



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Programming and Allocations Committee

#### *Committee Members:*

*Nick Josefowitz, Chair      Carol Dutra-Vernaci, Vice Chair*

*Jeannie Bruins, Federal D. Glover, Gina Papan,  
Hillary Ronen, Libby Schaaf, Amy R. Worth*

*Non-Voting Member: Tony Tavares*

---

Wednesday, March 11, 2020

9:40 AM

Board Room - 1st Floor

---

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

For information contact the Committee Clerk at (415) 778-5367.

#### 1. Call to Order / Roll Call / Confirm Quorum

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

#### 2. Consent Calendar

- 2a.    [20-0261](#)      Minutes of the February 12, 2020 meeting
- Action:              Committee Approval
- Attachments:    [2a\\_02-12-2020\\_Prog&Allocations\\_Draft\\_Minutes\\_v2.pdf](#)
- 
- 2b.    [20-0276](#)      MTC Resolution No. 3667, Revised. RM2 Project 31: Rescission and reallocation of \$2 million in RM2 funds to BART for design of the Irvington BART Station.
- Action:              Commission Approval
- Presenter:        Anne Spevack
- Attachments:    [2b\\_Reso\\_3667\\_Irvington\\_BART\\_Station.pdf](#)

- 2c. [20-0264](#) MTC Resolution Nos. 4212, Revised; 4262, Revised; 4263, Revised; and 4272, Revised. Transit Capital Priorities and Bridge Toll Program Revisions.
- Action:** Commission Approval
- Presenter:** Rob Jaques
- Attachments:** [2c\\_Reso-4212\\_4262\\_4263\\_4272\\_TCP\\_and\\_AB664\\_Revisions.pdf](#)
- 2d. [20-0278](#) Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities. Based on the Commission's adopted criteria, staff will present recommended priorities for Round 5 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [2d\\_AHSC\\_Regional\\_Priorities.pdf](#)
- 2e. [20-0262](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-33.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2e\\_Reso-4375\\_TIP\\_Amendment\\_2019-33.pdf](#)
- 2f. [20-0307](#) MTC Resolution Nos. 4377, Revised and 4381, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add and allocate \$600,000 to support Clipper® operations and a \$1.5 million allocation for the Means-based Fare Pilot.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2f\\_Reso-4377\\_4381\\_MeansBasedFarePilot.pdf](#)
- 2g. [20-0308](#) MTC Resolution No. 4380, Revised. An allocation of \$2.4 million in Transportation Development Act (TDA) funds to Union City to support transit operations.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2g\\_Reso-4380\\_Union\\_City\\_Allocation.pdf](#)

- 2h.**     [20-0014](#)     MTC Resolution No. 4397. FY 2019-20 Transportation Development Act (TDA) Productivity Improvement Program (PIP).
- Action:**             Commission Approval
- Presenter:**       Cheryl Chi
- Attachments:**    [2h\\_Reso-4397\\_PIP.pdf](#)
- 
- 2i.**     [20-0286](#)     MTC Resolution Nos. 3989, Revised and 4035, Revised. Revisions to the exchange program and One Bay Area Grant program (OBAG 1) to redirect \$25,000 in exchange funds from the Bay Bridge Forward Commuter Parking Initiative project to the Fruitvale Quick Build project.
- Action:**             Commission Approval
- Presenter:**       Mallory Atkinson
- Attachments:**    [2i\\_Reso\\_3989\\_4035\\_Fruitvale\\_Quick\\_Build\\_Project.pdf](#)
- 
- 2j.**     [20-0305](#)     MTC Resolution No. 3914, Revised. An allocation of \$3 million in AB1171 Bridge Toll funds to Tri-Valley-San Joaquin Valley Regional Rail Authority for environmental and preliminary engineering on the Valley Link project.
- Action:**             Commission Approval
- Presenter:**       Craig Bosman
- Attachments:**    [2j\\_Reso-3914\\_Valley\\_Link\\_Allocation.pdf](#)
- 
- 2k.**     [20-0279](#)     MTC Resolution No. 3682, Revised. Regional Measure 2 (RM2) Project 18: Allocation of \$13 million in RM2 funds to MTC for the Next Generation Clipper project.
- Action:**             Commission Approval
- Presenter:**       Anne Spevack
- Attachments:**    [2k\\_Reso\\_3682\\_Next\\_Gen\\_Clipper.pdf](#)

### **3. Regional**

- 3a.i.**     [20-0280](#)     Regional Measure 3: Introduction to MTC / BATA Programmatic Categories.
- An introduction to Regional Measure 3 (RM3) programmatic categories sponsored by MTC / BATA, with a focus on those programs that could be part of leveraging state competitive programs this spring.
- Action:**             Information
- Presenter:**       Craig Bosman
- Attachments:**    [3ai\\_RM3\\_MTC-BATA\\_Projects\\_Update.pdf](#)

- 3a.ii.**    [20-0281](#)            MTC Resolution No. 4411. Regional Measure 3: Goods Movement and Mitigation Programming.
- Recommended programming for Regional Measure 3 (RM3) project programming within the Goods Movement and Mitigation, programmatic categories.
- Action:**                    Commission Approval
- Presenter:**              Kenneth Kao
- Attachments:**          [3aii\\_Reso\\_4411\\_RM3 Programmatic Categories - Goods Movement.pdf](#)
- 
- 3a.iii.**    [20-0377](#)            Regional Measure 3: Bay Area Corridor Express Lanes Programming Considerations.
- Discussion of programming considerations for the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.
- Action:**                    Information
- Presenter:**              Lisa Klein
- Attachments:**          [3aiii\\_RM3 Programmatic Categories - Express Lanes.pdf](#)
- 
- 3a.iv.**    [20-0284](#)            MTC Resolution No. 4412.
- Regional Measure 3 (RM3) Letter of No Prejudice to Water Emergency Transportation Authority (WETA) for the Mission Bay Ferry Landing Project in San Francisco.
- Action:**                    Commission Approval
- Presenter:**              Craig Bosman
- Attachments:**          [3aiv\\_Reso-4412\\_RM3\\_LONP\\_WETA.pdf](#)

#### **4. State**

- 4a.**        [20-0277](#)            MTC Resolution No. 4273, Revised.
- A request for approval of the program of Projects for the FY2019-20 Cap and Trade Low Carbon Transit Operations Program (LCTOP).
- Action:**                    Commission Approval
- Presenter:**              Anne Spevack
- Attachments:**          [4a\\_Reso-4273\\_FY2019-20\\_CapTrade\\_LowCarbonTransit.pdf](#)

#### **5. Public Comment / Other Business**

**6. Adjournment / Next Meeting:**

**The next meeting of the Programming and Allocations Committee is scheduled to be held on April 8, 2020 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.**

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

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

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](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.

---

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 20-0261      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 1/28/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 3/11/2020      **Final action:**  
**Title:** Minutes of the February 12, 2020 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_02-12-2020\\_Prog&Allocations\\_Draft\\_Minutes\\_v2.pdf](#)

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

**Subject:**  
Minutes of the February 12, 2020 meeting

**Recommended Action:**  
Committee Approval



# Metropolitan Transportation Commission Meeting Minutes

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

## Programming and Allocations Committee

### *Committee Members:*

*Nick Josefowitz, Chair      Carol Dutra-Vernaci, Vice Chair*

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

---

Wednesday, February 12, 2020

9:40 AM

Board Room - 1st Floor

---

### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

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

Non-Voting Member Absent: Commissioner Tavares

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

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

#### 2. Consent Calendar

**Upon the motion by Commissioner Bruins and the second by Commissioner Worth, the Consent Calendar was unanimously approved by the following vote:**

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

**2a.**     [20-0110](#)     Minutes of the January 8, 2020 meeting

**Action:** Committee Approval

**2b.**     [20-0118](#)     MTC Resolution No. 4078, Revised. Revisions to MTC's Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.

**Action:** Commission Approval

**Presenter:** Christina Hohorst



- 2c. [20-0117](#) MTC Resolution No. 4157, Revised. Regional Measure 2 (RM2) Project 29: Rescission and reallocation of approximately \$1.9 million in RM2 funds to AC Transit to acquire replacement buses that operate Transbay express service on the Dumbarton Corridor.

**Action:** Commission Approval

**Presenter:** Anne Spevack

- 2d. [20-0123](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), including the programming of funds for two corridor planning studies within the Freeway Performance Program; \$3 million for I-80 from the Carquinez Bridge in to the San Francisco-Oakland Bay Bridge Toll Plaza and \$1 million for SR 37 from US 101 and I-80.

**Action:** Commission Approval

**Presenter:** Mallory Atkinson

- 2e. [20-0111](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-31.

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

- 2f. [20-0205](#) MTC Resolution No. 4409. Allocation of \$39 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).

**Action:** Commission Approval

**Presenter:** Cheryl Chi

## 3. Regional

**3a.**     [20-0113](#)     MTC Resolution No. 4402. FY 2020-21 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$873 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2020-21.

**Action:** Commission Approval

**Presenter:** William Bacon

**Upon the motion by Commissioner Schaaf and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4402 to the Commission for approval. The motion carried by the following vote:**

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

**3b.**     [20-0115](#)     MTC Resolution No. 4403. Adoption of the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines.

The 2021 Regional ATP Cycle 5 will provide \$37 million in new programming covering the fiscal years 2021-22 through FY 2024-25. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 5 funds.

**Action:** Commission Approval

**Presenter:** Karl Anderson

**Commissioner Glover left after agenda item 3a.**

**Upon the motion by Commissioner Worth and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4403 to the Commission for approval. The motion carried by the following vote:**

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

**Absent:** 1 - Commissioner Glover

### 4. Information

4a. [20-0017](#) Update on BART System Initiatives

The BART General Manager presented an update on BART systemwide initiatives, including quality of life improvements and the Core Capacity Program.

**Action:** Information

**Presenter:** Bob Powers (BART, General Manager)

Roland Lebrun was called to speak.

Tom Williams, City of Millbrae, was called to speak.

4b. [20-0035](#) CTC Update

Update on the January 29-30, 2020 CTC meeting.

**Action:** Information

**Presenter:** Kenneth Kao

The Committee received the written report without a presentation from staff.

### 5. Public Comment / Other Business

### 6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on March 11, 2020 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0276      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 1/30/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 3/11/2020      **Final action:**  
**Title:** MTC Resolution No. 3667, Revised. RM2 Project 31: Rescission and reallocation of \$2 million in RM2 funds to BART for design of the Irvington BART Station.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b Reso 3667 Irvington BART Station.pdf](#)

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

### Subject:

MTC Resolution No. 3667, Revised. RM2 Project 31: Rescission and reallocation of \$2 million in RM2 funds to BART for design of the Irvington BART Station.

### Presenter:

Anne Spevack

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 2b

## MTC Resolution No. 3667, Revised

---

**Subject:** Regional Measure 2 (RM2) Project 31: Rescission and reallocation of \$2 million in RM2 funds to the Bay Area Rapid Transit District (BART) for design of the Irvington BART Station.

**Background:** **Warm Springs Extension Savings**  
The Warm Springs Extension, RM2 project #31, opened for service in 2017. Although environmental mitigation and contracts for spare parts will continue through June 2020, BART has estimated that there will be approximately \$3.5 million in savings from the RM2 construction allocations.

### **Irvington BART Station**

The BART extension to Warm Springs was originally planned to include the Irvington station approximately halfway between the existing Fremont BART station and the new Warm Springs station, but construction of Irvington Station was delayed due to insufficient funding. The Warm Springs Extension was constructed with elements in place to facilitate a future Irvington infill station. In 2014, Alameda County passed Measure BB, which included funding for Irvington Station, and on August 22, 2019, the BART board adopted a revised station plan and California Environmental Quality Act (CEQA) addendum for the station, including improved bike and pedestrian access, a significant reduction in parking spaces, and an overall smaller footprint of the site.

The project is estimated to cost \$205 million to complete. The Alameda County Transportation Commission (ACTC) has committed \$120 million in Measure BB funds, including \$16.4 million to the design phase. There is a \$2 million shortfall for the design phase and an approximately \$83 million shortfall for construction.

This item proposes to add RM2 subproject 31.3, Irvington BART Station, and to rescind and reallocate \$2 million from construction for the Warm Springs Extension to the design phase for the Irvington Station. This will fully fund the design phase. BART plans to complete final design in summer 2022 and to begin construction immediately thereafter, with a target station opening date of summer 2026.

**Issues:** There is a significant funding shortfall for construction for the Irvington Station. BART and the City of Fremont are considering a phased approach to deliver a Minimum Operable Segment (MOS) consisting of the minimum station components required to begin service at a lower initial

cost, and to deliver the remaining elements as funding becomes available. The MOS would likely still have a funding shortfall with current committed funding. State and federal capital grant programs could be pursued to help close this gap, with any remainder funded through a combination of local, county, and regional sources. The remaining \$1.5 million in RM2 savings on the Warm Springs Extension have been discussed as a potential source to help close the funding gap, but per RM2 policies, this allocation would only be made once the construction phase for the full project or the MOS is fully funded.

**Recommendation:** Refer MTC Resolution No. 3667, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3667, Revised.



---

Therese W. McMillan

Date: December 15, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 02/25/09-C 07/22/09-C  
01/27/10-C 07/28/10-C  
07/27/11-C 02/26/14-DA  
12/16/15-C 03/25/20-C

ABSTRACT

MTC Resolution No. 3667, Revised

This resolution approves the allocation of Regional Measure 2 funds for the BART Extension to Warm Springs Project sponsored and implemented by the San Francisco Bay Area Rapid Transit District.

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 San Francisco Bay Area Rapid Transit District's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan
- Attachment E - Synopsis of Terms for Funding Agreement

This resolution was revised on February 25, 2009 to allocate \$167 million towards the construction of the Fremont Central Park Subway element of the BART to Warm Springs Extension project.

This resolution was revised on July 22, 2009 to rescind \$29,093,000 from the prior allocation towards the construction of the Fremont Central Park Subway element owing to contract bid savings on the project.

This resolution was revised on January 27, 2010 to allocate \$10.31 million towards the early expenses including soft costs and some materials procurement costs (rail, fiber optic etc.) on the Line, Track, Station and Systems contract for the Warm Springs Extension project.

This resolution was revised on July 28, 2010 to allocate \$21.8 million towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the Warm Springs Extension project.

This resolution was revised on July 27, 2011, to add conditions to Attachment E specifying principles for addressing any potential construction cost increases on the LTSS segment.

This resolution was revised on February 26, 2014 via Delegated Authority to rescind \$2,090,571 from the initial right-of-way phase allocation.

This resolution was revised on December 16, 2015 to rescind approximately \$11.4 million in savings from the Fremont Central Park Subway element and to allocate approximately \$13.5 million towards the LTSS construction and right-of-way activities for the Warm Springs Extension project.

This resolution was revised on March 25, 2020 to rescind \$2,000,000 in savings from the Warm Springs Extension subproject and to allocate these savings to a new subproject for final design of the Irvington BART Station.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 8, 2004, February 11, 2009, July 8, 2009, January 13, 2010, July 14, 2010, July 13, 2011, December 9, 2015, and March 11, 2020.



