 4A (Flexibility on Contracting and public-private partnerships):** augmenting this item to indicate support for policies that allow partnerships with the private sector on public right of way to accelerate deployment of technology.
- **Federal – Item 3 (Transportation Innovation):** added specific support for policies that facilitate connected vehicles and autonomous vehicles (CV/AV) deployment including preserving the 5.9 GHz spectrum.
- **Federal - Item 4 (Climate Protection and Air Quality):** expanded position to advocate for a strong federal partner rather than simply defending against rollbacks. Added support for federal funding of San Francisco Bay conservation and restoration projects, reauthorization of the National Estuary Program, and flexibility to invest transportation funds in resiliency improvements that deliver co-benefits.

New items added include:

- **State - Item 2D (Regional trails and bicycle/pedestrian funding):** support for regional trails and bicycle/pedestrian funding to help support the San Francisco Bay Trail and Bay Area Ridge Trail.
- **State - Item 3B (Seamless Mobility):** support for legislation aimed at improving the traveler experience through an interconnected, safe, multimodal transportation system, including policies aimed reducing per capita vehicle miles traveled and increasing transit ridership.

- **State - Item 4B (CEQA):** engage on legislation related to changes to the California Environmental Quality Act with the goal of accelerating transportation and housing development projects that are consistent with local and regional plans without diminishing environmental safeguards.
- **State - Item 8E (Wildfire mitigation):** support for legislation aimed at protecting current and future residents from wildfire risk.
- **State - Item 8F (Climate adaptation):** support for funding for regions and localities to invest in projects to help improve resilience to the impacts of climate change.
- **Federal – Item 2C (Housing tax credits):** support for expanding the federal Low-Income Housing Tax Credit Program, the state’s largest source of federal funding for new affordable housing.

We look forward to receiving any additional comments you may have at the meeting on January 10<sup>th</sup>. A final advocacy program incorporating any additional changes made at that meeting will be forwarded to the ABAG Executive Board for adoption on January 16<sup>th</sup> and the Commission for adoption on January 22.

**Issues:** None identified.

**Recommendation:** Staff recommends the proposed MTC/ ABAG 2020 Advocacy Program be forwarded to the ABAG Executive Board and MTC Commission for approval.

**Attachments:** Attachment A: MTC/ABAG 2020 Advocacy Program



Therese W. McMillan



METROPOLITAN  
 TRANSPORTATION  
 COMMISSION

2020 ~~DRAFT~~ ADVOCACY PROGRAM



Association of  
 Bay Area Governments

Advocacy program additions based on feedback are *italicized* and deletions are represented with a ~~strike through~~.

State Advocacy Goals and Proposals	
<p>1. <b>Housing:</b> Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities.</p>	
<p>A. Increase funding available for affordable housing and other supportive infrastructure <i>while also reducing the cost of housing production</i></p>	<p>Monitor and support efforts to provide additional state resources for housing and <del>other infrastructure</del> <i>housing-supportive infrastructure, planning and services</i> to ensure housing investments can be made in conjunction with improvements to parks/open space, and other resources to improve Bay Area resident’s quality of life.</p> <p>Efforts will include advocacy in support of a restoration of tax-increment financing or similar local option for affordable housing and supportive infrastructure, such as AB 11 (Chiu), a two-year bill, or a reconfiguration of SB 5 (Beall), which was vetoed in 2019 by Governor Newsom. <i>Continue to support for ACA 1 (Aguiar-Curry), which would lower the vote threshold for housing and infrastructure bonds to 55 percent. Support innovative strategies to reduce the cost of permitting and housing construction without diminishing environmental and labor standards and safeguards.</i></p>
<p>B. Support upzoning near public transit and jobs-rich areas <i>with reasonable levels of flexibility</i></p>	<p>Monitor and engage with key stakeholders on SB 50 (Wiener), a two-year bill that seeks to reduce barriers to higher-density housing development in transit- and jobs-rich areas. Continue to advocate for the MTC and ABAG Joint Legislation Committee’s recommendations from May 2019 , which sought to provide greater flexibility on implementation at the local level, while still requiring minimum levels residential density to be allowed in transit-rich and jobs-rich areas.</p>
<p>C. Lower barriers to new housing or transportation tax measures</p>	<p><del>Support ACA 1 (Aguiar-Curry) which would lower the vote threshold for affordable housing and infrastructure bonds to 55 percent.</del> <i>(Note: support for this has been incorporated into Item 1A)</i></p>

<p><b>2. Transportation Funding:</b> Support implementation of Plan Bay Area 2050 by protecting and increasing funding for all modes of transportation.</p>	
<p>A. Regional transportation revenue ballot measure</p>	<p>Collaborate with key stakeholders seeking authorization to place on the ballot a Bay Area transportation revenue measure. Ensure that any measure is aligned with <i>Plan Bay Area</i> and includes reforms to support the efficient management and seamless operation of our transportation system. <i>If requested by Senate Transportation Committee Chairman Senator Beall, the author of SB 278, MTC will help to facilitate</i> a robust public engagement process so that all Bay Area needs are considered when crafting the package of projects, programs and policies. Assuming placement of a regional transportation measure on the ballot in 2020, staff will work to develop public information materials and support partners in their efforts to inform the public about the proposed initiative.</p>
<p>B. Zero-emission bus mandate</p>	<p>Support expanding and/or broadening eligibility of existing state funds to help transit operators convert their bus fleets to zero-emission in order to meet the state’s Innovative Clean Transit rule <i>without diminishing transit operators’ ability to provide the transit service levels needed to meet other important regional goals, including attracting more riders to public transit.</i></p>
<p>C. Equitable access to transportation</p>	<p>Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility services), <i>consistent with performance measure updates outlined in 3A. Advocate that legislation aimed at benefiting disadvantaged communities use a definition that includes low-income communities and does not rely exclusively on communities defined by the state’s CalEnviroScreen method which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.</i></p>
<p>D. Regional trails and bicycle/pedestrian funding</p>	<p><i>Support the inclusion of funding for regional trails, such as the San Francisco Bay Trail and the Bay Area Ridge Trail, for recreation as well as active transportation, in a statewide park bond.</i></p>

<p><b>3. Public Transit:</b> Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.</p>	
<p>A. Transportation Development Act (TDA) performance standards update</p>	<p>Partner with the California Transit Association in its efforts to update California’s current TDA (Transportation Development Act) eligibility requirements in an era of emergent on-demand transportation options that are contributing to declining transit ridership nationwide. Explore development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals. <i>Ensure changes protect transit operators from financial penalties if reduced farebox revenue is a result of discount fares for low-income riders.</i></p>
<p>B. Seamless Mobility</p>	<p><i>Support legislative efforts aimed at improving the traveler experience through an interconnected, safe, multimodal transportation system that supports progress toward Plan Bay Area goals, including a reduction in per capita vehicle miles traveled and increased transit ridership.</i></p>
<p><b>4. Project Delivery:</b> Support strategies to speed up the delivery of transportation <i>and housing</i> projects with the goal of delivering improvements faster and at a lower cost.</p>	
<p>A. Flexibility in Contracting &amp; Public-Private Partnerships</p>	<p><i>Increase flexibility in contracting and public private partnerships. Support reforms to expedite project delivery. Increase flexibility in the Caltrans design review process and provide broad authority for the use of design-build and public-private partnerships by Caltrans and regional transportation agencies. Support policies that would authorize public agencies to partner with the private sector on public right of way to accelerate deployment of technology, such as fiber optic cable, necessary for connected vehicle deployment.</i></p>
<p>B. California Environmental Quality Act (CEQA)</p>	<p><i>Monitor and engage on legislation related to CEQA with the goal of accelerating transportation and housing development projects that are consistent with local and regional plans without diminishing environmental safeguards.</i></p>
<p><b>5. Congestion Relief:</b> Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.</p>	

<p>6. <b>System Effectiveness:</b> Advocate for policies that improve the Bay Area’s transportation system’s effectiveness and service delivery, including improved enforcement, minimization of fraud and litigation, and protection of user’s privacy. Ensure agencies can communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.</p>	
<p>A. Improve toll collection &amp; enforcement</p>	<p>Support enactment of SB 664 (Allen), related to affirming toll agencies’ ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties. The bill would retain current privacy protections for customers, clarify current law with respect to handling of personally identifiable information by toll agencies and their subcontractors, and more clearly define toll agencies obligations with respect to delivery of toll violation notices. Engage the Bay Area delegation and staff on the importance of tolls to our current and future transportation system and ensure that they are well informed about how we administer toll violations and disputes, as well as our privacy policies with respect to protecting personally identifiable information.</p>
<p>B. Reduce credit card fraud at Clipper® vending machines</p>	<p>In partnership with the California Transit Association and Bay Area transit operators, support legislation to prevent fraud-related fare revenue losses by authorizing credit card ZIP code authentication at unattended public transit ticket machines, similar to authorization granted to gas stations.</p>
<p>C. Improve HOV and Express Lanes Performance</p>	<p>Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements.</p>
<p>7. <b>Mobility on Demand New Mobility:</b> Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity, <del>and</del> economic and workforce benefits, including opportunities to support improved increase access to transit access and reduce the share of single-occupancy vehicle trips. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.</p>	
<p>8. <b>Climate Change, Energy Efficiency &amp; Resilience:</b> Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire.</p>	

<p>A. SB 375 implementation and reform</p>	<p>Monitor legislation aimed at updating SB 375 (Steinberg, 2008) in light of the California Air Resources Board’s <i>2018 Progress Report</i> on the bill, which concluded that the legislation is falling short of expectations with respect to greenhouse gas reductions from changes in land use and travel behavior. Support legislation to increase the availability of funding at the regional level to help implement sustainable communities strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner than ensures equitable policy outcomes.</p>
<p>B. State Route 37 improvements</p>	<p>Sponsor legislation in collaboration with Caltrans and the four north bay counties of Marin, Napa, Solano and Sonoma to authorize tolls on State Route 37—adding it as the 8th bridge in the state-owned toll bridge system administered as part of the Bay Area Toll Authority enterprise—to help fund the long-term <i>multi-modal</i> reconstruction and resilience of the SR 37 roadway. Ensure legislation contains appropriate triggers related to a long-term solution in the corridor before tolls are imposed.</p>
<p>C. Increase the Bay Area’s preparedness for a major earthquake</p>	<p>Continue to support legislation aimed at increasing funding for residential seismic retrofits, such as SB 254 (Hertzberg), a two-year bill supported by ABAG in 2019. Also support proposals to help local agencies develop an inventory of seismically vulnerable buildings, such as AB 429 (Nazarian, 2019), which ABAG also supported but which stalled on the Senate Floor.</p>
<p><i>E. Wildfire mitigation</i></p>	<p><i>Monitor and support legislation aimed at protecting current and future Bay Area residents from wildfire risk.</i></p>
<p><i>F. Climate adaptation</i></p>	<p><i>Seek state funding for regions and localities to invest in projects and programs that will improve the Bay Area’s resilience to the impacts of climate change, including fire and sea level rise. As in Item 2C, advocate that any such funding geared towards disadvantaged communities uses a definition that includes low-income communities and households and does not rely exclusively on the state’s CalEnviroScreen method.</i></p>
<p><i>G. Support California’s Climate Leadership</i></p>	<p><i>Monitor and support state actions aimed at preserving California’s authority to implement Cap and Trade and vehicle emissions mandates. Support stopgap legislation, if needed, to minimize impacts on transportation planning and project delivery that could result from federal administrative actions.</i></p>

9. <b>Safety:</b> Improve roadway safety for all users	
<i>Zero traffic fatalities goal</i> <del>Vision Zero</del>	<i>Work with regional and statewide partners, including participants of the Zero Traffic Fatalities Task Force, to monitor <del>Monitor</del> and support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists.</i>

<b>Federal Advocacy Goals and Proposals</b>	
1. <b>Reauthorization:</b> Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill	
	<p>Work with partners across the country to support a long-term, fully funded transportation authorization that supports states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality; provides new resources to make the nation’s transportation networks responsive to transformative technologies and the changing climate; and empowers the Bay Area to address our region’s unique mobility challenges. MTC’s federal transportation advocacy efforts will center around building on the progress made in the Fixing America’s Surface Transportation (FAST) Act, as follows:</p> <ol style="list-style-type: none"> <li>1. <b>Raise New Revenues &amp; Grow Existing Programs:</b> Raise revenues to restore Highway Trust Fund solvency and increase federal transportation investment. Grow core FAST Act-authorized surface transportation programs, which have proven effective in delivering essential funds to California and the Bay Area.</li> <li>2. <b>FAST Act Updates:</b> Within the FAST Act framework, grow federal support for transit and regional mobility solutions, update transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment.</li> <li>3. <b>21<sup>st</sup> Century Challenges and Opportunities:</b> Establish the federal government as a strong partner in state and regional efforts to make transportation networks responsive to transformative technologies and the changing climate. The next transportation bill should include significant new resources for metropolitan areas to invest in solutions to the myriad mobility and related challenges facing the Bay Area and metros nationwide.</li> </ol>

2. <b>Appropriations:</b> Support robust transportation and housing <del>appropriations</del> <i>-funding</i>	
A. Programmatic appropriations	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway, transit and rail programs at no less than FAST Act-authorized levels. If Congress proposes to increase appropriations above FAST Act-authorized levels, seek to maximize Bay Area funding in revenue allocations. Additionally, work to defend federal affordable housing funds and programs, such as Section 8 housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program.
B. Advocate for discretionary grant awards, including Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area</i> Projects	Work with regional, state and national partners to advocate for implementation of the Capital Investment Grant (CIG) Program as authorized by the FAST Act. Support federal appropriations consistent with the full funding grant agreements approved for the Caltrain Peninsula Corridor Electrification project. Seek to advance through the CIG process the Bay Area’s next generation of transit expansion projects, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX), BART to Silicon Valley: Phase 2, and the Transbay Corridor Core Capacity project. Support additional Bay Area transportation agency and transit operator efforts to secure discretionary funding for projects consistent with <i>Plan Bay Area</i> .
C. <i>Housing tax credits</i>	<i>Support efforts to expand the Low-Income Housing Tax Credit Program, California’s largest source of federal funding for new affordable housing.</i>
3. <b>Transportation Innovation:</b> Support policies that enable technological innovations to improve mobility, <i>including mobility on demand</i> , while protecting the public’s interest.	
	In partnership with Bay Area cities and counties, the business community, and state and national transportation organizations, engage in regulatory and legislative efforts related to facilitating the deployment of transformative transportation technologies with the goal of accelerating safety, mobility, environmental, equity and economic benefits associated with new mobility technologies, including application in the transit sector. With respect to connected vehicles and autonomous vehicles (CV/AV), <i>support policies—including preservation of capacity in the 5.9 GHz spectrum band—that facilitate joint CV/AV deployment. Additionally</i> , ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.

**4. Climate Protection and Air Quality:** *Advocate for a strong federal partner in the Bay Area’s efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate. Support targeted investments in conservation and restoration projects to help revive the San Francisco Bay—as detailed in H.R. 1132 (Speier)—reauthorization of the National Estuary Program, as well as programmatic flexibility to invest federal transportation funds in resiliency improvements that deliver co-benefits.* Defend against rollbacks of California’s air quality and climate change laws and regulations, such as fuel efficiency standards and Cap and Trade programs.

**5. Access to Health Care:** Support efforts to increase federal funding and eligibility from non-transportation sources to improve access to health care services.



METROPOLITAN  
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 COMMISSION

**2020 ~~DRAFT~~ ADVOCACY PROGRAM**



Association of  
 Bay Area Governments

Advocacy program additions based on feedback are *italicized* and deletions are represented with a ~~strike through~~.