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

Re: Approval of Allocation of Regional Measure 2 funds for the BART Extension to Warm Springs

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3667

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 San Francisco Bay Area Rapid Transit District has submitted a request for the allocation of RM 2 funds for the BART Extension to Warm Springs Project; and

WHEREAS, the BART Extension to Warm Springs Project is identified as capital project number 31 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the San Francisco Bay Area Rapid Transit District 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 San Francisco Bay Area Rapid Transit District 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 San Francisco Bay Area Rapid Transit District’s Initial Project Report (IPR) for this project; and

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

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 San Francisco Bay Area Rapid Transit District’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves MTC staff's review of the San Francisco Bay Area Rapid Transit District'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 San Francisco Bay Area Rapid Transit District's 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

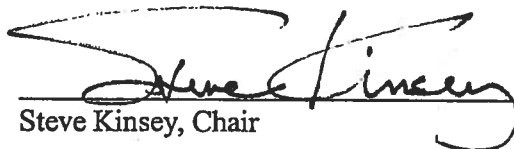
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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: BART Extension to Warm Springs  
Sponsor: San Francisco Bay Area Rapid Transit Dist.  
Project Number: 31.2

Allocation No. 31.2-1						
Activities to be funded with Allocation #1:						
Relocation of utilities, site preparation and clearance in between Washington Blvd. And Paseo Padre in conjunction with the City of Fremont's grade separation project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
05366701	15-Dec-04	\$ 4,000,000	ROW	FY 2004-05	\$	4,000,000
06366702	15-Dec-04	\$ 2,000,000	ROW	FY 2005-06	\$	6,000,000
05366701	24-Feb-14	\$ (90,571)	ROW	FY 2004-05	\$	5,909,429
06366702	26-Feb-14	\$ (2,000,000)	ROW	FY 2005-06	\$	3,909,429

Allocation No. 31.2-2						
Activities to be funded with Allocation #2:						
This allocation will fund all the below mentioned costs associated with the construction of the Fremont Central Park Subway: (Contract includes a one mile long double track subway box, two trackway transition and ventilation structures associated with the subway as well as a trackway embankment) 1) Direct labor of implementing agency: Including but not limited to planning, engineering, project management, system safety, technical support, community relations and accounting. 2) Capital costs associated with the subway contract. 3) Consultants: Design services during constuction, construction management and community relations. 4) Other Direct Costs: Including but not limited to inventory issues, telephone, office supplies and services and insurance.						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
09366703	25-Feb-09	\$ 167,000,000	CON	FY 2008-09	\$	170,909,429
09366703	22-Jul-09	\$ (29,093,000)	CON	FY 2008-09	\$	141,816,429
09366703	16-Dec-15	\$ (11,408,823.10)	CON	FY 2015-16	\$	130,407,606

#### Allocation No. 31.2-3

Activities to be funded with Allocation #3:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems contract on the Warm Springs Extension project:

A) Soft costs including but not limited to:

- 1) Transit System Development Engineering and Project Management
- 2) Design and Design services during Construction
- 3) Construction Management Oversight

B) Material procurement costs: Rail, Fiber optic etc

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
10366704	27-Jan-10	\$ 10,315,957	CON	FY 2009-10	\$ 140,723,563

#### Allocation No. 31.2-4

Activities to be funded with Allocation #4:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project:

- 1) Award of the LTSS contract
- 2) Construction Manangement
- 3) Design support during construction
- 4) BART staff support
- 5) Coordination with other jurisdictional agencies and development of agreements
- 6) Owner Controlled Insurance Program
- 7) Community Relations

*\$2,000,000 in project savings rescinded on 3/25/2020*

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
11366705	28-Jul-10	\$ 21,777,043	CON	FY 2010-11	\$ 162,500,606
16366706	16-Dec-15	\$ 12,472,394.10	CON	FY 2015-16	\$ 174,973,000
16366706	25-Mar-20	\$ (2,000,000.00)	CON	FY 2015-16	\$ 172,973,000

Allocation No. 31.2-5						
Activities to be funded with Allocation #5:						
<p>Ongoing project right of way activities, including:</p> <ul style="list-style-type: none"> <li>-Parcel acquisition</li> <li>-Processing of relocation claims</li> <li>-Noise mitigation</li> <li>-Surveying support</li> <li>-Property exchanges</li> <li>-Consolidation mapping and agreement</li> <li>-Alameda County Water District easements</li> <li>-City of Fremont easements</li> <li>-Eminent domain and plat</li> <li>-Right of way plans</li> <li>-Appraisal map updates</li> <li>-Record map updates</li> <li>-Station site parcel map or ALTA survey and record of survey updates and review</li> </ul>						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
16366707	16-Dec-15	\$	1,027,000	ROW	FY 2015-16	\$ 174,000,000

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

Project Title: The BART Extension to Warm Springs Project  
Sponsor: San Francisco Bay Area Rapid Transit District  
Project Number: 31.2

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

1. Receipt of these funds by the Bay Area Rapid Transit District is conditioned on working cooperatively with MTC and the relevant local jurisdictions to encourage Transit-Oriented Development with the goal of assuring that an appropriate number of residences, jobs, services and other activities will be planned for and located within proximity to the rail service.
2. BART may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.
3. Utility relocation will be limited to the project boundaries between Paseo Padre and Washington Boulevard.
4. The Bay Area Rapid Transit District (BART) shall spend allocated Traffic Congestion Relief Program (TCRP) funds before RM2 funds on segments of the project where TCRP funds are scoped and eligible. On segments of the project where the TCRP funds are not scoped and eligible, RM2 funds shall be available to proceed with RM2 funding reimbursements.

On February 25, 2009, the Commission approved the following conditions pertaining specifically to Allocation No. 2:

- 1 ACTIA's allocation of \$80 million in Measure B funds towards the construction phase of the project; this allocation is an effort on the part of ACTIA, to advance later year Measure B funds to offset the Proposition 1B shortfall and allow the project to proceed on schedule.
- 2 The BART board's approval of the Initial Project Report (IPR) and the resolution of project compliance.
- 3 Execution of a funding agreement between MTC and BART before the contract award, for the Regional Measure 1 90% Rail Reserve East and RM2 funds.
- 4 BART shall request the State Proposition 1B funds at the earliest time. Once available and approved for allocation towards this project, MTC would rescind the \$37 million in RM2 funds which are currently being used as an advance due to the unavailability of State funds.
- 5 If the bids for the subway construction contract are lower than anticipated, the savings against the MTC and ACTIA allocations would be moved to fund remaining sections of the project at a later time. At the completion of the project, any savings would be split among the local funding partners in amounts proportional to the capital contribution of each agency.

On January 27, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 3:

- 1 This allocation is conditioned on the BART Board's approval of the Initial Project Report (IPR) and the resolution of project compliance.
- 2 If the CTC approves the SLPP funds towards this project in January or February and Caltrans approves the Prop 1B Transit funds in January or February, the Commission may rescind this allocation in part and move to fund remaining sections of the project at a later time.

On July 28, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 4:

- 1 Approval of the Initial Project Report (IPR) package by the BART board.
- 2 Execution of a funding agreement covering RM1, RM2, and AB1171 funds, between MTC and BART prior to the Notice-to-Proceed (NTP) of the Line, Trackwork, Station, and Systems (LTSS) construction contract.
- 3 All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition #4 below.
- 4 Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.

On December 16, 2015, the Commission approved the following conditions pertaining specifically to Allocation Nos. 4 and 5:

- 1 Allocations made on this date are conditioned upon California Transportation Commission approval of reallocation of \$1.6 million in State TCRP funds for the Warm Springs project from the Right-of-Way phase to the Construction phase.





December 15, 2004  
 Attachment C 1  
 MTC Resolution No. 3667  
 Revised: 02/25/09-C  
 01/27/10-C 07/28/10-C  
 02/26/14-DA 12/16/15-C  
 03/25/20-C

**RM2 Project Number: 31.2**  
**BART Extension to Warm Springs**

<b>Lead Sponsor</b> BART	<b>Other Sponsors(s)</b> City of Fremont for Grade Separation Work	<b>Implementing Agency</b> (if applicable) BART
<b>Legislated Project Description</b> Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. The project would facilitate a future rail service extension to the Silicon Valley.		
<b>RM2 Legislated Funding (in \$1,000)</b> Total Overall Funding \$186,000 31.1 City of Fremont Grade Separation (\$10,000) <b>31.2 BART Extension to Warm Springs (\$174,000)</b> 31.3 Irvington BART Station (\$2,000)		<b>Total Estimated Project Cost (in \$1,000)</b> \$890,000
<b>Project Purpose and Description</b> The Warm Springs Extension will add 5.4-miles of new tracks from the existing Fremont Station south to a new station in the Warm Springs District of the City of Fremont, with an optional station to be located approximately midway in the heart of the Irvington District. The optional Irvington Station is dependent upon future funding through the City of Fremont. The project will provide increased transportation capacity for future growth in employment and population in the southern part of the region. The Project, to be implemented via the Design-Build contracting method, will include all necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service. South of the Warm Springs Station, tail-tracks will continue for about 3,000 feet and a small maintenance facility will be constructed.		
<b>Funding Description</b>  Committed Funds: Funding is fully committed.  Operating Capacity: BART has included service to this project in its future operating budget.		

**Overall Project Cost and Schedule**

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	01/2002	10/2006	\$8,713
2	Plans, Specifications and Estimates	12/2002	06/2010	\$36,126
3	Right-of-Way	04/2002	06/2016	\$79,317
4	Construction	05/2009	06/2016	\$765,844
<b>Total:</b>				<b>\$890,000</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	BART to Warm Springs Extension	<b>Project No.</b> 31.2
<b>Lead Sponsor</b>	BART	

Fund Source	Phase	Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
<b>Committed</b>												
State TCRP	ENV/PE	42,676										42,676
ACCMA TIP	ENV	2,163										2,163
State TCRP	ROW	38,081							(1,700)			36,381
Alameda Measure B	ROW	38,000										38,000
RM2	ROW	3,909							1,027			4,936
RM2	Construction		20,000	40,000	35,000	30,000	20,000	13,575	12,489			171,064
RM1	Construction				5,000	25,000	30,000	53,000				113,000
AB 1171	Construction							5,000				5,000
Prop 1B/MTC Spillover	Construction		20,000	20,000								40,000
SLPP (MTC/ACTIA/VTA)	Construction	36,712	20,403	19,887	8,288	6,790						92,080
BART	Construction	2,563	2,755	3,454	3,644	2,722	1,500	362	7,000			24,000
ACCMA STIP	Construction										69,000	69,000
MTC/ACTIA/BART Advance	Construction										54,000	54,000
State TCRP	Construction	19,500							1,700			21,200
Alameda Measure B	Construction		25,000	35,000	40,000	35,000	25,000	16,500				176,500
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	-	123,000	890,000
<b>Uncommitted</b>												
										0	0	0
Total:		0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>												
		<b>Prior</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>Future</b>	<b>Total</b>
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	0	123,000	890,000

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: BART Extension to Warm Springs  
Sponsor: San Francisco Bay Area Rapid Transit District  
RM2 Project Number: 31.2

RM2 Project # 31.2	PRIOR	FY 2015-16	Future	TOTAL
<b>RM2 Funds Total</b>	<b>141,068,000</b>	<b>34,932,000</b>	<b>-</b>	<b>176,000,000</b>
<b>Environmental (ENV)</b>	<b>8,713,000</b>	<b>0</b>	<b>0</b>	<b>8,713,000</b>
State TCRP	6,550,000			6,550,000
ACCMA TIP	2,163,000			2,163,000
				0
				0
<b>Final Design (PS&amp;E)</b>	<b>36,126,000</b>	<b>0</b>	<b>0</b>	<b>36,126,000</b>
State TRCP	36,126,000			36,126,000
				0
				0
				0
				0
<b>Right of Way</b>	<b>77,748,000</b>	<b>1,569,000</b>	<b>0</b>	<b>79,317,000</b>
RM 2	3,909,000	1,027,000	0	4,936,000
Alameda County Measure B	38,000,000			38,000,000
State TCRP	35,839,000	542,000		36,381,000
				0
				0
<b>Construction</b>	<b>657,890,000</b>	<b>107,954,000</b>	<b>0</b>	<b>765,844,000</b>
RM2	137,159,000	33,905,000		171,064,000
Alameda County Measure B	169,700,000	6,800,000		176,500,000
ACCMA STIP	69,000,000			69,000,000
AB1171	472,000	4,528,000		5,000,000
RM1	71,359,000	41,641,000		113,000,000
Prop 1B/MTC Spillover	36,400,000	3,600,000		40,000,000
SLPP (MTC/ACTIA/VTA)	83,700,000	8,380,000		92,080,000
MTC/ACTIA/BART Advance	54,000,000			54,000,000
State TRCP	19,500,000	1,700,000		21,200,000
BART	16,600,000	7,400,000		24,000,000
				0
<b>TOTAL FUNDING</b>				<b>0</b>
Environmental	8,713,000	0	0	<b>8,713,000</b>
Final Design (PS&E)	36,126,000	0	0	<b>36,126,000</b>
Right of Way	77,748,000	1,569,000	0	<b>79,317,000</b>
Construction	657,890,000	107,954,000	0	<b>765,844,000</b>
<b>PROJECT TOTAL</b>	<b>780,477,000</b>	<b>109,523,000</b>	<b>0</b>	<b>890,000,000</b>

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Irvington BART Station  
Sponsor: San Francisco Bay Area Rapid Transit Dist.  
Project Number: 31.3

Allocation No. 31.3-1						
Activities to be funded with Allocation #1:						
Design phase of the Irvington BART Station.						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
20366708	25-Mar-20	\$	2,000,000	PS&E	FY 2019-20	\$ 2,000,000

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

Project Title: Irvington BART Station  
Sponsor: San Francisco Bay Area Rapid Transit District  
Project Number: 31.3

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

- 1 None



# Regional Measure 2 Regional Traffic Relief Plan

## RM2 Project Number: 31.3 Irvington BART Station

<b>Lead Sponsor</b> BART	<b>Other Sponsors(s)</b>	<b>Implementing Agency</b> (if applicable) BART
<b>Legislated Project Description</b> Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. The project would facilitate a future rail service extension to the Silicon Valley.		
<b>RM2 Legislated Funding (in \$1,000)</b> Total Overall Funding \$186,000 31.1 City of Fremont Grade Separation (\$10,000) 31.2 BART Extension to Warm Springs (\$174,000) 31.3 Irvington BART Station (\$2,000)		<b>Total Estimated Project Cost (in \$1,000)</b> \$205,300
<b>Project Purpose and Description</b> This project includes the design and construction of a new BART station in the Irvington district of Fremont, approximately halfway between the existing Fremont and Warm Springs/South Fremont BART Stations. The Irvington station will include two outboard at-grade platforms, an elevated concourse, a pedestrian bridge to Osgood Road, a pedestrian bridge across the UPRR right of way, a bus transit center, pick-up/drop-off areas east and west of the station, and a small parking area west of the station. The project design will be coordinated with the East Bay Greenway Trail (EBGWT) and other projects that connect to the station property, and include construction of a segment of the EBGWT within the project footprint. The project will also include improvements and structural stabilization of the Historic Gallegos Winery site across Osgood Road from the station.		
<b>Funding Description</b> Committed Funds: Design funding is fully committed through ACTC Measure BB funds. There is a funding shortfall for construction. Operating Capacity: The Irvington Station will be operated by BART		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document and Preliminary Engineering	01/2017	07/2020	\$2,747
2	Plans, Specifications and Estimates	07/2020	07/2022	\$18,450
3	Right-of-Way	07/2020	07/2022	\$14,000
4	Construction	08/2022	08/2026	\$170,103
<b>Total:</b>				<b>\$205,300</b>

## Total Project Funding Plan: Comitted and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Irvington BART Station		Project No. 31.3
Lead Sponsor	BART		

Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
<b>Committed</b>													
ACTC (Meas. BB)	Env/PE/PA&ED					87	2,660						2,747
ACTC (Meas. BB)	PS&E							16,450					16,450
RM2	PS&E								2,000				2,000
ACTC (Meas. BB)	ROW									14,000			14,000
ACTC (Meas. BB)	CON										86,803		86,803
													-
													-
													-
													-
													-
													-
													-
													-
													-
Total:		-	-	-	-	87	2,660	16,450	2,000	14,000	86,803	-	122,000
<b>Uncommitted</b>													
RM2	CON										1,500		1,500
TBD	CON										81,800		81,800
Total:		0	0	0	0	0	0	0	0	0	83,300	0	83,300
<b>Total Project Committed and Uncommitted</b>													
		Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	0	0	0	87	2,660	16,450	2,000	14,000	170,103	0	205,300

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Irvington BART Station  
Sponsor: San Francisco Bay Area Rapid Transit District  
RM2 Project Number: 31.3

RM2 Project # 31.2	PRIOR	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	Future	TOTAL
<b>RM2 Funds Total</b>	-	125,000	750,000	750,000	375,000	-	-	-	-	2,000,000
<b>Environmental (ENV)</b>	0	0	0	0	0	0	0	0	0	0
										0
										0
										0
										0
<b>Final Design (PS&amp;E)</b>	0	4,575,000	5,550,000	5,550,000	2,775,000	0	0	0	0	18,450,000
RM2		125,000	750,000	750,000	375,000					2,000,000
ACTC Measure BB		4,450,000	4,800,000	4,800,000	2,400,000					16,450,000
										0
										0
<b>Right of Way</b>	0	0	0	0	0	0	0	0	0	0
										0
										0
										0
										0
<b>Construction</b>	0	0	0	0	0	0	0	0	0	0
										0
										0
										0
										0
<b>TOTAL FUNDING</b>										
Environmental	0	0	0	0	0	0	0	0	0	0
Final Design (PS&E)	0	4,575,000	5,550,000	5,550,000	2,775,000	0	0	0	0	18,450,000
Right of Way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>PROJECT TOTAL</b>	0	4,575,000	5,550,000	5,550,000	2,775,000	0	0	0	0	18,450,000



Date: February 25, 2009  
W.I.: 1255  
Referred by: PAC  
Revised: 07/27/11-C

Attachment E  
Resolution No. 3667  
Page 1 of 2

## **Synopsis of Terms for Funding Agreement**

### Subway Segment

BART shall agree:

1. To complete the project described in its updated Initial Project Report, through its contractor.
2. That it shall not award the subway construction contract until MTC and BART agree to the terms of the funding agreement, including specific cash flow projections for bridge toll funds.
3. To comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement in addition to the RM2 funds be subject to MTC Resolution No. 3636 as revised.