<b>State Advocacy Goals and Proposals</b>	
<p>1. <b>Housing:</b> Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities.</p>	
<p>A. Increase funding available for affordable housing and other supportive infrastructure <i>while also reducing the cost of housing production</i></p>	<p>Monitor and support efforts to provide additional state resources for housing and <del>other infrastructure</del> <i>housing-supportive infrastructure, planning and services</i> to ensure housing investments can be made in conjunction with improvements to parks/open space, and other resources to improve Bay Area resident’s quality of life.</p> <p>Efforts will include advocacy in support of a restoration of tax-increment financing or similar local option for affordable housing and supportive infrastructure, such as AB 11 (Chiu), a two-year bill, or a reconfiguration of SB 5 (Beall), which was vetoed in 2019 by Governor Newsom. <i>Continue to support for ACA 1 (Aguiar-Curry), which would lower the vote threshold for housing and infrastructure bonds to 55 percent. Support innovative strategies to reduce the cost of permitting and housing construction without diminishing environmental and labor standards and safeguards.</i></p>
<p>B. Support upzoning near public transit and jobs-rich areas <i>with reasonable levels of flexibility</i></p>	<p>Monitor and engage with key stakeholders on SB 50 (Wiener), a two-year bill that seeks to reduce barriers to higher-density housing development in transit- and jobs-rich areas. Continue to advocate for the MTC and ABAG Joint Legislation Committee’s recommendations from May 2019 , which sought to provide greater flexibility on implementation at the local level, while still requiring minimum levels residential density to be allowed in transit-rich and jobs-rich areas.</p>
<p>C. Lower barriers to new housing or transportation tax measures</p>	<p><del>Support ACA 1 (Aguiar-Curry) which would lower the vote threshold for affordable housing and infrastructure bonds to 55 percent.</del> <i>(Note: support for this has been incorporated into Item 1A)</i></p>

<p><b>2. Transportation Funding:</b> Support implementation of Plan Bay Area 2050 by protecting and increasing funding for all modes of transportation.</p>	
<p>A. Regional transportation revenue ballot measure</p>	<p>Collaborate with key stakeholders seeking authorization to place on the ballot a Bay Area transportation revenue measure. Ensure that any measure is aligned with <i>Plan Bay Area</i> and includes reforms to support the efficient management and seamless operation of our transportation system. <i>If requested by Senate Transportation Committee Chairman Senator Beall, the author of SB 278, MTC will help to facilitate</i> a robust public engagement process so that all Bay Area needs are considered when crafting the package of projects, programs and policies. Assuming placement of a regional transportation measure on the ballot in 2020, staff will work to develop public information materials and support partners in their efforts to inform the public about the proposed initiative.</p>
<p>B. Zero-emission bus mandate</p>	<p>Support expanding and/or broadening eligibility of existing state funds to help transit operators convert their bus fleets to zero-emission in order to meet the state’s Innovative Clean Transit rule <i>without diminishing transit operators’ ability to provide the transit service levels needed to meet other important regional goals, including attracting more riders to public transit.</i></p>
<p>C. Equitable access to transportation</p>	<p>Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility services), <i>consistent with performance measure updates outlined in 3A. Advocate that legislation aimed at benefiting disadvantaged communities use a definition that includes low-income communities and does not rely exclusively on communities defined by the state’s CalEnviroScreen method which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.</i></p>
<p>D. Regional trails and bicycle/pedestrian funding</p>	<p><i>Support the inclusion of funding for regional trails, such as the San Francisco Bay Trail and the Bay Area Ridge Trail, for recreation as well as active transportation, in a statewide park bond.</i></p>

<p><b>3. Public Transit:</b> Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.</p>	
<p>A. Transportation Development Act (TDA) performance standards update</p>	<p>Partner with the California Transit Association in its efforts to update California’s current TDA (Transportation Development Act) eligibility requirements in an era of emergent on-demand transportation options that are contributing to declining transit ridership nationwide. Explore development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals. <i>Ensure changes protect transit operators from financial penalties if reduced farebox revenue is a result of discount fares for low-income riders.</i></p>
<p>B. Seamless Mobility</p>	<p><i>Support legislative efforts aimed at improving the traveler experience through an interconnected, safe, multimodal transportation system that supports progress toward Plan Bay Area goals, including a reduction in per capita vehicle miles traveled and increased transit ridership.</i></p>
<p><b>4. Project Delivery:</b> Support strategies to speed up the delivery of transportation <i>and housing</i> projects with the goal of delivering improvements faster and at a lower cost.</p>	
<p>A. Flexibility in Contracting &amp; Public-Private Partnerships</p>	<p><i>Increase flexibility in contracting and public private partnerships. Support reforms to expedite project delivery. Increase flexibility in the Caltrans design review process and provide broad authority for the use of design-build and public-private partnerships by Caltrans and regional transportation agencies. Support policies that would authorize public agencies to partner with the private sector on public right of way to accelerate deployment of technology, such as fiber optic cable, necessary for connected vehicle deployment.</i></p>
<p>B. California Environmental Quality Act (CEQA)</p>	<p><i>Monitor and engage on legislation related to CEQA with the goal of accelerating transportation and housing development projects that are consistent with local and regional plans without diminishing environmental safeguards.</i></p>
<p><b>5. Congestion Relief:</b> Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.</p>	

<p>6. <b>System Effectiveness:</b> Advocate for policies that improve the Bay Area’s transportation system’s effectiveness and service delivery, including improved enforcement, minimization of fraud and litigation, and protection of user’s privacy. Ensure agencies can communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.</p>	
<p>A. Improve toll collection &amp; enforcement</p>	<p>Support enactment of SB 664 (Allen), related to affirming toll agencies’ ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties. The bill would retain current privacy protections for customers, clarify current law with respect to handling of personally identifiable information by toll agencies and their subcontractors, and more clearly define toll agencies obligations with respect to delivery of toll violation notices. Engage the Bay Area delegation and staff on the importance of tolls to our current and future transportation system and ensure that they are well informed about how we administer toll violations and disputes, as well as our privacy policies with respect to protecting personally identifiable information.</p>
<p>B. Reduce credit card fraud at Clipper® vending machines</p>	<p>In partnership with the California Transit Association and Bay Area transit operators, support legislation to prevent fraud-related fare revenue losses by authorizing credit card ZIP code authentication at unattended public transit ticket machines, similar to authorization granted to gas stations.</p>
<p>C. Improve HOV and Express Lanes Performance</p>	<p>Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements.</p>
<p>7. <b>Mobility on Demand New Mobility:</b> Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity, and economic and workforce benefits, including opportunities to support improved increase access to transit access and reduce the share of single-occupancy vehicle trips. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.</p>	
<p>8. <b>Climate Change, Energy Efficiency &amp; Resilience:</b> Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire.</p>	

<p>A. SB 375 implementation and reform</p>	<p>Monitor legislation aimed at updating SB 375 (Steinberg, 2008) in light of the California Air Resources Board’s <i>2018 Progress Report</i> on the bill, which concluded that the legislation is falling short of expectations with respect to greenhouse gas reductions from changes in land use and travel behavior. Support legislation to increase the availability of funding at the regional level to help implement sustainable communities strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner than ensures equitable policy outcomes.</p>
<p>B. State Route 37 improvements</p>	<p>Sponsor legislation in collaboration with Caltrans and the four north bay counties of Marin, Napa, Solano and Sonoma to authorize tolls on State Route 37—adding it as the 8th bridge in the state-owned toll bridge system administered as part of the Bay Area Toll Authority enterprise—to help fund the long-term <i>multi-modal</i> reconstruction and resilience of the SR 37 roadway. Ensure legislation contains appropriate triggers related to a long-term solution in the corridor before tolls are imposed.</p>
<p>C. Increase the Bay Area’s preparedness for a major earthquake</p>	<p>Continue to support legislation aimed at increasing funding for residential seismic retrofits, such as SB 254 (Hertzberg), a two-year bill supported by ABAG in 2019. Also support proposals to help local agencies develop an inventory of seismically vulnerable buildings, such as AB 429 (Nazarian, 2019), which ABAG also supported but which stalled on the Senate Floor.</p>
<p><i>E. Wildfire mitigation</i></p>	<p><i>Monitor and support legislation aimed at protecting current and future Bay Area residents from wildfire risk.</i></p>
<p><i>F. Climate adaptation</i></p>	<p><i>Seek state funding for regions and localities to invest in projects and programs that will improve the Bay Area’s resilience to the impacts of climate change, including fire and sea level rise. As in Item 2C, advocate that any such funding geared towards disadvantaged communities uses a definition that includes low-income communities and households and does not rely exclusively on the state’s CalEnviroScreen method.</i></p>
<p><i>G. Support California’s Climate Leadership</i></p>	<p><i>Monitor and support state actions aimed at preserving California’s authority to implement Cap and Trade and vehicle emissions mandates. Support stopgap legislation, if needed, to minimize impacts on transportation planning and project delivery that could result from federal administrative actions.</i></p>