MTC shall agree to provide BART an amount not to exceed \$167,000,000 in RM2 funds and \$20,000,000 in RM1 90% Rail Reserve East Funds.

### LTSS Segment

BART shall agree:

1. To complete the project described in its updated Initial Project Report, through its contractor.
2. That it shall not award the construction contract until MTC and BART agree to the terms of the funding agreement, including specific cash flow projections for bridge toll funds.
3. To comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 and AB1171 funds received under the funding agreement in addition to the RM2 funds be subject to MTC Resolution No. 3636 as revised.

MTC shall agree to provide BART an amount not to exceed \$21,777,043 in RM2 funds and \$113,000,000 in RM1 90% Rail Reserve East Funds, and \$5,000,000 in AB1171 funds.

Mutually Agreed:

- The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding.
- Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million.

- Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011.
- BART and the funding partners have agreed to proceed with the project using the available funding.
- Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order:
  1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011;
  2. Apply any savings from the LTSS construction contract or soft costs; and
  3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds under the control of the Alameda County Transportation Commission to the project, in equal shares to the original funding plan adopted in September 2008 (44% and 56%, respectively).
- Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0264      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 1/29/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 3/11/2020      **Final action:**  
**Title:** MTC Resolution Nos. 4212, Revised; 4262, Revised; 4263, Revised; and 4272, Revised. Transit Capital Priorities and Bridge Toll Program Revisions.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c Reso-4212 4262 4263 4272 TCP and AB664 Revisions.pdf](#)

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

### Subject:

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

### Presenter:

Rob Jaques

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

## Programming and Allocations Committee

March 11, 2020

Agenda Item 2c

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

---

**Subject:** Revisions to the FY2015-16 and FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Programs and the FY2019-20 Assembly Bill (AB) 664 Net Bridge Toll Revenues program and allocations.

**Background:** MTC is responsible for programming the region's Federal Transit Administration (FTA) Urbanized Area (Section 5307), State of Good Repair (Section 5337) and Bus & Bus Facilities (Section 5339) Formula Program funds. These funds are programmed to eligible transit operators to support capital replacement and rehabilitation projects, preventive maintenance, and operating costs through the TCP program.

This item proposes revisions to the preliminary FY2016-17 through FY2019-20 TCP program in order to reconcile the program with final FY2019-20 FTA apportionment amounts for the region's 12 urbanized areas (UZAs) and to make other revisions to the programs in FY2015-16 and FY2016-17 through FY2019-20.

**Additional Revenues:** FTA apportionments for the Bay Area, which were released in February 2020, total approximately \$470 million. This is about \$17 million above the projections used to develop the preliminary program, and is due to a combination of factors, including additional transit funding for the Section 5339 program included in the Federal FY2019-20 Appropriations Bill signed into law in December 2019. Of the increase, nearly \$13 million was in the large UZAs of San Francisco-Oakland (SF-O), Concord, and Antioch; our most heavily subscribed UZAs, and those for which we are proposing financing. The additional revenues are primarily proposed for three operators' projects:

- San Francisco Bay Area Rapid Transit District (BART): Increase programming to the BART Railcar Procurement by approximately \$9 million, reducing the need for proceeds of financing by the same amount.
- Marin Transit: Add a new project to replace three articulated buses with four 40-ft zero-emission buses (ZEBs) for \$3 million of Section 5307 funds.
- Union City Transit: Add a new ZEB procurement with approximately \$3 million of new Section 5307 funds (approximately \$2 million of FY2015-16, FY2016-17, and FY2019-20 Section 5307 funds are also proposed to be reprogrammed from other Union City vehicle procurement projects to this ZEB procurement).

The two ZEB procurements added to the program are consistent with the TCP Policy and represent an investment in ZEB technology and infrastructure toward compliance with the California Air Resource Board's (CARB) Innovative Clean Transit (ICT) regulation. ICT was approved CARB in 2018, and requires transit bus operators to transition to zero-emission fleets by 2040. The balance of the increased revenues, approximately \$3 million, are spread among the other UZAs and are proposed to be added to existing operator projects, generally as operating assistance for smaller operators, or reserved for future programming.

**Other Proposed Revisions:** Operators have also requested changes to their programming to meet project delivery and cash flow needs. These proposed revisions, which are consistent with TCP Policy and generally within operators' existing programming, include:

- Golden Gate Transit: Reprogram \$17 million of Section 5337 funds from Ferry Dredging to Ferry Major Components Rehabilitation (\$11 million) and Ferry Propulsion Systems Replacement (\$6 million), and reprogram the four-year ADA Set-Aside funds to Ferry Major Components Rehabilitation from Paratransit Operating Assistance.
- Tri Delta Transit: Reprogram approximately \$1 million of FY2015-16 and FY2016-17 Section 5307 funds from vehicle replacements projects to the Oakley Park & Ride Project, completing the funding plan for that project.
- Santa Clara Valley Transportation Authority (VTA): Reprogram the Track Intrusion Abatement programming of \$4 million of FY2018-19 Section 5337 to FY2019-20 Section 5307 funds and reduce FY2019-20 Section 5307 programming on the Bus Replacement project by about \$3 million, along with other minor revisions between the Section 5307 and 5337 programs, to balance the Section 5307 program.

Balancing the FY2019-20 TCP program to account for the other differences in final apportionments from the projections requires only minor revisions, including transferring costs between the UZAs and programs to keep the total amounts received by the operators at the same level where possible, and increasing programming amounts in urbanized areas that received more apportionments than had been projected, primarily in the small UZAs.

Final apportionments for the Section 5339 program in the small UZAs are not available. These amounts are provided by the California Department of Transportation (Caltrans) approximately a month after FTA publishes the nationwide apportionment tables. Staff will return to the Commission in the coming months to make final revisions to the programming to reconcile these changes, which are expected to be relatively minor.

**Related Bridge Toll Funds:** AB 664 Net Bridge Toll Revenues are programmed annually to eligible transit operators to help meet the local match requirement for federal funds programmed through the TCP program. AB 664 funds are programmed in accordance with MTC Resolution No. 4015, in proportion to each operator's share of federal funds in the TCP program. AB 664 funds for projects included in the Core Capacity Challenge Grant Program (MTC Resolution 4123, Revised) are programmed separately based on the cash flow needs of the projects. The initial FY2019-20 AB 664 program, which was adopted by the Commission in March 2017, included funds for Core Capacity Projects for the Alameda-Contra Costa Transit District (AC Transit) and the San Francisco Municipal Transportation Agency (SFMTA/Muni) only. Therefore, this item also proposes to program and allocate the remaining \$2.3 million of FY2019-20 AB 664 funds to other operators based on the final TCP program.

**Issues:**

1. The Sonoma-Marin Area Rail Transit (SMART) system has been operating since 2017 and has since reported their transit service statistics in the National Transit Database (NTD) in the SF-O and Santa Rosa UZAs (first year of reporting was 2018). Consistent with existing TCP policy, SMART is eligible for programming from those UZAs and the Petaluma UZA (through which SMART operates service). Currently, there is a revenue sharing agreement in the Santa Rosa UZA that defines the programming eligibility for the two bus operators: Santa Rosa CityBus (SRCB) and Sonoma County Transit (SCT). Per that agreement, SRCB receives 58% of the FTA apportionments and SCT gets 42%.

At this time, only Section 5307 and 5339 funds are apportioned to the Santa Rosa UZA; Section 5337 funds will be apportioned to the Santa Rosa UZA seven years following the commencement of revenue service by SMART, per statute. Only SMART will be eligible for Section 5337 funds, while only the bus operators are eligible for Section 5339 funds. FTA formula funds are apportioned based on data from the NTD report two years prior to the year of apportionment (i.e., FY2019-20 FTA funds are apportioned based on the 2018 NTD Report). The final FY2019-20 FTA apportionments, therefore, reflect service reported by SMART in 2018, which is demonstrated by the increased apportionments in the SF-O and Santa Rosa UZAs.

Currently SMART, SRCB, and SCT are in discussions for modifying the existing revenue sharing agreement in the Santa Rosa UZA to include SMART. This new or amended agreement will provide a specific percentage share of the Section 5307 funds for SMART. In order to allow this process to proceed, staff is not recommending any revisions to the Section 5307 programming in the Santa Rosa UZA at this time. Instead, staff will return to the Commission in future months with revisions to the FY2016-17 through FY2019-20 TCP Policy and Program to include SMART in the eligibility tables, incorporate the revised agreement, and reprogram Section 5307 Santa Rosa UZA funds to eligible projects for the three operators. The program presented today leaves approximately \$4.8 million in Santa Rosa UZA Section 5307 funds unprogrammed.

2. The final TCP program presented today continues to assume about \$900 million in financing proceeds will be needed for the BART Car project within the next 12 months. While FTA has approved MTC's approach to financing, additional steps are needed before financing is finalized and BART can access these proceeds. Staff will return to the Commission in the coming months with more details about this process and to request authorization to proceed.

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

**Attachments:** MTC Resolution Nos. 4212, Revised; 4262, Revised; 4263, Revised; 4272, Revised



---

Therese W. McMillan

Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC  
Revised: 04/27/16-C 05/25/16-C  
06/22/16-C 12/21/16-C  
05/22/19-C 09/25/19-C  
03/25/20-C

ABSTRACT

Resolution No. 4212, Revised

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

This Resolution includes the following attachment:

Attachment A – FY2015-16 Program of Projects

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

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

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

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

## ABSTRACT

MTC Resolution No. 4212, Revised

Page 2

urbanized areas to reflect actual apportionments.

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

This resolution was revised on September 25, 2019 to de-program \$227,244 of FY2015-16 FTA Section 5307 funds and reprogram \$308,102 of FY2015-16 Section 5307 funds and \$86,527 of FY2015-16 FTA Section 5339 funds from an ECCTA bus replacement project to a new Oakley Park & Ride Project.

This resolution was revised on March 25, 2020 to reprogram \$410,000 of FTA Section 5307 funds from a Union City Transit vehicle rehabilitation project to a new zero-emission bus procurement and program an additional \$227,244 of FTA Section 5307 funds to ECCTA's Oakley Park & Ride project.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016, April 13, 2016, May 11, 2016, June 8, 2016, December 14, 2016, May 8, 2019, September 4, 2019, and March 11, 2020.



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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4212

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



---

Dave Cortese, Chair

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

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>211,278,509</b>	<b>196,480,438</b>	<b>12,019,586</b>
<b>Previous Year Carryover</b>			<b>3,181,217</b>	<b>24,863,868</b>	<b>198,885</b>
<b>Funds Available for Programming</b>			<b>214,459,726</b>	<b>221,344,306</b>	<b>12,218,471</b>
<b>Lifeline Set-Aside (JARC Projects)</b>					
Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093		
<b>ADA Operating Set-Aside</b>					
ALA990076	AC Transit	ADA Set-aside	3,984,138		
ALA050042	ACE	Preventive Maintenance		8,996	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements		2,727,176	
REG090051	Caltrain	Revenue Vehicle Rehab Program		166,206	
CC-99T001	CCCTA	ADA Set-aside	1,199,933		
CC-030035	ECCTA	ADA Set-aside	532,570		
MRN130015	GGBHTD	Transit System Enhancements	156,753		
ALA990077	LAVTA	ADA Set-aside	708,567		
MRN110047	Marin Transit	ADA Set-aside	627,012		
NAP030004	Napa VINE	ADA Set-aside	41,320		
SON150007	Petaluma Transit	ADA Set-aside	84,261		
SM-990026	SamTrans	ADA Set-aside	1,584,235		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	296,800		
SF-990022	SFMTA	ADA Set-aside	4,062,514		
SOL110025	SolTrans	ADA Set-aside	324,344		
SON030005	Sonoma City Transit	Preventive Maintenance	29,452		
SCL050046	VTA	ADA Set-aside	3,711,401		
CC-990045	WestCat	ADA Set-aside	248,192		
REG090067	WETA	Fixed Guideway Connectors	5,225		
<b>Reserved for Future Programming</b>					
SF-010028	Caltrain	Railcar Replacement (Electrification)		17,174,630	
<b>Total Program Set-asides and Commitments</b>			<b>20,532,810</b>	<b>20,077,008</b>	<b>0</b>
<b>Funds Available for Capital Programming</b>			<b>193,926,916</b>	<b>201,267,298</b>	<b>12,218,471</b>
<b>Capital Projects</b>					
ALA150040	AC Transit	Replace (10) 40ft Urban Buses - Diesels	4,081,000		
ALA150038	AC Transit	Purchase (10) Double-Deck Diesel Buses	3,636,463	1,500,000	
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,319,762		
ALA150039	AC Transit	Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell (PM swap)	979,153		
ALA150041	AC Transit	Replace (29) 60ft Artic Urban Buses - Diesels	753,998		
REG110044	ACE	Positive Train Control		1,387,000	
BRT97100B	BART	Rail, Way & Structures program	11,317,223	5,752,805	
REG050020	BART	BART Car Exchange Preventive Maintenance		47,116,668	
BRT030004	BART	Train Control		13,000,000	
BRT030005	BART	Traction Power		13,000,000	
ALA090065	BART	Fare Collection Equipment		6,000,000	
REG090037	BART	Railcar Replacement		500,000	
SM-170005	Caltrain	South San Francisco Caltrain Station Improvements		22,620,000	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Struct.		11,406,500	
SM-050041	Caltrain	Signal/Communication Rehab. & Upgrades		1,200,000	
REG170022	Clipper	Replacement of legacy Clipper fare collection system		5,000,000	
CC-070092	ECCTA	Replace (25), Ford Cutaways	857,296		324,831
NEW	ECCTA	Oakley Park & Ride	535,346		86,527
CC-070092	ECCTA	Replace (3), Ford Cutaways	216,480		
SOL010006	Fairfield	Fairfield Operating Assistance	2,470,825		
SOL110041	Fairfield	2 Gillig Bus Replacements			262,709
MRN050025	GGBHTD	Misc Facilities Rehab	1,529,895		
ALA150031	LAVTA	Replacement purchase ( 11 ) 40' Hybrids	6,017,771		936,649
ALA150032	LAVTA	Replacement purchase ( 9 ) 30' Hybrids	5,357,880		
ALA030030	LAVTA	Preventive Maintenance	1,313,720		
ALA150035	LAVTA	Farebox Replacement	398,242		
MRN150012	Marin Transit	Replacement Purchase (10) 40' Hybrid, (2) 35' electric, and (1) 30' diesel bus	7,899,880		
MRN150013	Marin Transit	Emergency Radio System	285,360		
MRN150011	Marin Transit	Replace (2) Cutaways for FR Service	200,080		
MRN150003	Marin Transit	On Board Vehicle Equipment for (15) replaced vehicles	172,200		

Date: 1/27/2016

W.I.: 1512

Referred by: PAC

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

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

05/22/19-C 09/25/19-C

03/25/20-C

Attachment A

Resolution No. 4212, Revised

Page 2 of 3

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Capital Projects, continued</b>					
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,865,913		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	14,635		160,663
SON150014	Petaluma	(2) 35' Diesel Hybrid Bus Replacement	1,072,534		116,982
SON150016	Petaluma	Communication equipment for (3) FR Buses	27,098		
SON150015	Petaluma	Clipper for (3) FR Buses	14,400		
SM-110068	Samtrans	Replacement of (55) NABI Articulated Buses	20,157,000		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	6,914,860		
SM-150010	Samtrans	Replacement of (9) Cutaway Buses	900,360		
SM-150011	Samtrans	Replacement of (10) Minivans	418,200		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,324,057		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventive Maintenance	400,000		
SON150018	Santa Rosa	Garage Hoist for Bus Repairs	288,000		
SON070020	Santa Rosa	Diesel Bus Purchase	247,595		243,709
SON150017	Santa Rosa	Miscellaneous Capital Equipment	56,000		
SON030012	Santa Rosa	Bus Stop ADA Improvements	16,433		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	45,417,750		
SF-150014	SFMTA	30-Foot Motor Coach Mid-Life Overhaul	13,125,926		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	3,347,163		6,364,945
SF-150007	SFMTA	Farebox Replacement	2,228,800		
SF-090035	SFMTA	Replacement of (27) Type II Paratransit Vans	1,948,320		
SF-150015	SFMTA	Replacement of (21) 40' Trolley Coaches		20,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		6,684,663	
SF-95037B	SFMTA	Muni Rail Replacement		5,316,972	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		2,000,000	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		988,800	
SF-150004	SFMTA	Station Area and Pedestrian Improvements		500,000	
SOL090034	Soltrans	Bus Purchase (4) 45' CNG Commuter Coaches	2,436,729		357,236
SOL070032	Soltrans	Preventive Maintenance	711,997		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,221,660		
SON150013	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	467,090		176,479
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	0		
ALA150046	Union City	Union City: Midlife Rehab of (2) 35' CNG Vehicles	410,000		
NEW	Union City	Zero-Emission Bus Procurement	410,000		
SOL010007	Vacaville	Operating Assistance	883,211		
SCL050001	VTA	40' Hybrid Bus Procurement	33,824,944		2,805,456
SCL150019	VTA	Radio System Upgrade	0		
SCL050002	VTA	Rail Replacement Program		3,600,000	
SCL050049	VTA	Rail Substation Rehab/ Replacement		3,000,000	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
SCL110104	VTA	Light Rail Track Crossovers and Switches		777,500	
CC-150014	WestCat	Replacement of (1) 40-Foot Revenue Vehicle	434,600		
CC-150015	WestCat	Fast Fare Electronic Farebox (1)	14,249		
SF-110053	WETA	Ferry Vessel Replacement		11,449,600	
REG090057	WETA	Ferry Major Component Rehab/Replacement		7,912,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,880,000	
REG090067	WETA	Ferry Passenger Float/Gangway		74,790	
<b>Total Capital Projects</b>			<b>189,532,098</b>	<b>201,267,298</b>	<b>11,836,186</b>
<b>Total Programmed</b>			<b>210,064,908</b>	<b>221,344,306</b>	<b>11,836,186</b>
<b>Fund Balance</b>			<b>4,394,818</b>	<b>0</b>	<b>382,285</b>

Date: 1/27/2016

W.L.: 1512

Referred by: PAC

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

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

09/25/19-C

Attachment A

Resolution No. 4212, Revised

Page 3 of 3

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

1.	Program is based on final apportionments issued by FTA in February 2016.
2.	AC Transit: \$6.4M of BATA project savings have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCGP projects in order to resolve the shortfall in the San Francisco - Oakland urbanized area. BATA Project Savings are being programmed in lieu of AB664 plus BATA Project Savings (both part of CCCGP funding plan) in order to reduce the number of fund sources. In the next program year, AB664 funds can be programmed in lieu of BATA project savings.
3.	SFMTA: \$8.2M of AB664 funds have been programmed to SFMTA's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCGP projects to enable SFMTA to execute a contract option that would result in earlier delivery of buses.
4.	SFMTA: \$15.3M of FY15 FG (Fixed Guideway) Cap deferred by formula based on grant balances to FY18 as SFMTA did not meet their fixed guideway spending target. This deferral is reduced to \$5.3M due to a \$10M voluntary deferral.
5.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
6.	Caltrain: Caltrain did not meet their FG spending target. However, they were exempted from a deferral of their FG Cap because Caltrain's FG Caps were still committed to the Electrification project at the time the preliminary program was adopted. The preliminary program was revised in June 2016 to program the full \$12.6 million FG cap to rehab projects. Caltrain's FY17 FG cap will be adjusted to reflect missing the FG spending target.
7.	Clipper: \$14.2M of Clipper's request for \$19.2M is being deferred to FY17 in order to reduce shortfall in the San Francisco Oakland Urbanized Area, as this would not from a cash flow standpoint impede Clipper's ability to fund current equipment replacement or contracts.
8.	BART Car Exchange PM: \$26.9M of BART's request for \$74.5M for the BART Car Replacement Project is being deferred to future years in order to reduce shortfall in the San Francisco Oakland Urbanized Area.
9.	Caltrain: The program reserved \$39.8M in a vehicle procurement reserve for future programming. \$22.6M of this reserve was reprogrammed to the EMU procurement project in FY16, with the remainder reserved for future programming. Also, by agreement with VTA, SFMTA, and Caltrain, EMUs are being funded from San Jose in this cycle to help address the shortfall. Future EMU programming will come more from SF-O to maintain a 2/3-1/3 split overall.  In December 2016, Caltrain requested that \$22.6 million be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY12 through FY16 to FY19. These funds will have priority for programming in FY19 as a prior-year commitment. GGBHTD voluntarily deferred their 67 40' Diesel Bus procurement to FY17; also exercised the Capital Exchange element of the TCP policy by deferring replacement of these vehicles until FY16-17. Total savings to the region equals \$3,529,895, GGBHTD will utilize the option for using these savings towards their ACIS and Miscellaneous Facilities Rehab projects.
11.	LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of seven 2002 40' diesel vehicles for life. Total savings to the region equals \$1,769,700. LAVTA will utilize the option for using these savings towards their Service Vehicle Replacement and Preventive Maintenance projects.
12.	WETA: Voluntarily deferred \$1,517,210 of FG cap to FY17. These funds will have priority for programming in FY17 as a prior-year commitment. WETA also transferred \$5,392,000 from Ferry Vessel Replacement (M/V Vallejo) to two fixed guideway rehab projects, reversing the deferral of \$5,392,000 in FY14 fixed guideway caps. The remaining \$11.5 million programmed for Ferry Vessel Replacement completes the regional share of the M/V Vallejo replacement project.
13.	Union City Transit elected to defer \$130,627 of ADA Set-aside from FY16 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.
14.	In September 2019, ECCTA exercised the Cost Effective Bus Procurement element of the TCP Policy on their bus replacement project, directing 50% of the \$308,102 of FY16 5307 and \$86,527 of FY16 5339 funds to the Oakley Park & Ride Project. \$40,429 of 5307 funds and \$43,264 of 5339 funds is being programmed to the same Oakley Park & Ride Project, consistent with the Capital Exchange element of the TCP Policy. ECCTA will repay the region in a future year (tent. FY23) by reducing the eligibility of a bus replacement project for TCP funds by the same amount (\$83,693).

Date: March 22, 2017  
W.I.: 1514  
Referred by: PAC  
Revised: 04/26/17-C 07/26/17-C  
12/20/17-C 06/27/18-C  
01/23/19-C 05/22/19-C  
03/25/20-C

ABSTRACT

Resolution No. 4262, Revised

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

The following attachments are provided with this resolution:

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

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

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

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

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

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

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

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

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

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

Attachments C and D of this resolution were revised on May 22, 2019 to program the remainder of the FY2018-19 AB 664 Bridge Toll funds based on the final revisions to the FY2018-19 TCP program and to make other revisions to the FY2018-19 and FY2019-2020 program consistent with TCP policy and commitments of the Core Capacity Challenge Grant Program.

Attachment D of this resolution was revised on March 25, 2020 to program the remainder of the FY2019-20 AB 664 Net Bridge Toll Revenue funds based on the final revisions to the FY2019-20 TCP program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, and March 11, 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4262

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

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

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

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

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



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

METROPOLITAN TRANSPORTATION COMMISSION



---

Jake Mackenzie, Chair

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

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

Attachment A  
Resolution No. 4262  
Page 1 of 3

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

FY2016-17 Program				
			East Bay	West Bay
	<b>Revenue</b>		<b>3,184,460</b>	<b>22,700,000</b>
	<b>Previous Year Carry-Over (if any)</b>			
	<b>Expirations and Rescissions</b>		<b>6,774,769</b>	<b>1,792,280</b>
	<b>Total Funds Available</b>		<b>9,959,229</b>	<b>24,492,280</b>
<b>Sponsor</b>	<b>Eligible Capital Projects</b>	<b>Fund Source</b>		
<u>Current Year Programming</u>				
<u>AC Transit Non-Core Capacity Projects</u>				
AC Transit	CAD/AVL	§ 5307		
AC Transit	Radio communication system	§ 5307		
AC Transit	Paratransit Van Leasing	§ 5307		
AC Transit	(51) Diesel Particulate Filters for 30' Buses	§ 5307		
AC Transit	Replace (27) 2003 60' articulated buses	§ 5307		
	<b>Subtotal - Non-Core Capacity Projects (5)</b>		<b>1,177,611</b>	<b>-</b>
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Purchase 31 45-ft Over-the-Road Coaches	FY17 5307		
	<b>Subtotal - Core Capacity projects</b>		<b>1,584,460</b>	<b>-</b>
	<b>Total Amount Programmed to AC Transit (5)</b>		<b>2,762,071</b>	<b>-</b>
BART	ADA Paratransit Capital Accessibility Improvements	§ 5307		
BART	Strategic Maintenance Program	§ 5307/§ 5309 FG		
BART	General Mainline Renovation	§ 5307/§ 5309 FG		
BART	Train Control Renovation	§ 5309/37 FG		
BART	Traction Power	§ 5307/§ 5309/37 FG		
BART	Rail, Way and Structures Program	§ 5307/§ 5309/37 FG		
BART	Fare Collection Equipment	§ 5307/§ 5309/37 FG		
BART	Station Renovations	§ 5307/§ 5309 FG		
BART	L-intrusion Barrier	§ 5307/§ 5309 FG		
BART	Lake Merritt Subway	§ 5307/§ 5309 FG		
BART	Platform Edge Tile Replacement	§ 5307/§ 5309 FG		
	<b>Total Amount Programmed to BART(1)</b>		<b>3,717,116</b>	<b>-</b>
Caltrain	Systemwide Track Rehabilitation	§ 5337		
Caltrain	Communications System/Signal Rehabilitation	§ 5337		
	<b>Total Amount Programmed to Caltrain</b>		<b>-</b>	<b>594,437</b>
ECCTA	Transit Bus Replacements	§ 5307		
	<b>Total Amount Programmed to ECCTA</b>		<b>434,051</b>	<b>-</b>

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

Attachment A  
Resolution No. 4262  
Page 2 of 3

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

<b>FY2016-17 Program</b>				
SamTrans	Replacement of 2003 Gillig Buses	\$ 5307		
	<b>Total Amount Programmed to SamTrans</b>		-	<b>105,563</b>
<b>SFMTA Non-Core Capacity Projects</b>				
SFMTA	45 40' NABI Replacement	\$ 5307/\$ 5339 FG		
SFMTA	35 22' Paratransit vans	\$ 5307		
SFMTA	58 40' Neoplan Bus Replacement	\$ 5307		
SFMTA	26 60' Neoplan Bus Replacement	\$ 5307		
SFMTA	60 60' New Flyer Trolley Bus Replacement	\$ 5307		
SFMTA	ITS Radio System Replacement	\$ 5307/\$ 5337		
SFMTA	Muni Rail Replacement	\$ 5337		
SFMTA	Cable Car Renovation Program	\$ 5337		
SFMTA	Accessible Light Rail Stops	\$ 5309		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subway	\$ 5307		
SFMTA	Automatic Fare Collection Equip	\$ 5307/\$ 5309		
SFMTA	Central Control & Communication (C3)	\$ 5307/\$ 5309		
SFMTA	Enterprise Asset Management System	\$ 5309		
SFMTA	Escalator Rehabilitation	\$ 5307/\$ 5309		
SFMTA	Historic Vehicle Renovation	\$ 5307/\$ 5309		
SFMTA	Misc. Security Expenditures	\$ 5307		
SFMTA	Overhead Lines Rehab	\$ 5309		
SFMTA	Replace 6 Paratransit Minivans	AB664		
SFMTA	Farebox Replacement	AB664		
SFMTA	Cable Car Infrastructure	AB664		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	\$ 5307/\$ 5309		
SFMTA	Wayside Fare Collection	AB664		
SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	AB664		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Reh	AB664		
	<b>Subtotal - Non-Core Capacity Projects (2)</b>		-	<b>18,310,178</b>
<b>SFMTA Core Capacity Projects</b>				
SFMTA	Replacement of 60' Trolley Coaches	AB664		
	<b>Subtotal - Core Capacity projects</b>		-	<b>5,482,102</b>
	<b>Total Amount Programmed to SFMTA (2, 3)</b>		-	<b>23,792,280</b>

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

Attachment A  
Resolution No. 4262  
Page 3 of 3

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

<b>FY2016-17 Program</b>				
SolTrans	Technology Enhancements	\$ 5307		
SolTrans	Facilities and Amenities Improvements	\$ 5307		
SolTrans	Preventive Maintenance	\$ 5307		
SolTrans	Bus Purchase (Alternative Fuel)	\$ 5339		
	<b>Total Amount Programmed to SolTrans</b>		<b>762,771</b>	<b>-</b>
Union City	Replace 6 2009 Paratransit Cut-away Vehicles	\$ 5307		
Union City	Replace 1 2003 Paratransit Sedan	\$ 5307		
	<b>Total Amount Programmed to Union City</b>		<b>209,710</b>	<b>-</b>
WestCat	Replacement of 2 40' Revenue Vehicles	\$ 5307		
WestCat	Purchase of 2 Fast Fare Electronic Fareboxes	\$ 5307		
	<b>Total Amount Programmed to WestCat</b>		<b>193,468</b>	<b>-</b>
WETA	Replacement Vessel	\$ 5307		
WETA	Ferry Major Component Rehabilitation	\$ 5307		
WETA	Ferry Propulsion System Replacement	\$ 5307		
WETA	Ferry Fixed Guideway Connectors	\$ 5307		
	<b>Total Programmed to WETA (4)</b>		<b>1,880,042</b>	<b>-</b>
Fund Balance			<b>-</b>	<b>-</b>

**Notes:**

- 1 Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
- 2 Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280. "Station Area Pedestrian and Bike Access Improvements" project is eligible through a fund exchange, whereby SFMTA is using local funds for a TCP Scope 16 project, and TCP / AB 664 funds are being used for the (otherwise low-scoring) station area project.
- 3 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of \$69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including \$18,213,416 in FY17.
- 4 Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042
- 5 Includes AC Transit reallocation of lapsed FY2012-13 funds \$1,177,611

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

FY2017-18 Program				
			East Bay	West Bay
	Revenue		19,156,072	24,988,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		1,692,629	1,007,472
	Total Funds Available		20,848,701	25,995,472
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
<u>AC Transit Non-Core Capacity Projects</u>				
AC Transit	CAD/AVL	§ 5307/§ 5337 FG		
AC Transit	Radio Communication System	§ 5307/§ 5309 FG		
AC Transit	Paratransit Van Leasing	§ 5307/§ 5309 FG		
AC Transit	(51) Diesel Particulate Filters for 30' Buses	§ 5309/37 FG		
AC Transit	Replace (28) 2000 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (40) 2002 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (27) 2003 60' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Fare Box Replacement	§ 5307/§ 5309/37 FG		
	Subtotal - Non-Core Capacity Projects (1)		1,648,072	-
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Purchase (59) 40ft Urban Buses - Diesel	§ 5307		
AC Transit	Purchase 31 45-ft Over-the-Road Coaches	§ 5307		
	Subtotal - Core Capacity projects		4,999,473	-
	Total Amount Programmed to AC Transit (1)		6,647,545	-
BART	Railcar Procurement Program	§ 5307/§ 5337		
	Total Amount Programmed to BART		12,556,599	-
Caltrain	Systemwide Track Rehabilitation	§ 5307/§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5307/§ 5337 FG		
Caltrain	Revenue Vehicle Rehab	§ 5307/§ 5337 FG		
	Total Amount Programmed to Caltrain			700,000
CCCTA	Replace 42 22' Gasoline 7-Year Paratransit Vans	§ 5307/§ 5339 FG		
CCCTA	Replace 3 Gasoline 7-Year Paratransit Minivans	§ 5307/§ 5339 FG		
	Total Amount Programmed to CCCTA		181,305	
ECCTA	Clipper II Digital Communication Equipment	§ 5307/§ 5339 FG		
	Total Amount Programmed to ECCTA		40,437	
LAVTA	Hybrid Bus Battery Pack Replacement	§ 5307/§ 5339 FG		
	Total Amount Programmed to LAVTA		25,759	