9. <b>Safety:</b> Improve roadway safety for all users	
<i>Zero traffic fatalities goal</i> <del>Vision Zero</del>	<i>Work with regional and statewide partners, including participants of the Zero Traffic Fatalities Task Force, to monitor <del>Monitor</del> and support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists.</i>

**Federal Advocacy Goals and Proposals**

1. <b>Reauthorization:</b> Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill	
	<p>Work with partners across the country to support a long-term, fully funded transportation authorization that supports states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality; provides new resources to make the nation’s transportation networks responsive to transformative technologies and the changing climate; and empowers the Bay Area to address our region’s unique mobility challenges. MTC’s federal transportation advocacy efforts will center around building on the progress made in the Fixing America’s Surface Transportation (FAST) Act, as follows:</p> <ol style="list-style-type: none"> <li>1. <b>Raise New Revenues &amp; Grow Existing Programs:</b> Raise revenues to restore Highway Trust Fund solvency and increase federal transportation investment. Grow core FAST Act-authorized surface transportation programs, which have proven effective in delivering essential funds to California and the Bay Area.</li> <li>2. <b>FAST Act Updates:</b> Within the FAST Act framework, grow federal support for transit and regional mobility solutions, update transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment.</li> <li>3. <b>21<sup>st</sup> Century Challenges and Opportunities:</b> Establish the federal government as a strong partner in state and regional efforts to make transportation networks responsive to transformative technologies and the changing climate. The next transportation bill should include significant new resources for metropolitan areas to invest in solutions to the myriad mobility and related challenges facing the Bay Area and metros nationwide.</li> </ol>

2. <b>Appropriations:</b> Support robust transportation and housing <del>appropriations</del> <i>funding</i>	
A. Programmatic appropriations	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway, transit and rail programs at no less than FAST Act-authorized levels. If Congress proposes to increase appropriations above FAST Act-authorized levels, seek to maximize Bay Area funding in revenue allocations. Additionally, work to defend federal affordable housing funds and programs, such as Section 8 housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program.
B. Advocate for discretionary grant awards, including Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area</i> Projects	Work with regional, state and national partners to advocate for implementation of the Capital Investment Grant (CIG) Program as authorized by the FAST Act. Support federal appropriations consistent with the full funding grant agreements approved for the Caltrain Peninsula Corridor Electrification project. Seek to advance through the CIG process the Bay Area’s next generation of transit expansion projects, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX), BART to Silicon Valley: Phase 2, and the Transbay Corridor Core Capacity project. Support additional Bay Area transportation agency and transit operator efforts to secure discretionary funding for projects consistent with <i>Plan Bay Area</i> .
C. <i>Housing tax credits</i>	<i>Support efforts to expand the Low-Income Housing Tax Credit Program, California’s largest source of federal funding for new affordable housing.</i>
3. <b>Transportation Innovation:</b> Support policies that enable technological innovations to improve mobility, <i>including mobility on demand</i> , while protecting the public’s interest.	
	In partnership with Bay Area cities and counties, the business community, and state and national transportation organizations, engage in regulatory and legislative efforts related to facilitating the deployment of transformative transportation technologies with the goal of accelerating safety, mobility, environmental, equity and economic benefits associated with new mobility technologies, including application in the transit sector. With respect to connected vehicles and autonomous vehicles (CV/AV), <i>support policies—including preservation of capacity in the 5.9 GHz spectrum band—that facilitate joint CV/AV deployment. Additionally</i> , ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.

**4. Climate Protection and Air Quality:** *Advocate for a strong federal partner in the Bay Area's efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate. Support legislation to increase the health and resiliency of the San Francisco Bay—including H.R. 1132 (Speier) which would target resources to bay conservation and restoration—as well as programmatic flexibility to invest federal transportation funds in resiliency improvements that deliver co-benefits.* Defend against rollbacks of California's air quality and climate change laws and regulations, such as fuel efficiency standards and Cap and Trade programs.

**5. Access to Health Care:** Support efforts to increase federal funding and eligibility from non-transportation sources to improve access to health care services.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0168      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 1/9/2020      **In control:** Metropolitan Transportation Commission

**On agenda:** 1/22/2020      **Final action:**

**Title:** Bay Area Transit Ridership Trends Study

MTC has partnered with the UCLA Luskin School of Public Affairs to develop a Bay Area transit ridership trend study. The UCLA project team will present key findings and a recommended policy framework to address recent declines in transit ridership.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [10 Transit Ridership.pdf](#)

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

Bay Area Transit Ridership Trends Study

MTC has partnered with the UCLA Luskin School of Public Affairs to develop a Bay Area transit ridership trend study. The UCLA project team will present key findings and a recommended policy framework to address recent declines in transit ridership.

**Presenter:**

Kenneth Folan (MTC Staff) and the UCLA Project Team

**Recommended Action:**

Information

# Metropolitan Transportation Commission

January 22, 2020

Agenda Item 10

## Bay Area Transit Ridership Trends Study

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**Subject:** A presentation by UCLA on a Bay Area transit ridership trends study on project findings and the policy framework recommendations.

**Background:** The Metropolitan Transportation Commission partnered with the UCLA Luskin School of Public Affairs (UCLA) to develop a transit ridership trend study for the Bay Area. The effort is modeled on a similar effort completed in 2018 by the Southern California Association of Governments (SCAG) and the UCLA research team.

After consultation with a number of Bay Area transit general managers on a scope framework, MTC entered into an agreement with UCLA to undertake the study and develop a set of policy framework recommendations based on study results. The study was guided by a Technical Advisory Committee (TAC) made up of planning staff from large (and some small) transit operators. The policy framework recommendations were developed with input from the TAC and transit general managers.

The study objective was to understand more about recent ridership declines, investigate possible causes, and establish a framework for reversing these trends at the regional and agency level.

At the January 22nd Commission meeting, the UCLA project team will present project findings and the policy framework recommendations

**Recommendation:** Staff requests Commission input on the findings, the policy framework, and the application of this study when developing future Commission policy.

**Attachments:** Presentation

  
Therese W. McMillan



# What's Behind Recent Transit Ridership Trends in the Bay Area?

Presentation to the Metropolitan Transportation Commission  
Brian D. Taylor, Jacob L. Wasserman, and Julene Paul  
22 January 2020



# Introduction

Research reported here was conducted by:

- **Evelyn Blumenberg**, PhD (Co-Principal Investigator)
- **Mark Garrett**, PhD
- **Hannah King**
- **Julene Paul**
- **Madeline Ruvolo**
- **Andrew Schouten**, PhD
- **Brian D. Taylor**, PhD (Principal Investigator)
- **Jacob L. Wasserman** (Project Manager)

Find further reports, briefs, and film at [www.its.ucla.edu/transit/](http://www.its.ucla.edu/transit/).