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

FY2017-18 Program				
			East Bay	West Bay
<u>SFMTA Non-Core Capacity Projects</u>				
SFMTA	45 40' NABI Replacement	\$ 5307/\$ 5339 FG		
SFMTA	35 22' Paratransit vans	\$ 5307 FG		
SFMTA	58 40' Neoplan Bus Replacement	\$ 5307 FG		
SFMTA	26 60' Neoplan Bus Replacement	\$ 5307 FG		
SFMTA	60 60' New Flyer Trolley Bus Replacement	\$ 5307 FG		
SFMTA	ITS Radio System Replacement	\$ 5307/\$ 5337 FG		
SFMTA	Muni Rail Replacement	\$ 5337 FG		
SFMTA	Cable Car Renovation Program	\$ 5337 FG		
SFMTA	Accessible Light Rail Stops	\$ 5309 FG		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subway	\$ 5307 FG		
SFMTA	Automatic Fare Collection Equip	\$ 5307/\$ 5309 FG		
SFMTA	Central Control & Communication (C3)	\$ 5307/\$ 5309 FG		
SFMTA	Escalator Rehabilitation	\$ 5307/\$ 5309 FG		
SFMTA	Historic Vehicle Renovation	\$ 5307/\$ 5309 FG		
SFMTA	Misc. Security Expenditures	\$ 5307 FG		
SFMTA	Overhead Lines Rehab	\$ 5309 FG		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	\$ 5307/\$ 5309 FG		
SFMTA	Signal Rehab on 2nd Street	\$ 5307 FG		
	<i>Subtotal - Non-Core Capacity Projects (3)</i>		-	855,722
<u>SFMTA Core Capacity Projects</u>				
SFMTA	Replacement of 40' Trolley Coaches	\$ 5307/\$ 5337		
SFMTA	Replacement of 60' Motor Coaches	\$ 5307		
	<i>Subtotal - Core Capacity projects (2)</i>		-	24,288,000
	<b>Total Amount Programmed to SFMTA (2,3)</b>		-	<b>25,143,722</b>
SamTrans	Capital Maintenance-Fuel	\$ 5307		
SamTrans	Advanced Communication System Upgrades	\$ 5307		
SamTrans	Replacement of 19 2007 Cutaway Buses	\$ 5307		
	<b>Total Amount Programmed to SamTrans (4)</b>		-	<b>151,750</b>
SolTrans	Bus Purchase (Alternative Fuel)	\$ 5307/\$ 5339 FG		
SolTrans	Preventive Maintenance	\$ 5307/\$ 5339 FG		
	<b>Total Amount Programmed to SolTrans</b>		<b>155,750</b>	
Westcat	Revenue Vehicle Replacement	\$ 5307 FG		
Westcat	Service Vehicle Replacement	\$ 5307 FG		
Westcat	Replacement of 2 35' suburban diesel transit buses	\$ 5307 FG		
Westcat	Replacement of 2 35' suburban diesel transit buses	\$ 5307 FG		
	<b>Total Amount Programmed to WestCAT (5)</b>		<b>44,557</b>	-

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

FY2017-18 Program			East Bay	West Bay
WETA	Ferry Vessel Replacements (Richmond Ferry Service)	\$ 5307/\$ 5337 FG		
WETA	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Inti	\$ 5307/\$ 5337 FG		
WETA	Ferry Channel Dredging	\$ 5307/\$ 5337 FG		
	<b>Total Amount Programmed to WETA</b>		<b>1,196,749</b>	
		Fund Balance	-	-

**Notes:**

- 1 Includes AC Transit reallocation of lapsed FY2013-14 funds \$1,648,072
- 2 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of \$69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including \$22,557,820 in FY18.
- 3 Includes SFMTA reallocation of lapsed FY2013-14 funds \$855,722
- 4 Includes SamTrans reallocation of lapsed FY2013-14 funds \$151,750
- 5 Includes WestCAT reallocation of lapsed FY2013-14 funds \$44,557

## PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

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



Date: March 22, 2017

W.I.: 1514

Referred by: PAC

Revised: 12/20/17-C 01/23/19-C

05/22/19-C 03/25/20-C

Attachment D  
Resolution No. 4262

Page 1 of 1

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

FY2019-20 Program				
			East Bay	West Bay
	Revenue Projections		1,988,240	16,455,174
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		1,988,240	16,455,174
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Replace (27) 40-ft Urban Buses - Hybrid	§ 5307/5339		
	Subtotal - Core Capacity projects		388,240	-
	Total Amount Programmed to AC Transit		388,240	-
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	TVM Rehab & Clipper Functionality	§ 5337 FG		
Caltrain	Revenue Vehicle Rehab	§ 5337 FG		
	Total Amount Programmed to Caltrain		-	639,595
SamTrans	Replacement of Cut-away Buses	§ 5307		
	Total Amount Programmed to SamTrans		-	60,405
SFMTA	Cable Car Vehicle Renovation Program	§ 5307/§ 5337		
SFMTA	Muni Rail Replacement	§ 5307/§ 5337		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	§ 5307/§ 5337		
SFMTA	Potrero Facility Planning	§ 5307/§ 5337		
	Total Amount Programmed to SFMTA (1)		-	15,755,174
SolTrans	Preventive Maintenance	§ 5307/§ 5339		
SolTrans	Bus Purchase Alternative Fuel	§ 5307/§ 5339		
	Total Amount Programmed to SolTrans		299,521	-
Union City	Electric Bus Procurement	§ 5307		
	Total Amount Programmed to Union City		343,242	-
Westcat	Replacement of 6 40' Revenue Vehicles	§ 5307		
Westcat	Purchase of 6 Fast Fare Electronic Fareboxes	§ 5307		
	Total Amount Programmed to WestCAT		218,797	-
WETA	Ferry Fixed Guideway Connectors	§ 5337 FG		
WETA	Ferry Major Component Rehabilitation	§ 5337 FG		
	Total Amount Programmed to WETA		738,440	-
Fund Balance			-	-

**Notes:**

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

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 04/26/17-C 07/26/17-C  
12/20/17-C 06/27/18-C  
05/22/19-C 03/25/20-C

ABSTRACT

Resolution No. 4263, Revised

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

The following attachments are provided with this resolution:

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

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

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

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

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

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

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

**ABSTRACT**

MTC Resolution No. 4263, Revised

Page 2

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

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

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

Attachment D of this resolution was revised on March 25, 2020 to allocate \$1,088,974 to AC Transit consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate \$2,300,000 to other non-Core Capacity Challenge Grant Program operators based on the final revisions to the FY2019-20 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, June 13, 2018, May 8, 2019, and March 11, 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4263

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

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

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 04/26/17-C  
07/26/17-C

Attachment A  
Resolution No. 4263  
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE  
FY 2016-17 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
17-4263-01/5850	AC Transit	Capital projects programmed in MTC Resolution No. 4262	\$1,584,460		3/22/2017
17-4263-02/5850	BART <sup>1</sup>	Capital projects programmed in MTC Resolution No. 4262	\$3,717,116		3/22/2017
17-4263-03/5850	SFMTA <sup>2</sup>	Capital projects programmed in MTC Resolution No. 4262		\$5,578,864	3/22/2017
17-4263-04/5850	WETA <sup>3</sup>	Capital projects programmed in MTC Resolution No. 4262	\$1,880,042		3/22/2017
17-4263-05/5850	AC Transit <sup>4</sup>	Capital projects programmed in MTC Resolution No. 4262	\$1,177,611		4/26/2017
17-4263-06/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		\$594,437	7/26/2017
17-4263-07/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	\$434,051		7/26/2017
17-4263-08/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262		\$105,563	7/26/2017
17-4263-09/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$762,771		7/26/2017
17-4263-10/5850	Union City	Capital projects programmed in MTC Resolution No. 4262	\$209,710		7/26/2017
17-4263-11/5850	WestCat	Capital projects programmed in MTC Resolution No. 4262	\$193,469		7/26/2017
					<b>Grand Total</b>
Total Allocations			\$9,959,230	\$6,278,864	\$16,238,094

Notes:

1. Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
2. Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
3. Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042
4. Includes AC Transit reallocation of lapsed FY2012-13 funds \$1,177,611

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

Attachment B  
Resolution No. 4263  
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE  
FY 2017-18 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
18-4263-01/5850	AC Transit <sup>1</sup>	Capital projects programmed in MTC Resolution No. 4262	6,647,545		12/20/2017
18-4263-02/5850	BART	Capital projects programmed in MTC Resolution No. 4262	12,556,599		12/20/2017
18-4263-03/5850	SFMTA <sup>2</sup>	Capital projects programmed in MTC Resolution No. 4262		2,585,902	12/20/2017
18-4263-04/5850	SamTrans <sup>3</sup>	Capital projects programmed in MTC Resolution No. 4262		151,750	12/20/2017
18-4263-05/5850	WestCAT <sup>4</sup>	Capital projects programmed in MTC Resolution No. 4262	44,557		12/20/2017
18-4263-06/5850	CCCTA	Capital projects programmed in MTC Resolution No. 4262	181,305		6/27/2018
18-4263-07/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	40,437		6/27/2018
18-4263-08/5850	LAVTA	Capital projects programmed in MTC Resolution No. 4262	25,759		6/27/2018
18-4263-09/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	155,750		6/27/2018
18-4263-10/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	1,196,749		6/27/2018
18-4263-11/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		700,000	6/27/2018
18-4263-12/5850	SFMTA	Capital projects programmed in MTC Resolution No. 4262		40,771,236	6/27/2018
					<b>Grand Total</b>
Total Allocations			\$ 20,848,701	\$ 44,208,888	\$ 65,057,589

**Notes:**

- 1 Includes AC Transit reallocation of lapsed FY2013-14 funds \$1,648,072
- 2 Includes SFMTA reallocation of lapsed FY2013-14 funds \$855,722
- 3 Includes SamTrans reallocation of lapsed FY2013-14 funds \$151,750
- 4 Includes WestCAT reallocation of lapsed FY2013-14 funds \$44,557

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

Attachment C  
Resolution No. 4263  
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE  
FY 2018-19 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
19-4263-01/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262	\$0	\$671,517	5/22/2019
19-4263-02/5850	ECCTA	Capital projects programmed in MTC Resolution No. 4262	\$36,086	\$0	5/22/2019
19-4263-03/5850	LAVTA	Capital projects programmed in MTC Resolution No. 4262	\$11,957	\$0	5/22/2019
19-4263-04/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262	\$0	\$28,483	5/22/2019
19-4263-05/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$102,711	\$0	5/22/2019
19-4263-06/5850	WestCat	Capital projects programmed in MTC Resolution No. 4262	\$320,875	\$0	5/22/2019
19-4263-07/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	\$1,128,371	\$0	5/22/2019
					<b>Grand Total</b>
Total Allocations			\$1,600,000	\$700,000	\$2,300,000



Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 03/25/20-C

Attachment D  
Resolution No. 4263  
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE  
FY 2019-20 Program**

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
20-4263-01/5850	AC Transit*	Capital projects programmed in MTC Resolution No. 4262	\$1,088,974		3/25/2020
20-4263-02/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		\$639,595	3/25/2020
20-4263-03/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262		\$60,405	3/25/2020
20-4263-04/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$299,521		3/25/2020
20-4263-05/5850	Union City Transit	Capital projects programmed in MTC Resolution No. 4262	\$343,242		3/25/2020
20-4263-06/5850	WestCAT	Capital projects programmed in MTC Resolution No. 4262	\$218,797		3/25/2020
20-4263-07/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	\$738,440		3/25/2020
Total Allocations					<b>Grand Total</b>
			\$2,688,974	\$700,000	\$3,388,974

\*Includes amounts programmed in FY2018-19 and FY2019-20.

Date: March 22, 2017  
W.I.: 1512  
Referred By: PAC  
Revised: 07/26/17-C 12/20/17-C  
06/27/18-C 01/23/19-C  
05/22/19-C 06/26/19-C  
09/25/19-C 12/18/19-C  
03/25/20-C

### ABSTRACT

#### Resolution No. 4272, Revised

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

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects

Attachment B – FY2017-18 Program of Projects

Attachment C – FY2018-19 Program of Projects

Attachment D – FY2019-20 Program of Projects

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

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

## ABSTRACT

MTC Resolution No. 4272, Revised

Page 2

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4272, Revised

Page 3

Attachments A through E of this resolution were revised on March 25, 2020 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2019-20 FTA apportionments.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, June 12, 2019, September 4, 2019, December 11, 2019, and March 11, 2020.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4272

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

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

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>429,068,809</b>	<b>216,350,798</b>	<b>200,398,884</b>	<b>12,319,127</b>
<b>Previous Year Carryover</b>			<b>21,951,733</b>	<b>4,394,818</b>	<b>17,174,630</b>	<b>382,285</b>
<b>Funds Available for Programming</b>			<b>451,020,542</b>	<b>220,745,616</b>	<b>217,573,514</b>	<b>12,701,412</b>
<b>Lifeline Set-Aside</b>						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200	3,368,200		
<b>ADA Operating Set-Aside</b>						
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331	3,856,331		
ALA170079	ACE	Railcar Midlife Overhaul	51,578	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999	2,415,999		
SM-170010	Caltrain	TVM Rehab and Clipper Functionality	175,410	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024	541,024		
MRN150014	GGBHTD	Ferry Major Components Rehab	175,309	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	341,904	341,904		
MRN110047	Marin Transit	ADA Paratransit Assistance	701,236	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311	63,311		
SON150007	Petaluma	ADA Set-Aside	90,300	90,300		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353	1,773,353		
SON170003	Santa Rosa	ADA Operating Assistance	236,154	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625	4,591,625		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	290,178	290,178		
SON150013	Sonoma County	SCT Replacement Bus Purchase	25,581	25,581		
ALA170039	Union City	ADA Set-Aside	134,260	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,433	3,754,433		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365	258,365		
<b>Total Program Set-asides and Commitments</b>			<b>24,052,329</b>	<b>24,052,329</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>426,968,213</b>	<b>196,693,287</b>	<b>217,573,514</b>	<b>12,701,412</b>
<b>Capital Projects</b>						
ALA170028	AC Transit	Purchase 35 40-ft Hybrid-Electric Buses	14,472,150	14,472,150		
ALA0170032	AC Transit	Purchase 31 45-ft Over-the-Road Coaches	5,924,378	4,587,713		1,336,665
ALA170029	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	3,003,000	3,003,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994	1,168,994		
ALA170030	AC Transit	Preventive Maintenance (deferred comp)	780,640	780,640		
ALA170079	ACE	Railcar Midlife Overhaul	3,080,000		3,080,000	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000	1,355,640	134,360	
BRT030005	BART	Traction Power	17,000,000	12,777,726	4,222,274	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030004	BART	Train Control	10,000,000	10,000,000		
REG090037	BART	Railcar Procurement Program	6,426,296	364,117	6,062,179	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	31,805,399	31,805,399		
SM-170005	Caltrain	South San Francisco Station Rehabilitation	16,207,600		16,207,600	
REG090051	Caltrain	Revenue Vehicle Rehab Program	5,000,000		5,000,000	
SM-03006B	Caltrain	Systemwide Track Rehabilitation	4,693,408		4,693,408	
SM-050041	Caltrain	Communications System/Signal Rehabilitation	1,200,000		1,200,000	
NEW	ECCTA	Oakley Park & Ride	812,898	812,898		
SOL010006	Fairfield	Operating Assistance	2,493,081	2,493,081		
SOL110041	Fairfield	Bus Replacement	269,387			269,387
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	3,000,000		3,000,000	
MRN170009	GGBHTD	Replacing 6 Paratransit 22' Gas Cut-away Vehicles	557,202			557,202
MRN170003	Marin Transit	Replace 3 Paratransit Vehicle	218,940	218,940		
MRN170004	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280	85,280		
NAP970010	Napa VINE	Operating Assistance	2,084,334	2,084,334		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	180,025		15,278	164,747
SON170004	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100	45,100		
SON170005	Petaluma	Transit Yard & Facilities Improvements	45,100	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861	455,861		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches	95,660,612		95,660,612	
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520	63,128,520		
SF-170005	SFMTA	Replacement of 60' Trolley Coaches	28,100,579		28,100,579	
SF-150006	SFMTA	Replacement of 60' Motor Coaches	10,008,506	5,295,178		4,713,328
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	2,190,339	1,824,023		366,316

Date: March 22, 2016  
W.I.: 1512  
Referred by: PAC  
Revised: 07/26/17-C 12/20/17-C  
06/27/18-C 09/25/19-C  
03/25/20-C

Attachment A  
Resolution No. 4272  
Page 2 of 2

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SOL070032	SolTrans	Preventive Maintenance	837,984	837,984		
SOL110040	SolTrans	Operating Assistance	560,000	560,000		
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON150013	Sonoma County	SCT Replacement Bus Purchase	610,089	430,080		180,009
ALA170014	Union City	Replace 6 2009 Paratransit Cut-away vehicles	846,240	846,240		
ALA170015	Union City	Replace 1 2003 Paratransit Vehicle	141,040	141,040		
NEW	Union City	Zero-Emission Bus Procurement	141,040	141,040		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	20,000,000	17,107,280		2,892,720
SCL170011	VTA	Replace Rail Crossing Control Equipment	4,368,000		4,368,000	
SCL050002	VTA	Rail Replacement Program	4,334,405		4,334,405	
SCL170005	VTA	Paratransit Vehicle Procurement	2,893,751	2,893,751		
SCL050049	VTA	Rail Substation Rehab/Replacement	2,644,841		2,644,841	
SCL170006	VTA	Replace Fault Monitoring System on LRVs	2,255,200		2,255,200	
SCL170010	VTA	Guadalupe Train Wash Replacement	1,448,000		1,448,000	
SCL110099	VTA	Light Rail Bridge & Structure SGR	1,440,000		1,440,000	
SCL170008	VTA	Vasona Pedestrian Back Gates	1,207,559		1,207,559	
SCL150005	VTA	Train-to-Wayside Communications System Upgrade	1,084,600		1,084,600	
SCL170007	VTA	Pedestrian Swing Gates Replacement	704,000		704,000	
SCL170009	VTA	Chaboya Yard Well Removal	196,000		196,000	
CC-170006	WestCAT	Replacement of 2 40' Revenue Vehicles	882,320	882,320		
CC-170007	WestCAT	Purchase of 2 Fast Fare Electronic Fareboxes	28,498	28,498		
<b>Total Capital Projects</b>			<b>411,554,213</b>	<b>190,819,222</b>	<b>210,254,617</b>	<b>10,480,374</b>
<b>Total Programmed</b>			<b>435,606,542</b>	<b>214,871,551</b>	<b>210,254,617</b>	<b>10,480,374</b>
<b>Fund Balance</b>			<b>15,414,000</b>	<b>5,874,065</b>	<b>7,318,897</b>	<b>2,221,038</b>



Date: 3/22/2017  
W.I.: 1512  
Referred by: PAC  
Revised: 12/20/17-C 06/23/18-C  
09/25/19-C 12/18/19-C  
03/25/20-C

Attachment B  
Resolution No. 4272  
Page 1 of 2

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>479,370,309</b>	<b>224,379,528</b>	<b>238,132,825</b>	<b>16,857,956</b>
<b>Previous Year Carryover</b>			<b>15,414,000</b>	<b>5,874,065</b>	<b>7,318,897</b>	<b>2,221,038</b>
<b>Funds Available for Programming</b>			<b>494,784,309</b>	<b>230,253,593</b>	<b>245,451,722</b>	<b>19,078,994</b>
<b>Lifeline Set-Aside</b>						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,437,064	3,437,064		
<b>ADA Operating Set-Aside</b>						
ALA990076	AC Transit	ADA Paratransit Assistance	3,935,175	3,935,175		
ALA170079	ACE	Railcar Midlife Overhaul	52,633	52,633		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,465,395	2,465,395		
SM-170010	Caltrain	TVM Rehab and Clipper Functionality	178,996	-	178,996	
CC-99T001	CCCTA	ADA Paratransit Assistance	1,232,472	1,232,472		
MRN150014	GGBHTD	Ferry Major Components Rehab	178,839	178,839		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	349,165	349,165		
MRN110047	MCTD	ADA Paratransit Assistance	715,573	715,573		
NAP030004	Napa Vine	ADA Operating Assistance	64,606	64,606		
SON150007	Petaluma	ADA Set-Aside	92,187	92,187		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,809,609	1,809,609		
SON170003	Santa Rosa	ADA Operating Assistance	240,982	240,982		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,685,502	4,685,502		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	296,111	296,111		
SON150013	Sonoma County	SCT Replacement Bus Purchase	26,116	26,116		
CC-030035	ECCTA	ADA Operating Assistance	552,085	552,085		
ALA170039	Union City	ADA Set-Aside	137,005	137,005		
SCL050046	VTA	ADA Operating Set-Aside	3,831,392	3,831,392		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	263,648	263,648		
REG090057	WETA	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Int	7,929	7,929		
<b>Total Program Set-asides and Commitments</b>			<b>24,552,483</b>	<b>24,373,487</b>	<b>178,996</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>470,231,826</b>	<b>205,880,106</b>	<b>245,272,726</b>	<b>19,078,994</b>
<b>Capital Projects</b>						
ALA170082	AC Transit	Purchase (59) 40ft Urban Buses - Diesel	5,820,689			5,820,689
ALA170032	AC Transit	Purchase 31 45-ft Over-the-Road Coaches	4,582,729	4,582,729		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,449,739	1,449,739		
ALA170079	ACE	Railcar Midlife Overhaul	2,975,789		2,975,789	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000	1,143,890	346,110	
REG090037	BART	Railcar Procurement Program	26,763,592	23,130,134	3,633,458	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	17,000,000		17,000,000	
BRT030004	BART	Train Control	9,563,082		9,563,082	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	73,796,897	73,796,897		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	12,893,000		12,893,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	819,309		819,309	
CC-170051	CCCTA	Replace 42 22' Gasoline 7-Year Paratransit Vans	4,305,000	2,426,455		1,878,545
CC-170053	CCCTA	Replace 3 Gasoline 7-Year Paratransit Minivans	130,380	130,380		
NEW	ECCTA	Oakley Park & Ride	989,240			989,240
SOL010006	Fairfield	Operating Assistance	2,554,835	2,554,835		
SOL110041	Fairfield	Bus Replacement	367,380			367,380
MRN170008	GGBHTD	Replace 67 Fixed Rte 40' Buses	48,457,080	45,104,777		3,352,303
MRN150014	GGBHTD	Ferry Major Components Rehab - MS Marin	2,000,000		2,000,000	
MRN150015	GGBHTD	Ferry Propulsion: MS Marin	2,000,000		2,000,000	
ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	630,170	245,149		385,021
MRN170005	MCTD	Replace Four (4) Rural Cutaway Vehicles	505,120	505,120		
MRN150011	MCTD	Vehicle Replacement- one Shuttle	102,500	102,500		
NAP970010	Napa Vine	Operating Assistance	2,164,144	2,164,144		
NAP090008	Napa Vine	Replacement and upgrades to equipment	224,681	-		224,681
SON170018	Petaluma	Purchase (1) Replacement Fixed Route Bus	185,867	185,867		
SON170020	Petaluma	Purchase (2) Replacement Paratransit Vans	147,600	147,600		
SON170005	Petaluma	Transit Yard and Facility Improvements	45,800	45,800		
SON170019	Petaluma	Purchase Service Vehicle	28,000	28,000		
SON170017	Petaluma	AVL Equipment	19,200	19,200		
SON090023	Santa Rosa	Operating Assistance	1,614,870	1,614,870		
SON090024	Santa Rosa	Preventive Maintenance	563,010	563,010		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches	93,892,831		93,892,831	
SF-970170	SFMTA	Muni Rail Replacement	10,002,337		10,002,337	
SF-99T005	SFMTA	Rehab Historic Streetcars	7,000,000		7,000,000	
SF-150005	SFMTA	Replacement of 40' Motor Coaches	5,013,526	5,013,526		
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	4,500,000		4,500,000	
SF-970170	SFMTA	Overhead Line Rehabilitation	3,750,000		3,750,000	
SF-150007	SFMTA	Farebox Replacement	2,060,800		2,060,800	
SF 99T002	SFMTA	Cable Car Infrastructure	1,250,000		1,250,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,018,464		1,018,464	

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 12/20/17-C 06/23/18-C  
09/25/19-C 12/18/19-C  
03/25/20-C

Attachment B  
Resolution No. 4272  
Page 2 of 2

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	250,000		250,000	
SF-030013	SFMTA	Wayside Fare Collection	250,000		250,000	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	2,499,530	2,000,000		499,530
SOL070032	SolTrans	Preventive Maintenance	800,000	800,000		
SOL110040	SolTrans	Operating Assistance	510,695	510,695		
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase	661,276	425,800		235,476
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	20,000,000	11,738,719	4,335,965	3,925,316
SCL050002	VTA	Rail Replacement Program	15,093,290		15,093,290	
SCL090044	VTA	OCS Rehabilitation Program	6,460,000		6,460,000	
SCL170050	VTA	SCADA Control Center System Replacement	3,015,200		3,015,200	
SCL170007	VTA	Pedestrian Swing Gates	2,720,000		2,720,000	
SCL150008	VTA	VTA Track Intrusion Abatement	1,600,000		1,600,000	
SCL170005	VTA	Paratransit Fleet Program	1,301,449	1,301,449		
SCL170049	VTA	SCADA Middleware Replacement	1,150,400		1,150,400	
SCL170008	Vasona	Pedestrian Back Gates	1,112,441		1,112,441	
SF-110053	WETA	Replace Ferry Vessels	20,428,858	14,868,858	5,560,000	
REG090054	WETA	Ferry Channel Dredging	2,480,000		2,480,000	
REG090057	WETA	Ferry Mid-Life Refurbishment - Taurus, Mare Island, & Intintoli	1,368,071		1,368,071	
<b>Total Capital Projects</b>			<b>459,759,871</b>	<b>198,770,143</b>	<b>243,311,547</b>	<b>17,678,181</b>
<b>Total Programmed</b>			<b>484,312,353</b>	<b>223,143,630</b>	<b>243,490,543</b>	<b>17,678,181</b>
<b>Fund Balance</b>			<b>10,471,956</b>	<b>7,109,963</b>	<b>1,961,180</b>	<b>1,400,813</b>

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Actual Apportionments	476,218,214	229,832,145	230,892,790	15,493,279
		Previous Year Carryover	10,471,956	7,109,963	1,961,180	1,400,813
		Funds Available for Programming	486,690,170	236,942,108	232,853,970	16,894,092

**Lifeline Set-Aside**

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,508,001	3,508,001		
----------	---------	---	-----------	-----------	--	--

**ADA Operating Set-Aside**

ALA990076	AC Transit	ADA Paratransit Assistance	4,394,476	4,394,476		
ALA170079	ACE	Railcar Midlife Overhaul	9,920	9,920		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	865,835	865,835		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,623	1,207,623		
MRN150014	GGBHTD	Ferry Major Components Rehab	171,757	171,757		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	406,769	406,769		
MRN110047	MCTD	ADA Paratransit Assistance	687,028	687,028		
NAP030004	Napa Vine	ADA Operating Assistance	68,209	68,209		
SON150007	Petaluma	ADA Set-Aside	86,485	86,485		
SON170003	Santa Rosa	ADA Operating Assistance	245,955	245,955		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,854,074	1,854,074		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,343,542	4,343,542		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	294,296	294,296		
SON150013	Sonoma County	Replacement Bus Purchase	31,966	31,966		
CC-030035	ECCTA	ADA Operating Assistance	556,469	556,469		
ALA170039	Union City	ADA Set-Aside	133,210	133,210		
SCL050046	VTA	ADA Operating Set-Aside	3,808,721	3,808,721		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	244,729	244,729		

<b>Total Program Set-asides and Commitments</b>	<b>22,919,064</b>	<b>22,919,064</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>	<b>463,771,106</b>	<b>214,023,044</b>	<b>232,853,970</b>	<b>16,894,092</b>

**Capital Projects**

ALA170081	AC Transit	Replace (24) 60ft Artic Urban Buses - Hybrid	13,254,330	5,795,984	-	7,458,346
ALA990052	AC Transit	Paratransit Van Capital Costs	1,580,574	1,580,574		
ALA170080	AC Transit	Replace (10) 24ft Cut-Away Vans	637,000	637,000		
ALA170038	AC Transit	Replace (6) 24ft Cut-Away Vans	382,200	382,200		
ALA170079	ACE	Railcar Midlife Overhaul	3,070,079	1,409,473	1,660,606	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000		1,490,000	
REG090037	BART	Railcar Replacement Program	45,466,817	22,227,925	23,238,892	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	10,000,000		10,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA190014	BART	Elevator Renovation Program	7,000,000		7,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000	6,211,000		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	1,896,182		1,896,182	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	67,582,236	67,582,236		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	222,104		222,104	
NEW	ECCTA	Oakley Park & Ride	512,543			512,543
SOL010006	Fairfield	Operating Assistance	2,597,033	2,597,033		
SOL110041	Fairfield	Bus Replacement	336,529			336,529
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	13,500,000		13,500,000	
MRN050025	GGBHTD	Facilities Rehabilitation	8,600,000	8,600,000		
MRN170024	GGBHTD	Replace 14 Paratransit Vehicle	1,044,680			1,044,680
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab	500,000		500,000	
ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	169,830			169,830
MRN170006	MCTD	Replace Articulated Vehicles	7,216,000	7,216,000		
NAP970010	Napa Vine	Operating Assistance	2,623,951	2,623,951		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	205,812			205,812
SON170017	Petaluma	AVL Model Upgrade	60,000	60,000		
SM150011	SamTrans	Purchase of Replacement Minivans	619,920	619,920		
SON150008	Santa Rosa	Fixed Route Bus Replacement	1,309,308	431,309		877,999
SON090023	Santa Rosa	Operating Assistance	1,095,895	1,095,895		
SON090024	Santa Rosa	Preventive Maintenance	611,309	611,309		
SF-970170	SFMTA	Overhead Line Rehabilitation	20,000,000		20,000,000	
SF-170018	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931	19,392,931		
SF-170019	SFMTA	40' Motor Coach Mid-Life Overhaul	16,928,241	16,928,241		
SF-970170	SFMTA	Muni Rail Replacement	16,736,000		16,736,000	
SF-090012	SFMTA	LRV Replacement	13,220,000		13,220,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	8,640,000		8,640,000	
SF-99T005	SFMTA	Rehab Historic Streetcars	8,000,000		8,000,000	

Date: February 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 12/20/17-C 06/27/18-C  
01/23/19-C 05/22/19-C  
06/26/19-C 09/25/19-C  
03/25/20-C

Attachment C  
Resolution No. 4272  
Page 2 of 2

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-190004	SFMTA	Fixed Guideway Facilities Condition Assessment Implementation Projects	5,900,000	5,000,000	900,000	
SF-190003	SFMTA	Muni Metro East Facility - Boiler Replacement	4,100,000		4,100,000	
SF-190002	SFMTA	L-Taraval Improvement Project - SGR Project Elements	4,070,000		4,070,000	
SF 99T002	SFMTA	Cable Car Infrastructure	4,000,000		4,000,000	
SF-030013	SFMTA	Wayside Fare Collection	2,000,000		2,000,000	
SF-070005	SFMTA	Van Ness BRT - SGR Project Elements	1,830,000		1,830,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,042,907		1,042,907	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	1,000,000		1,000,000	
SF-150007	SFMTA	Farebox Replacement	336,000	336,000		
SOL110040	SolTrans	Operating Assistance	2,419,610	2,419,610		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SolTrans	Bus Purchase Alternative Fuel	457,580			457,580
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	Replacement Bus Purchase	446,684	446,684		
SON150013	Sonoma County	Replacement Bus Purchase	220,141			220,141
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard & Small Bus Replacement	17,204,124	13,665,061	-	3,539,063
SCL090044	VTA	OCS Rehabilitation Program	12,520,000		12,520,000	
SCL 050002	VTA	Rail Replacement Program	5,692,305		5,692,305	
SCL190027	VTA	SCADA Hardware, Software, & Network Upgrade	4,447,296		4,447,296	
SCL150008	VTA	Track Intrusion Abatement	4,000,000		4,000,000	
SCL190023	VTA	Bus CCTV Replacement	2,640,000	2,640,000		
SCL190024	VTA	Transit Center Park & Ride Rehabilitation	1,600,000	1,600,000		
SCL190026	VTA	HVAC Replacement	1,448,265	1,448,265		
SCL110099	VTA	LRV Bridge Repair/Hamilton Structural Stabilization	1,080,000		1,080,000	
SCL190025	VTA	Gigabit Ethernet Network	960,000	960,000		
SCL170010	VTA	Replace Guadalupe Train Wash	800,000		800,000	
SCL170009	VTA	Chaboya Yard Well Removal	120,000	120,000		
CC-170010	WestCAT	Replacement of (9) 40ft Revenue Vehicles	3,877,781	3,877,781		
CC-150021	WestCAT	AVL & APC System Procurement & Installation	294,105	294,105		
CC-170020	WestCAT	Replace (2) Minivans	255,840	255,840		
CC-170011	WestCAT	Purchase of (9) Fast Fare Electronic Fareboxes	128,241	128,241		
CC-170013	WestCAT	Purchase of (2) Radio systems for (2) Cut Away Vans	1,600	1,600		
SF-110053	WETA	Ferry Vessel Replacement - Bay Breeze	15,306,920		15,306,920	
REG090057	WETA	Ferry Major Component Rehabilitation	720,000		720,000	
<b>Total Capital Projects</b>			<b>444,194,903</b>	<b>202,366,168</b>	<b>227,006,212</b>	<b>14,822,523</b>
<b>Total Programmed</b>			<b>467,113,967</b>	<b>225,285,232</b>	<b>227,006,212</b>	<b>14,822,523</b>
<b>Fund Balance</b>			<b>19,576,203</b>	<b>11,656,876</b>	<b>5,847,758</b>	<b>2,071,569</b>