# Agenda

1	Principal Findings
2	Contours of the Decline
3	Possible Causes
4	Policy Framework
5	Questions, Discussion, and Feedback

# Principal Findings

# Principal Findings: Trends in Bay Area Transit

- Bay Area ridership has fallen, but more recently and less steeply than in the rest of state and nation
- Ridership increasingly is concentrated in peak times, commute directions, and central areas
  - Off-peak declines are far steeper
- Ridership: increasingly commute-oriented, “choice riders”

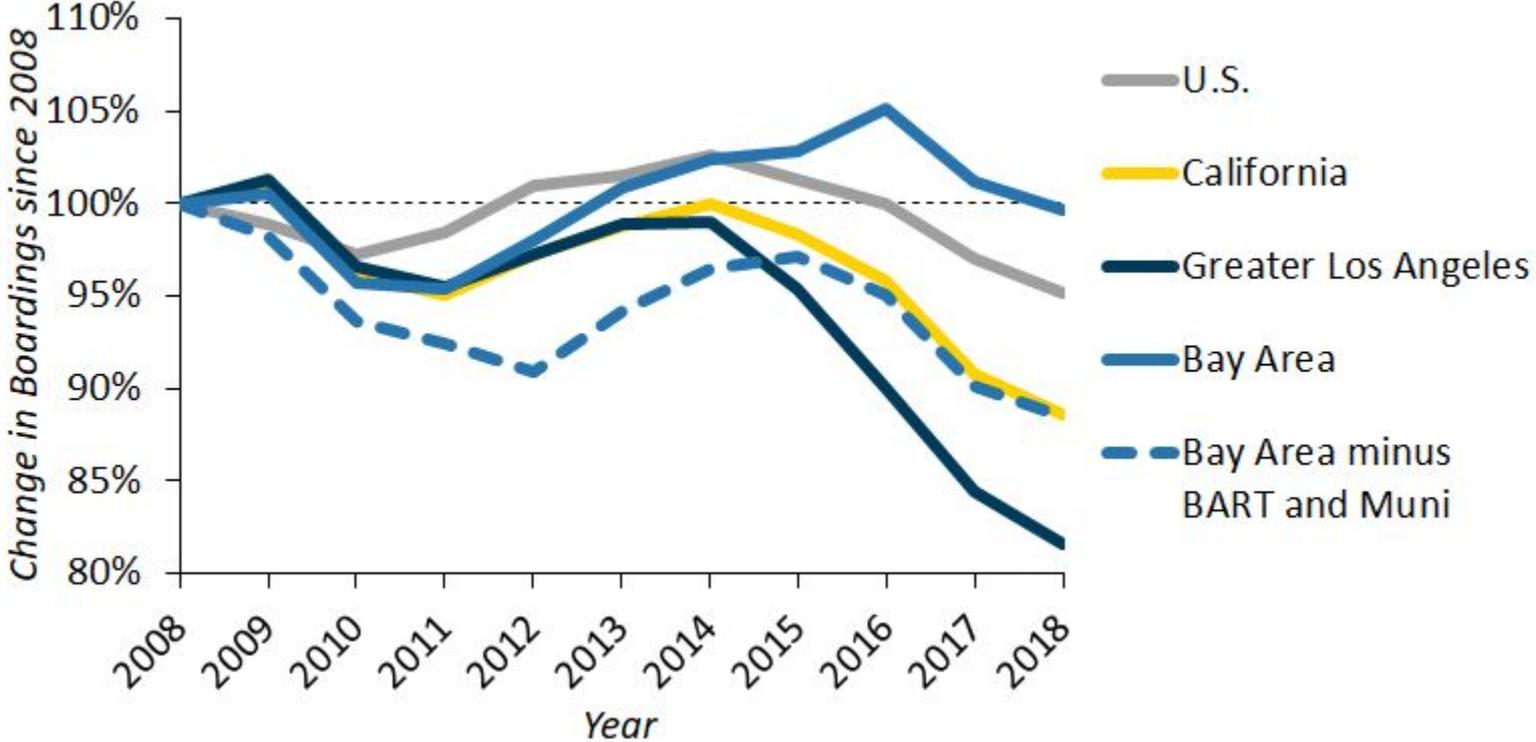
# Principal Findings: Trends in Bay Area Transit

- Agencies' patronage trends primarily differ based on whether they serve job centers, especially downtown San Francisco
- Evidence suggests that rising housing prices and ridehail use loom large, but data, time, and resource limitations prevent definitive conclusions