Date: March 22, 2017

W.L.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C  
 05/22/19-C 06/26/19-C  
 12/18/19-C 03/25/20-C

Attachment D  
 Resolution No. 4272  
 Page 1 of 2

FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Final Apportionments</b>			<b>469,707,536</b>	<b>239,075,753</b>	<b>214,847,302</b>	<b>15,784,481</b>
<b>Previous Year Carryover</b>			<b>19,576,203</b>	<b>11,656,876</b>	<b>5,847,758</b>	<b>2,071,569</b>
<b>Funds Available for Programming</b>			<b>489,283,739</b>	<b>250,732,629</b>	<b>220,695,060</b>	<b>17,856,050</b>

**MTC Debt Service**

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

**Lifeline Set-Aside**

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

**ADA Operating Set-Aside**

ALA990076	AC Transit	ADA Paratransit Assistance	4,461,934	4,461,934		
ALA170079	ACE	Railcar Midlife Overhaul	14,346	14,346		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,800,403	2,800,403		
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	62,350	62,350		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,218,311	1,218,311		
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	174,393	174,393		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	412,325	412,325		
MRN110047	MCTD	ADA Paratransit Assistance	697,574	697,574		
NAP030004	Napa Vine	ADA Operating Assistance	70,704	70,704		
SON150007	Petaluma	ADA Set-Aside	89,821	89,821		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,882,536	1,882,536		
SON170003	Santa Rosa	ADA Operating Assistance	251,035	251,035		
SF-990022	SFMTA	ADA Paratransit Operating Support	3,410,218	3,410,218		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	305,060	305,060		
SON170006	Sonoma County	SCT Replacement Bus Purchase	33,199	33,199		
CC-030035	ECCTA	ADA Operating Assistance	571,422	571,422		
ALA170039	Union City	ADA Set-Aside	135,255	135,255		
SCL050046	VTa	ADA Operating Set-Aside	3,970,716	3,970,716		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	248,485	248,485		
REG090057	WETA	Ferry Major Component Rehabilitation	17,418	17,418		

<b>Total Program Set-asides and Commitments</b>	<b>59,477,945</b>	<b>28,307,945</b>	<b>31,170,000</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>	<b>429,805,793</b>	<b>222,424,684</b>	<b>189,525,060</b>	<b>17,856,050</b>

**Capital Projects**

ALA170031	AC Transit	Replace (27) 40ft Urban Buses - Hybrid	14,400,164	5,733,468		8,666,696
ALA990052	AC Transit	Paratransit Van Capital Costs	1,523,374	1,523,374		
ALA170079	ACE	Railcar Midlife Overhaul	2,800,000		2,800,000	
ALA170049	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,770,000	1,435,563	334,437	
REG090037	BART	Railcar Replacement Program	84,413,200	31,383,344	53,029,856	
BRT97100B	BART	Rail,Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	17,000,000		17,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	97,987,868	97,987,868		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	167,653		167,653	
REG170022	Clipper	Clipper Next Gen Fare Collection System	14,127,879	14,127,879		
SOL010006	Fairfield	Operating Assistance	2,643,896	2,643,896		
SOL110041	Fairfield	Bus Replacement	286,829			286,829
MRN990047	GGBHTD	Ferry Dredging	17,000,000		17,000,000	
MRN150014	GGBHTD	Ferry Major Components Rehab	11,390,000		11,390,000	
MRN030010	GGBHTD	Fixed Guideway Connectors	6,060,000		6,060,000	
MRN150015	GGBHTD	Ferry Propulsion Systems Replacement	5,610,000		5,610,000	
MRN170008	GGBHTD	Replace 67 Diesel Buses with Hybrid Buses	5,183,220	5,183,220		
MRN050025	GGBHTD	Facilities Rehab	2,211,492	2,211,492		
SF-170022	GGBHTD	Replace 2 Paratransit Vehicles	150,880	150,880		
NEW	MCTD	Replace 3 Articulated buses with 4 40-ft ZEBs	2,656,800	2,656,800		
NEW	MCTD	Replace Paratransit Vehicles	1,207,040	1,207,040		
MRN150011	MCTD	Replace Nine (9) Shuttle Vehicles	952,020	952,020		
MRN170007	MCTD	Replace 2- 35ft diesel vehicles	697,000	697,000		
MRN110040	MCTD	Preventative Maintenance	70,520	70,520		
NAP970010	Napa Vine	Operating Assistance	2,703,862	2,703,862		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	175,414			175,414
SON190004	Petaluma	Purchase (2) Replacement Paratransit Vans	150,881	23,157		127,723
SON170017	Petaluma	AVL System Upgrades	100,000	100,000		
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528	90,528		
SON190005	Petaluma	Upgrade Security System	40,000	40,000		
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140	1,375,140		

Date: February 22, 2017

W.L.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C  
 05/22/19-C 06/26/19-C  
 12/18/19-C 03/25/20-C

Attachment D  
 Resolution No. 4272

Page 2 of 2

## FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SON090023	Santa Rosa	Operating Assistance	1,535,279	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	636,242	636,242		
SF-970170	SFMTA	Muni Rail Replacement	4,288,000		4,288,000	
NEW	SFMTA	Zero-Emission Bus Procurement	1,000,000	1,000,000		
SOL110040	SolTrans	Operating Assistance	2,485,247	2,485,247		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	390,035			390,035
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	SCT Replacement Bus Purchase	703,975	474,265		229,710
NEW	Union City	Electric Bus Procurement	4,440,960	4,440,960		
ALA170092	Union City	Replacement of Heavy-Duty Transit Vehicles	1,251,960	1,251,960		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
NEW	MTA	Rehabilitation of LRV System Elevators & Escalators	7,440,000		7,440,000	
SCL050001	MTA	Standard and Small Bus Replacement	7,184,497	3,521,503		3,662,994
NEW	MTA	Pedestrian Backgates - non-Vasona	6,560,000		6,560,000	
NEW	MTA	Downtown San Jose Speed Improvements (LRV)	4,920,000		4,920,000	
SCL150008	MTA	Track Intrusion Abatement	4,000,000	4,000,000		
SCL170047	MTA	Paratransit Fleet Program	3,978,116	3,978,116		
NEW	MTA	Facilities ADA Upgrades	2,560,000	2,560,000		
NEW	MTA	Guadalupe Steam Rack Improvements & Liner Replacement	2,400,000		2,400,000	
NEW	MTA	PA System Hardware & Software Upgrade	2,216,352		2,216,352	
NEW	MTA	Guadalupe Roll-up Doors	2,000,000		2,000,000	
NEW	MTA	Fuel Dispenser & UDC Replacement	1,920,000	1,920,000		
NEW	MTA	Cameras for VTA ACCESS Paratransit Vehicles	1,804,850	1,804,850		
NEW	MTA	Mobile Router/Passenger WiFi	1,200,000	1,200,000		
NEW	MTA	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	1,200,000	1,200,000		
NEW	MTA	Newwork & Gigabit Fiber Upgrade	1,200,000	1,200,000		
NEW	MTA	Guadalupe Entrance Security Improvements	1,000,000	-	1,000,000	
NEW	MTA	LRV Station Rehabilitation	776,000		776,000	
NEW	MTA	LRV Station Platform CCTV System Replacement	445,600		445,600	
NEW	MTA	Replace UPSs & PDU in OCC/EOC	377,361	377,361		
CC-170008	WestCAT	Replacement of 6 40' Revenue Vehicles	2,745,360	2,745,360		
CC-170009	WestCAT	Purchase of 6 Fast Fare Electronic Fareboxes	85,494	85,494		
REG090067	WETA	Ferry Fixed Guideway Connectors	6,000,000		6,000,000	
REG090057	WETA	Ferry Major Component Rehabilitation	3,554,140		3,554,140	
<b>Total Capital Projects</b>			<b>409,767,168</b>	<b>210,631,728</b>	<b>185,596,038</b>	<b>13,539,402</b>
<b>Total Programmed</b>			<b>469,245,114</b>	<b>238,939,674</b>	<b>216,766,038</b>	<b>13,539,402</b>
<b>Fund Balance</b>			<b>20,038,625</b>	<b>11,792,955</b>	<b>3,929,022</b>	<b>4,316,648</b>

**Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

1	Program is based on final apportionments as as provided by FTA and Caltrans (Small UZA Section 5339 amounts). Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCCGP) projects, proportionately, according to the CCCCCGP funding plan from FY2016-17 through FY2019-20.  AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses (\$3,003,000), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for \$780,640.
3	Caltrain's FY17 FG cap reduced by \$3,264,826 (\$1,570,770 from FY16 and \$1,694,056 from FY17) to \$11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16.  Programming of 5337 funds to the South San Francisco Station and Revenue Vehicle Rehab projects in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.  In July 2017, \$5.2M of 5337 reprogrammed from Systemwide Track Rehab to the South San Francisco Station project to offset an equal reprogramming from the station project to track rehab in the FY15 program. Also, \$5.2 million of 5337 reprogrammed from South San Francisco station project (to be replaced with San Mateo local funds) to the Revenue Vehicle Rehab project; there is no net decrease in funding to the station project from these actions.
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 (\$45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCCCGP projects, proportionately, according to the CCCCCGP funding plan in FY2016-17 through FY2019-20. Additionally, CCCCCGP Funds totalling \$152 million (\$69,443,401 of AB 664 and \$83,000,000 of BATA Project Savings) have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. Allocation of these funds will be committed upon the execution of financing.  In FY17, SFMTA's FG reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16.
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored through FY20.
8	VTA requested and was granted a waiver to program \$5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.
9	GGBHTD: \$23,628,000 of FG caps voluntarily deferred from FY11 through FY16 are being restored in FY19.
10	In FY20, MCTD will request less than bus list price for 2 35-ft diesel buses, and apply 1/12 of savings to a PM project.
11	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY15 to FY18 and another from FY16 to FY18. They are applying compensation to purchase a service vehicle in FY18 (\$28,000).  Petaluma is using compensation for deferred replacement of two paratransit vehicles from FY17 to FY20. They are applying compensation to Transit Yard Facility Project in FY20 (\$90,528).
12	VTA and Caltrain are executing a local fund swap in FY18 and FY19, with VTA applying \$300K of local sales tax funds on a Score 16 FG project for Caltrain and Caltrain directing \$300K of FTA funds for a FG project for VTA. Caltrain's FY18 programming for Systemwide Track Rehab was reduced by \$300K in the San Jose UZA, and VTA's FY19 programming for their Rail Replacement Program was increased by \$300K.
13	WestCat is deferring replacement of 4 40-ft diesel buses from FY17 to FY19. They are applying compensation from deferred replacement to supplement funding for the replacement of 4 40-ft diesel buses with 4 40-ft TBD buses in FY19. The FY19 TCP program will need to be revised to specify the type of buses being procured before WestCAT includes these funds in an FTA grant.
14	WETA is exercising a fund swap, using local funds for ferry vessel replacement purchases and applying FTA funds in the same amount to Richmond Ferry Service expansion in FY18.
15	BART's FY18 FG cap reduced by \$436,918 to \$49,774,082 due to failure to meet grand spend-down goals in FY17.
16	Caltrain's FY18 FG cap reduced by \$380,691 to \$14,012,309 due to failure to meet grand spend-down goals in FY17.
17	SFMTA's FY18 FG cap reduced by \$14,023,663 to \$20,002,337 due to failure to meet grand spend-down goals in FY17.
18	WETA is voluntarily deferring \$11,801,652 of FG caps during the 4-year programming period, to be restored after FY20.
19	In FY19, \$20.75M of SFMTA's \$25M voluntary deferred FG cap funding from FY15 and FY16 is being restored as part of the funding exchange for Central Subway discussed in Note 20.
20	In FY19, SFMTA, SFCTA, and MTC executed a funding swap to provide \$61.75 million in funding for SFMTA's Central Subway to make up for a delay in receipt of State Transportation Improvement Program (STIP) funds. The swap consists of \$20 million of funds from SFMTA, \$21 million from SFCTA, and \$20.75 million from MTC. MTC's share is reprogrammed from the FTA 5337 portion of the Debt Service Repayment project to Muni Rail Replacement, Wayside/Central Train Control & Trolley Signal Systems Rehab, Muni Metro East Facility - Boiler Replacement, L-Taraval Improvement Project - SGR Project Elements, Van Ness BRT - SGR Project Elements, and FG Facilities Condition Assessments Implementation Projects in exchange for local funds from those projects being reprogrammed to Central Subway. Future STIP funds will be repaid to the TCP Program to make up for this programming action.
21	\$13.2 million of FTA Section 5337 funds programmed to SFMTA's LRV replacement in FY19 are conditioned on resolution of mechanical issues with the replacement LRVs that came to light in April 2019. These funds will not be amended into the TIP until resolved.
22	FG Caps for FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.
23	In September 2019, ECCTA exercised the Cost Effective Bus Procurement element of the TCP Policy on their bus replacement projects, directing 50% of the \$512,543 of FY19 5339 funds to the Oakley Park & Ride Project. The balance of 5339 funds (\$256,271), in addition to \$989,240 of FY18 5339 funds programmed to a fare collection project is being reprogrammed to the same Oakley Park & Ride Project, consistent with the Capital Exchange element of the TCP Policy. ECCTA will repay the region in a future year (tent. FY23) by reducing the eligibility of a bus replacement project for TCP funds by the same amount (\$1,245,511).





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	20-0278	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	1/30/2020	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/11/2020	<b>Final action:</b>			
<b>Title:</b>	Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities. Based on the Commission's adopted criteria, staff will present recommended priorities for Round 5 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.				

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2d\\_AHSC\\_Regional\\_Priorities.pdf](#)

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

### Subject:

Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities. Based on the Commission's adopted criteria, staff will present recommended priorities for Round 5 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.

### Presenter:

Anne Spevack

### Recommended Action:

Commission Approval



# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 2d

## Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

**Subject:** Recommended priorities for Round 5 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.

**Background:** The Affordable Housing and Sustainable Communities Program (AHSC) is a statewide competitive program to provide grants and loans for affordable housing and transportation infrastructure connecting the housing projects to transit, with an emphasis on infill and compact transit-oriented development. The State Strategic Growth Council (SGC) is responsible for the overall administration of the program, including project evaluation and the approval of funding awards. Round five of the program was announced with a funding availability of approximately \$550 million. Applications were due in early February, and the SGC will announce awards in June.

### Applications from the Region

There were 14 applications submitted from the Bay Area for Round 5 of the AHSC program. Table 1 summarizes the region's applications. Further details of the applications are provided in Attachments A and B.

**Table 1: Affordable Housing and Sustainable Communities Applications**

	Bay Area Applications	Statewide Program Requirements
Number of applications	14	
Total \$ requested	\$347 million	
Total affordable units proposed	1,614	
% funds in Disadvantaged Communities	31%	50% min. required
% funds for Affordable Housing	66%	50% min. required
% funds in Transit Oriented Development (TOD)	44%	35% min. set-aside
% funds in Integrated Connectivity Projects (ICP)	56%	45% min. set-aside
% funds in Rural Innovation Project Area (RIPA)	0	10% min. set-aside

All 14 AHSC applications from the region restrict nearly 100% of units to incomes of 60% of the area median income (AMI) or lower. Together, the applications would result in 1,692 new units, 1,614 of them affordable, and 2,812 bedrooms in affordable units. On average, units are restricted to 47% AMI. Applications come from five Bay Area counties, with concentrations in Alameda County and San Francisco.