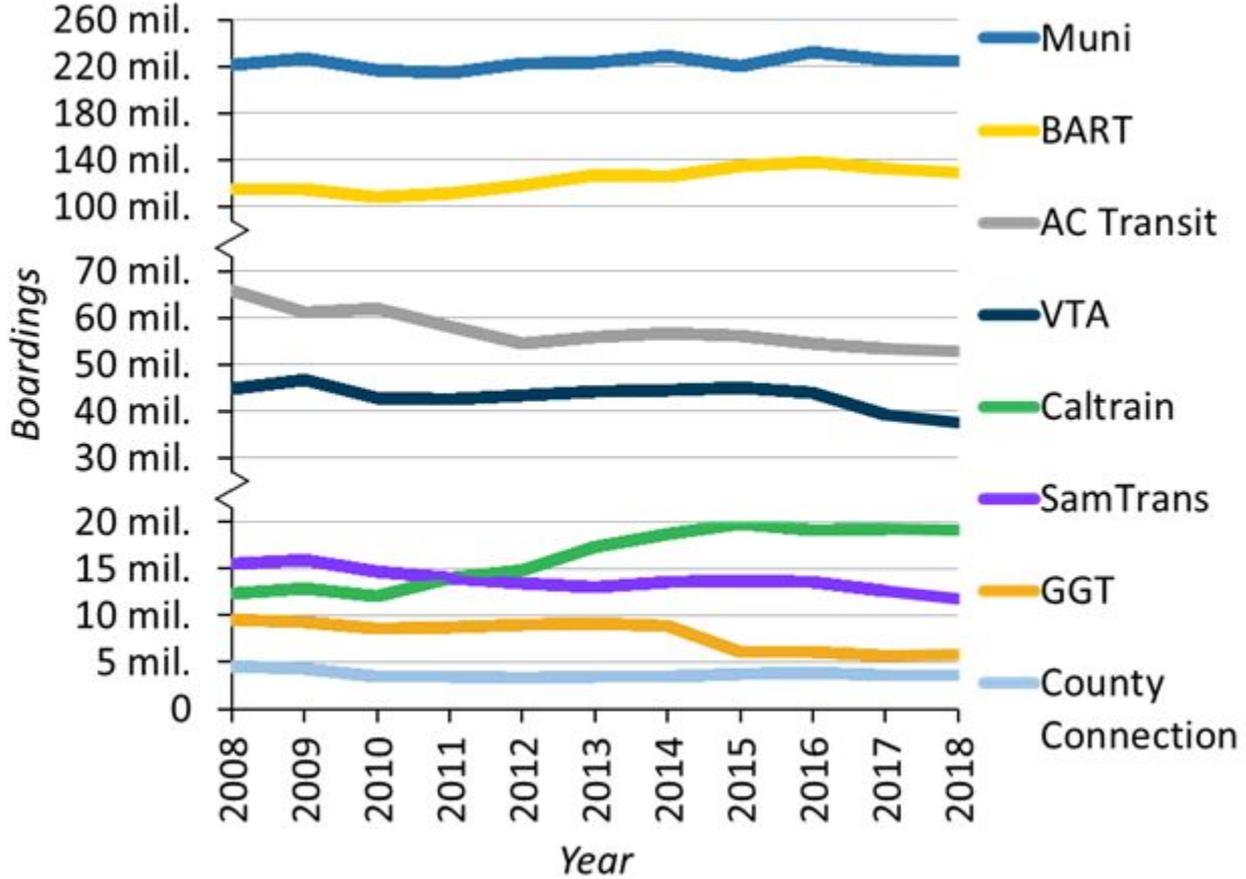


# Contours of the Decline

# Contours of the Decline: Ridership Trends

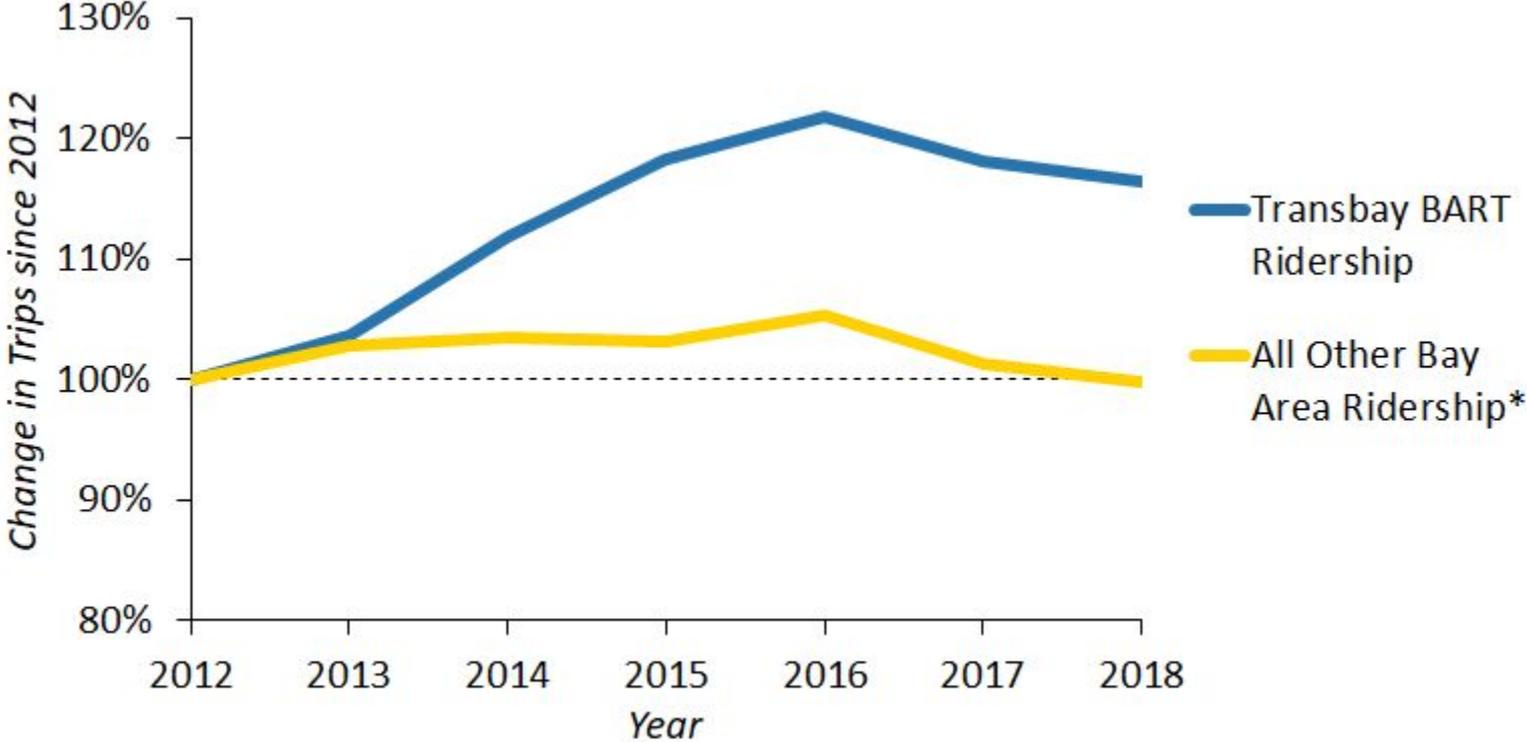


# Contours of the Decline: Ridership by Operator



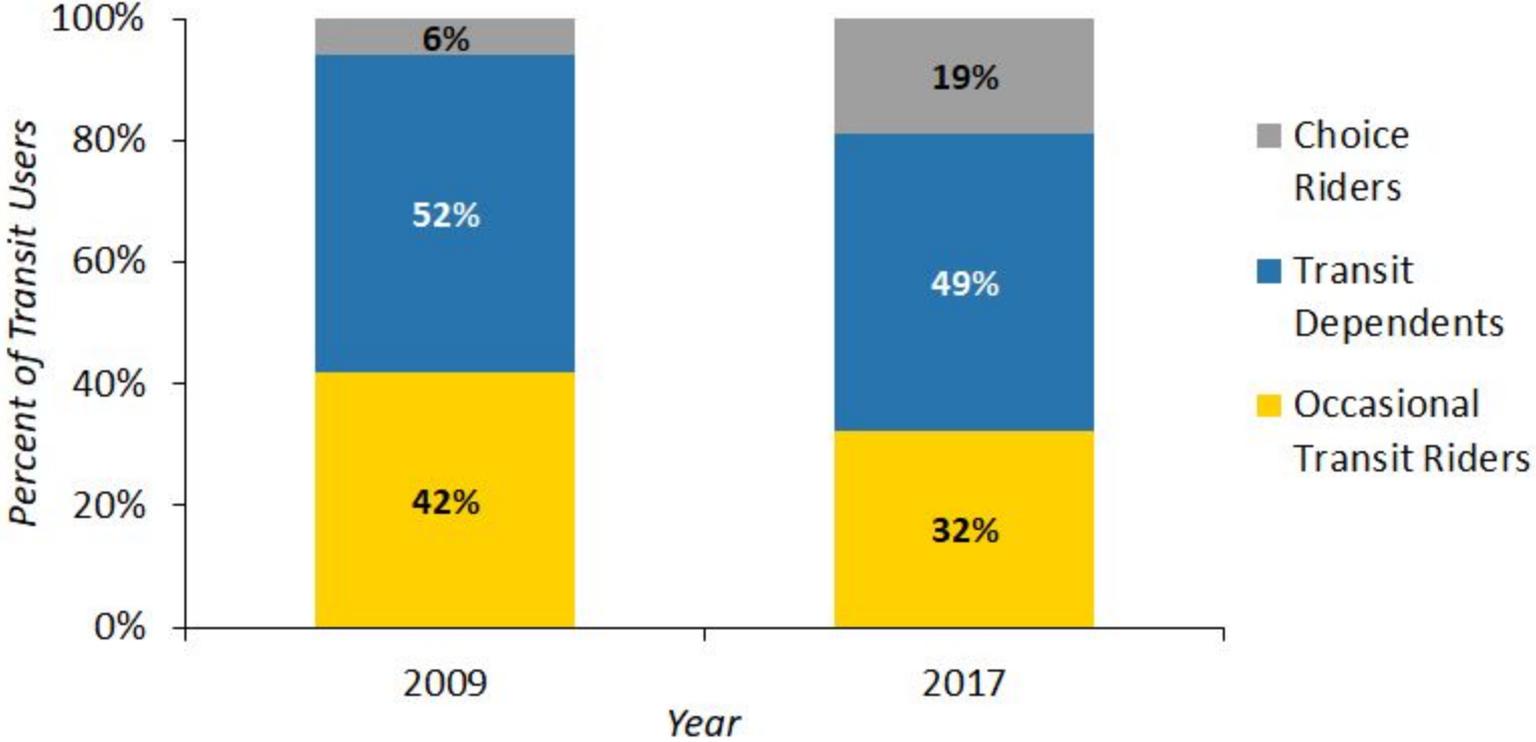
Data source: National Transit Database

# Contours of the Decline: Transbay Ridership



\* *unlinked total MTC trips minus linked transbay BART trips*  
Data source: *BART origin-destination matrices and National Transit Database*

# Contours of the Decline: Changing Riders



# Possible Causes

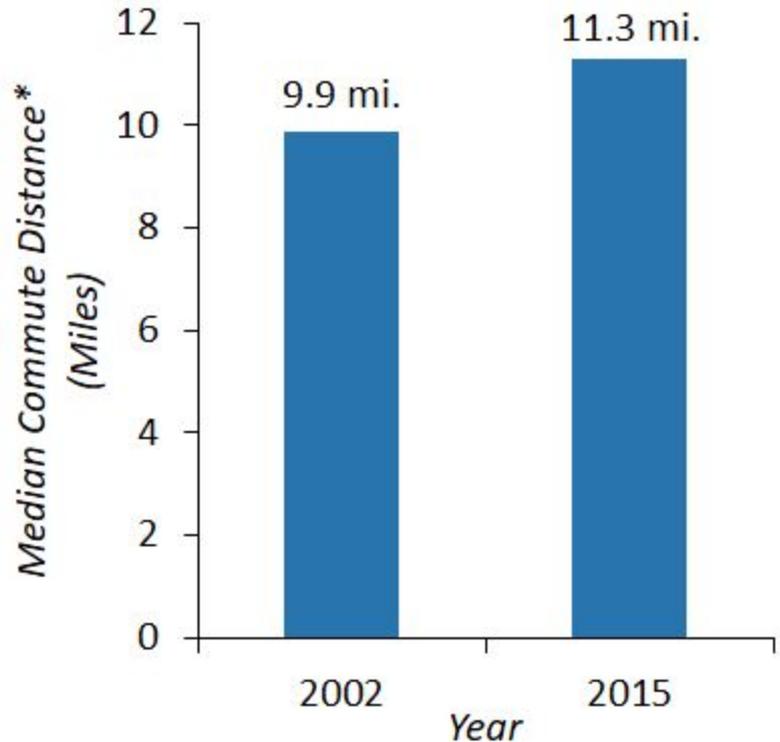
# Possible Causes: Why the Decline?



# Possible Causes: Suggestive Evidence

## Changing Residential Locations Relative to Jobs

- Commute distances getting longer
- Some concentration of jobs and workers in transit-rich neighborhoods, but continued dispersion in other areas of region
- Context: Bay Area housing affordability crisis



# Possible Cause: Jobs-housing Imbalance

<i>Independence Index*</i>	<b>2002</b>	<b>2015</b>	<b>Percent Change</b>
<b>All Bay Area Cities (89 Municipalities)</b>	6%	5%	-17%
<b>Largest 25 Cities</b>	8%	6%	-25%
<b>Largest 5 Cities</b>	21%	18%	-14%

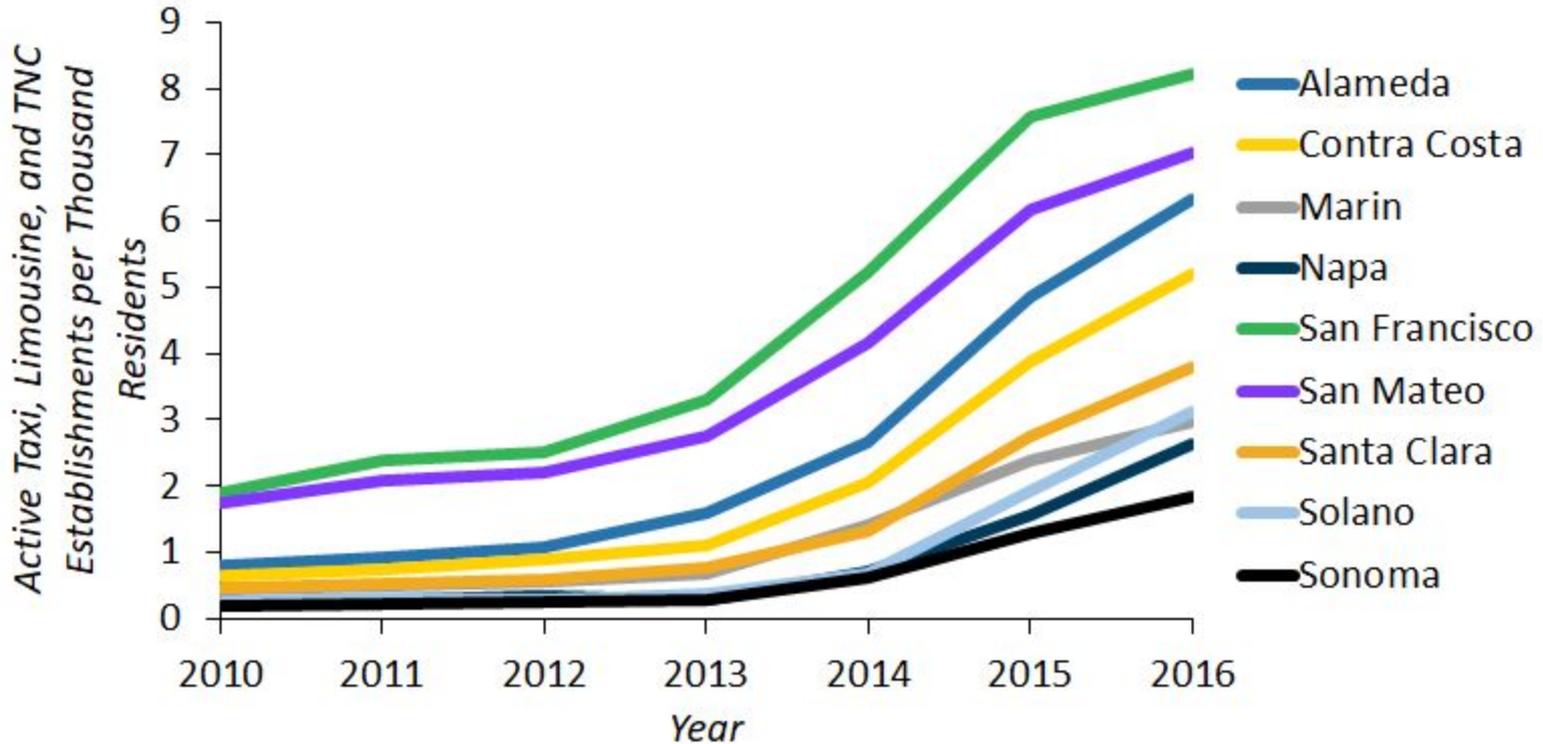
# Possible Causes: Suggestive Evidence

## Ridehail/TNCs

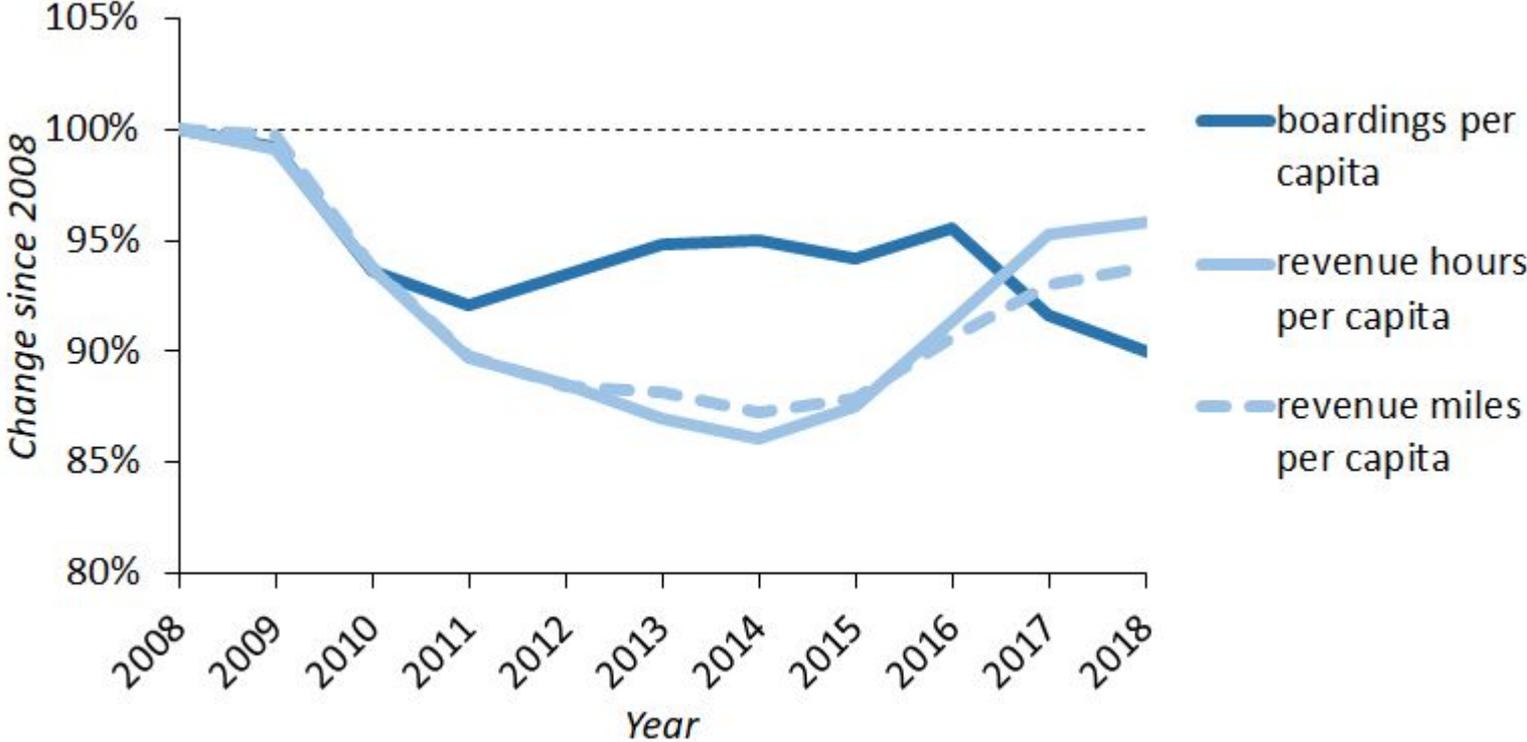
- Ridehail use appears to be highest where transit use is highest
- Ridehail's strongest market is during hours when transit is most losing riders: off-peak
- Very hard to say more without better TNC data



# Possible Cause: Ridehail



# Causes Ruled Out: Service Quantity



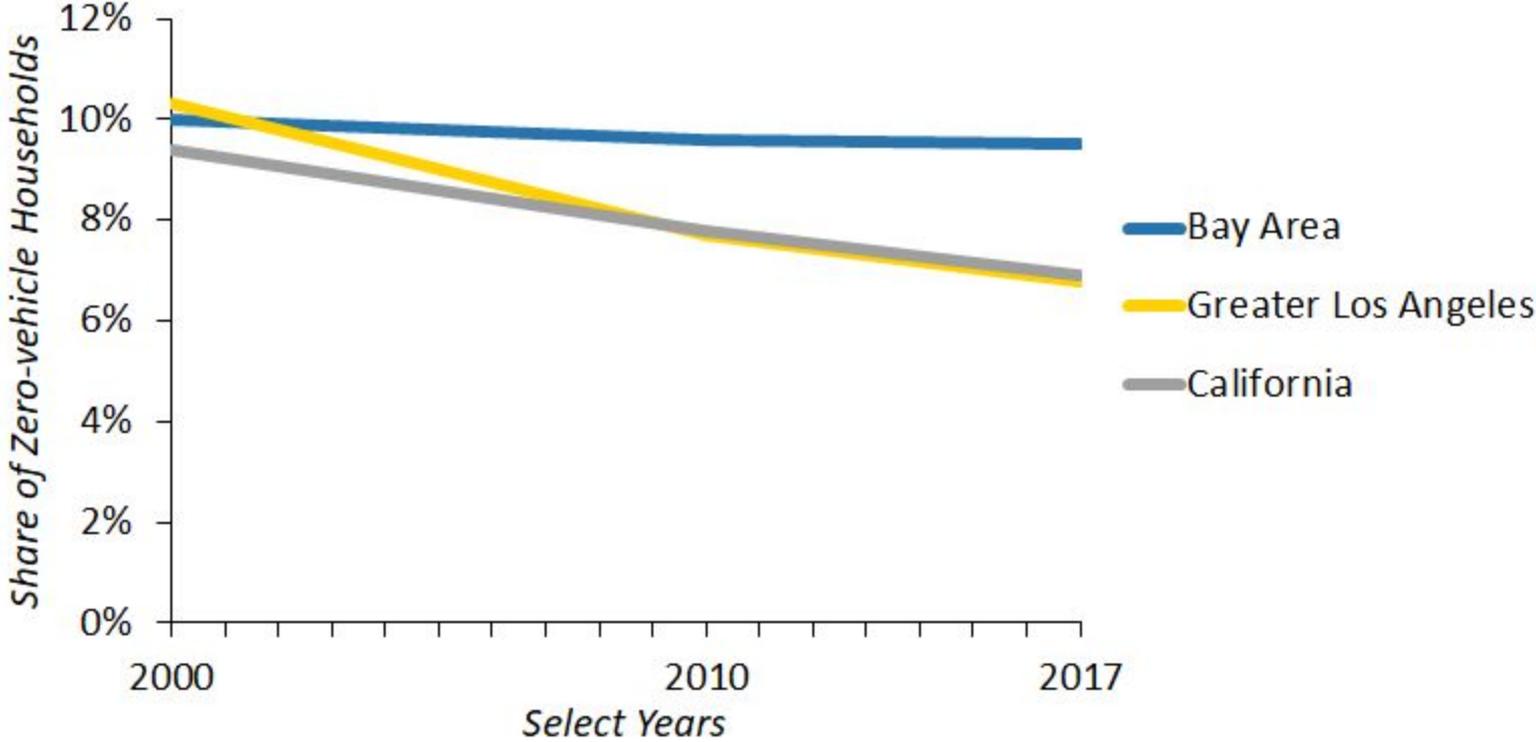
# Cause (Largely) Ruled Out: Rider Satisfaction

- Rider satisfaction across operators: not strongly correlated with ridership

<i>Operator</i>	<b>Change in Ridership, 2012-2018</b>	<b>Change in Satisfaction, 2012-2018*</b>
<b>Muni</b>	+1%	+2%
<b>BART</b>	+9%	-33%
<b>VTA</b>	-14%	-3%

- Dissatisfaction over cleanliness, crowding, etc. may slightly lower patronage on large operators—but these issues are often consequences of *high* ridership (especially at peak periods) instead

# Causes Ruled Out: Changes in Auto Access



# Other Potential Causes

## Ruled Out

- Transit fares
- Fuel prices

## Largely Ruled Out

- Employer shuttles

## Warrants Further Exploration

- Congestion
- AB 60



# Policy Framework

# Policy Responses to Falling Transit Use

- Ridership declines to date are relatively modest
  - Little evidence that losses stem from particular short-term actions by Bay Area transit operators, such as fare and service changes
  - Transit research offers strategies to improve services and attract riders; some of these strategies are not directly linked to our findings



# Policy Responses to Falling Transit Use

- Our findings do point to policy realms not directly related to transit:
  - *Jobs-housing balance*: Housing and jobs are increasingly located farther apart, and cities are less self-contained. For longer commutes outside of large central business districts and non-work trips, transit becomes less competitive
  - *Affordable housing*: Rising housing prices are likely contributing to lengthening commutes, which may be affecting transit use
  - *Ridehail*: Growth is likely pulling (especially off-peak) riders from transit

# Policy Framework

Policy Category	Potential Policy Responses	Supporting Evidence
Transit service improvements	<ul style="list-style-type: none"> <li>● Improve rapid bus/rail services in dense areas with dedicated rights of way, based on examples such as SFMTA Rapid Network and AC Transit Rapid Routes</li> <li>● Invest in fleet and operational improvements to increase effective service capacity, reduce crowding, and enhance customer experience</li> <li>● Look for ways to improve off-peak services to attract new riders</li> <li>● More broadly, improve services that link housing and job concentrations, and consider land-use changes as both complements and alternatives</li> </ul>	Report Volume II
Demand-based fares	<ul style="list-style-type: none"> <li>● Investigate off-peak incentives to reduce peak crowding and increase off-peak ridership</li> </ul>	Other research
Regional integration & seamless mobility	Continue regional and local efforts including: <ul style="list-style-type: none"> <li>● Fare integration</li> <li>● New mobility pilots</li> </ul>	Other research

# Policy Framework

Policy Category	Potential Policy Responses	Supporting Evidence
Data on private-sector transportation	<ul style="list-style-type: none"> <li>Regular reporting of relevant data by private new mobility/micromobility providers</li> </ul>	Report Volume I
Management of private vehicle travel	<ul style="list-style-type: none"> <li>Investigate and pilot-test road- and parking-pricing programs and projects to reduce congestion and increase the relative attractiveness of transit because traffic congestion makes transit less time-competitive and increases operating costs</li> </ul>	Report Volumes I and II; other research
Land use near transit	<ul style="list-style-type: none"> <li>Broaden the focus of TOD: increase employment &amp; housing near one another</li> <li>Consider financial incentives to promote such strategies</li> </ul>	Report Volume I
Affordable housing	<ul style="list-style-type: none"> <li>Increase the supply of affordable housing near jobs</li> </ul>	Report Volume I

# Questions, Discussion, and Feedback



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Transportation Studies