In total, the transportation components of the proposed projects would fund 21 new BART cars; eleven electric buses for SamTrans, SF Muni, and Santa Rosa CityBus; construction on the SMART to Windsor extension; many

miles of sidewalks, bike lanes, and multi-use paths; and amenities at bus stops and rail stations. Affordable housing developments would implement a variety of programs, including free transit passes and bicycle education classes.

### **Regional Endorsement**

Following awards made from project category set-asides totaling 90% of the program, the remaining 10% of the program is considered discretionary. The state's AHSC Steering Committee and SGC's Council will take factors including geographic balance and MPO prioritization into account when awarding from the discretionary amount. The regional criteria adopted by the Commission in November 2017 (Attachment C) recommend prioritizing applications for roughly 60% of the overall program funding (which would be \$330 million of the \$550 million available), with an award target of at least 40% (\$220 million), based on the region's performance in previous funding rounds. The region's funding requests totaling \$347 million align fairly well with the 60% target, and applications adhere strongly to the regional criteria.

Therefore, for the state's consideration of projects for the 10% discretionary funds, staff recommends that the Commission endorse all projects as worthy of funding to the AHSC Steering Committee and Strategic Growth Council. Attachment D presents evaluation issues and highlights relative to the regional criteria and an assessment of affordable housing cost-effectiveness.

### **Issues:**

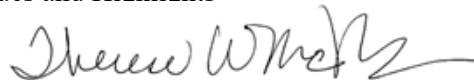
*Applications in Disadvantaged Communities:* The program has a 50% set-aside for projects located in and benefitting Disadvantaged Communities (DACs). This year, four applications totaling 31% of the region's funding request are located in DACs, a smaller share of applications than in previous years. Although many projects will serve DACs through the purchase of additional BART cars or buses, a project area must overlap with a DAC by 50% in order to be counted for the AHSC set aside.

*Encouragement of applications from throughout the region:* While applications in Alameda and San Francisco counties continue to have a strong presence, it is also encouraging to see several applications in San Mateo, two in Sonoma, and one in Contra Costa. Staff believes it would be beneficial to continue to increase the spread of applications from throughout the region, and will continue to work with partners to encourage this.

*State scoring process:* State scoring panels are currently reviewing applications against various threshold requirements, and it is possible that not all applications will pass the thresholds and move on to further scoring where MPO input is considered.

**Recommendation:** Refer regional endorsement to the Commission for approval, and direct MTC staff to submit list to SGC

**Attachments:** Attachment A: AHSC Project Detail Table  
Attachment B: AHSC Project Descriptions  
Attachment C: Regional Criteria for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program  
Attachment D: Evaluation Issues and Highlights



---

Therese W. McMillan

Recommended Round 5 Endorsements															
Project Title	City	County	Project Type	DAC/CoC	AHSC Funds Requested	Total Project Cost	Funding Leverage	GHG Reduction (MT CO2)*	Total Units	Total Restricted Affordable Units	Affordable Unit Avg. AMI	Total Affordable Bedrooms	Housing Score **	AHSC Funds Requested/ Housing Score	Transit Station Emphasis
Madrone Terrace	Ashland (unincorporated)	Alameda	ICP	No/Yes	\$18,947,330	\$99,365,335	424%	25,673	79	78	41%	142	110	\$172,248	Bay Fair BART
Blake Apartments	Berkeley	Alameda	ICP	No/Yes	\$19,072,792	\$63,665,397	234%	35,887	63	62	50%	95	79	\$242,966	North Berkeley BART
Maudelle Miller Shirek Community	Berkeley	Alameda	TOD	No/Yes	\$22,781,553	\$88,210,089	287%	38,840	87	86	47%	155	121	\$189,059	Ashby BART
Fruitvale Transit Village Phase IIB	Oakland	Alameda	TOD	Yes/Yes	\$29,966,039	\$180,192,664	501%	54,761	181	169	47%	270	220	\$136,520	Fruitvale BART
Mandela Station at West Oakland BART	Oakland	Alameda	TOD	Yes/Yes	\$29,659,310	\$191,596,704	546%	54,047	240	238	50%	311	275	\$108,048	West Oakland BART
Galindo Terrace	Concord	Contra Costa	TOD	No/Yes	\$20,942,930	\$65,103,460	211%	36,998	62	61	47%	87	74	\$283,013	Concord BART
266 4th Street	San Francisco	San Francisco	TOD	Yes/Yes	\$20,113,667	\$119,448,063	494%	44,694	70	69	34%	97	83	\$242,333	Moscone/Yerba Buena Muni
Balboa Park Upper Yard	San Francisco	San Francisco	TOD	No/Yes	\$29,952,200	\$174,695,321	483%	82,002	131	112	47%	193	153	\$196,408	Balboa Park BART
Potrero Block B	San Francisco	San Francisco	ICP	No/Yes	\$29,829,178	\$158,732,972	432%	32,620	157	156	46%	331	244	\$122,502	Embarcadero & Third Muni
Sunnydale HOPE SF Block 3B	San Francisco	San Francisco	ICP	No/Yes	\$29,287,000	\$105,122,220	259%	21,085	92	84	48%	161	123	\$239,078	Sunnydale Visitation Valley Muni
965 Weeks Street	East Palo Alto	San Mateo	ICP	Yes/Yes	\$29,068,250	\$119,141,451	310%	18,451	136	135	45%	284	210	\$138,751	
Gateway Apartments	Menlo Park	San Mateo	ICP	No/Yes	\$19,523,403	\$142,532,123	630%	14,217	140	134	46%	228	181	\$107,864	
Middlefield Junction	North Fair Oaks (unincorporated)	San Mateo	ICP	No/Yes	\$22,171,437	\$138,246,673	524%	14,750	179	156	46%	314	235	\$94,347	
Roseland Village	Santa Rosa	Sonoma	ICP	No/Yes	\$25,780,623	\$134,480,242	422%	69,451	75	74	50%	144	109	\$236,519	Downtown Santa Rosa SMART
Totals					\$ 347,095,712	\$ 1,780,532,714		543,476	1,692	1,614	46%	2,812			

\*GHG reduction amounts are subject to verification by Strategic Growth Council/California Air Resources Board  
\*\*Housing score is calculated as the average of the number of affordable units and the total number of bedrooms. This is an MTC calculation and not part of the state AHSC scoring process.

MTC Programming and Allocations Committee

March 11, 2020

Item 2d – Attachment B

**Affordable Housing and Sustainable Communities Program – Project Descriptions**

(Sorted alphabetically by County, City, Project Title)

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
<b>Madrone Terrace</b>	<b>Resources for Community Development</b>	<b>Ashland (unincorporated)</b>	<b>Alameda</b>	<b>\$18,947,330</b>
Affordable Housing:	<b>Madrone Terrace:</b> 79 units of affordable housing for households with incomes ranging from 20 to 60 percent AMI, including 20 units reserved for formerly homeless households, and the Ashland Community Center.			\$13,143,710
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>E 14th St. Bike Improvements:</b> 0.78 mi of class II and IV bikeway on each side of the street between 162nd Ave and 1-238; <b>E. 14th St. Pedestrian Improvements:</b> 1.3 miles of new sidewalk, curb extensions, bulb outs, bus boarding islands, and crossing improvements; <b>Purchase of two (2) BART Cars:</b> Purchase two new BART cars to support increased frequency achieved through train control modernization.			\$4,783,711
Transportation-Related Amenities:	<b>E. 14th St. Landscaping Project:</b> planting trees and drought tolerant plants, irrigation, benches, trash receptacles, street lighting, and seating.			\$956,743
Programs:	Two <b>Bike Education Workshops</b> per year; <b>AC Transit Easy Pass</b> for each household for three years.			\$63,166
<b>Blake Apartments</b>	<b>Satellite Affordable Housing Associates</b>	<b>Berkeley</b>	<b>Alameda</b>	<b>\$19,072,792</b>
Affordable Housing:	<b>Blake Apartments:</b> New construction of a 63 unit affordable apartment building with ground floor retail space.			\$11,663,523
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>Increased Capacity on BART Service:</b> Purchase three new BART cars to support increased frequency achieved through train control modernization; <b>North Berkeley BART Station Access Improvements Part 2:</b> Conversion of portion of Ohlone Greenway to a 2-way cycle track and accessible pedestrian path, bulbout and raised crosswalks at midblock crossings, ADA ramp to BART elevator, Class IV cycle track on Delaware; <b>North-South Active Transportation Improvements:</b> Bikeway connection from West Berkeley to existing path to North Berkeley BART, including over 2 miles of bi-directional class I, III, and IV bikeways, traffic circles, flashing beacon, bulbouts, lighting, new sidewalk.			\$6,050,976
Transportation-Related Amenities:	<b>Ohlone Greenway and North Berkeley Station New Pedestrian-Scale Lighting:</b> New pedestrian-scale lighting along Ohlone Greenway; <b>Bus Bulb and Bus Pad:</b> Upgrade four AC Transit bus stops on University Ave, including sidewalk widening, shelter installation, and lighting.			\$1,219,302
Programs:	<b>Discounted Transit Passes</b> for each unit for three years; <b>Bicycle education classes</b> for residents; <b>Transit Pathways Workshops</b> to prepare jobseekers for BART jobs.			\$138,991

MTC Programming and Allocations Committee  
 March 11, 2020  
 Item 2d – Attachment B

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
<b>Maudelle Miller Shirek Community</b>	<b>Resources for Community Development</b>	<b>Berkeley</b>	<b>Alameda</b>	<b>\$22,781,553</b>
Affordable Housing:	<b>Maudelle Miller Shirek Community:</b> New construction of a six-story, 87-unit affordable housing building with nonprofit space on the ground floor.			\$15,797,796
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>Woolsey-Fulton Bike Boulevard Installation and Russell Bike Boulevard Crossing Improvements:</b> Class III bike boulevard between Ashby BART and Fulton/Dwight intersection, including pedestrian and bicycle crossing improvements; <b>BART Rail Cars:</b> Purchase three new BART cars to support increased frequency achieved through train control modernization; <b>Woolsey-Prince Bicycle Boulevard Connector:</b> Construct two-way cycle track through Ashby BART parking lot, secure bike parking, and bike share.			\$5,767,070
Transportation-Related Amenities:	<b>Shattuck Ave and MLK Jr Way Transit Priority Streets – Bus Stop Upgrades:</b> Widen sidewalks to provide more passenger waiting area and install bus shelter and lighting; <b>Ashby BART Wayfinding Improvement:</b> Install illuminated wayfinding signs, station identification pylons, kiosks, and real-time displays.			\$1,153,414
Programs:	<b>Bicycle education workshops</b> for residents and community members; <b>AC Transit Passes</b> for each unit for three years.			\$63,273
<b>Fruitvale Transit Village Phase IIB</b>	<b>BRIDGE Housing Corporation, Spanish Speaking Unity Council of Alameda County, Inc., and City of Oakland</b>	<b>Oakland</b>	<b>Alameda</b>	<b>\$29,966,039</b>
Affordable Housing:	<b>Fruitvale Transit Village IIB:</b> 181-unit rental housing development that will include ground floor commercial space to accommodate a local non-profit business.			\$20,000,000
Housing-Related Infrastructure:	None			
Sustainable Transportation Infrastructure:	<b>Fruitvale Alive Gap Closure Project:</b> Install raised cycle tracks on Fruitvale Ave, widen sidewalks, improve pedestrian crossings, add lighting and landscaped buffers; <b>Increased Capacity on BART service:</b> Purchase four new BART cars to support increased frequency achieved through train control modernization; <b>BART station sidewalk improvements:</b> Improve pedestrian path north of Fruitvale BART station including a dedicated path for cyclists, wider pedestrian pathway, new lighting and landscaping.			\$8,000,000
Transportation-Related Amenities:	<b>Fruitvale Alive Gap Closure TRA:</b> Bus stop improvements including lighting, urban greening, signage, underpass improvements, bus shelters, curb ramps.			\$1,500,000
Programs:	<b>Discounted BART Clipper Card</b> for each unit for three years; <b>Pedestrian and bicycle safety education programs.</b>			\$466,039

MTC Programming and Allocations Committee  
 March 11, 2020  
 Item 2d – Attachment B

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
<b>Mandela Station</b>	<b>Mandela Station LLC, MacFarlane Development Corporation, LLC, City of Oakland, and Strategic Urban Development Alliance LLC</b>	<b>Oakland</b>	<b>Alameda</b>	<b>\$29,659,310</b>
Affordable Housing:	<b>Mandela Station:</b> Community centered 240-unit affordable housing project that is part of a larger master planned development. Replaces one of the West Oakland BART parking lots.			\$20,500,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>BART Rail Cars:</b> Purchase three new BART cars to support increased frequency achieved through train control modernization; <b>18<sup>th</sup> Street Bikeway:</b> Implement a road diet with class II and III bikeways, high visibility crosswalks, sidewalk reconstruction, and ADA curb ramps; <b>Walkways:</b> Construct over 2,000 linear feet of new pedestrian walkway along the Mandela Parkway between 7 <sup>th</sup> and 5 <sup>th</sup> streets.			\$7,500,000
Transportation-Related Amenities:	<b>West Oakland Bike Station:</b> Secure bicycle parking facility for up to 400 bicycles; <b>Wayfinding at West Oakland BART Station:</b> design and installation of updated wayfinding signage.			\$1,500,000
Programs:	<b>Quarterly bicycle safety classes; AC Transit EZ passes</b> for each unit.			\$159,310
<b>Galindo Terrace</b>	<b>Resources for Community Development</b>	<b>Concord</b>	<b>Contra Costa</b>	<b>\$20,942,930</b>
Affordable Housing:	<b>Galindo Terrace:</b> 62-unit affordable housing development in the City of Concord.			\$10,074,816
Housing-Related Infrastructure:	<b>Galindo Terrace:</b> Housing-related infrastructure expenses associated with the development of the Galindo Terrace housing project.			\$2,450,000
Sustainable Transportation Infrastructure:	<b>Downtown Corridors Bicycle and Pedestrian Improvement Project:</b> Design and construct bicycle and pedestrian safety improvements on three corridors connecting to Downtown Concord; <b>Increased capacity on BART service:</b> Purchase three new BART cars to support increased frequency achieved through train control modernization.			\$7,134,194
Transportation-Related Amenities:	<b>Concord BART Station Signage and Wayfinding:</b> Install updated signage and wayfinding at the concourse level that supports the reconfiguration of the paid area and new elevator.			\$1,100,000
Programs:	<b>BART workforce development program</b> to train residents for BART job opportunities; <b>County Connect passes</b> for all AHD units for three years.			\$183,920

MTC Programming and Allocations Committee  
 March 11, 2020  
 Item 2d – Attachment B

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
<b>266 4th Street</b>	<b>Tenderloin Neighborhood Development Corporation, City of County of San Francisco</b>	<b>San Francisco</b>	<b>San Francisco</b>	<b>\$20,113,667</b>
Affordable Housing:	<b>266 4<sup>th</sup> St:</b> Mixed-use community of 70 affordable rental homes anchored by a package of supportive resident amenities and ground floor commercial space.			\$13,579,567
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>Purchase of 3 BART Rail Cars:</b> Purchase three new BART cars to support increased frequency achieved through train control modernization; <b>Better Market Street Phase 1a:</b> Construct roadway improvements on Market Street between 5 <sup>th</sup> and 8 <sup>th</sup> Sts. including a Class IV bikeway, ADA curb ramps, streetcar access ramps and boarding islands, transit infrastructure and streetscape improvements.			\$5,028,417
Transportation-Related Amenities:	<b>Better Market Street Phase 1a – Transportation Related Amenities:</b> Install streetscape improvements on Market Street including trees, furniture, and wayfinding.			\$1,005,684
Programs:	SF Bike Coalition's <b>Bike It Forward Program</b> will provide residents with a refurbished bicycle and a bike education class; <b>Monthly Muni transit pass</b> for each unit for three years.			\$499,999
<b>Balboa Park Upper Yard</b>	<b>The Related Companies of California, LLC, Mission Housing Development Corporation, and City and County of San Francisco</b>	<b>San Francisco</b>	<b>San Francisco</b>	<b>\$29,952,200</b>
Affordable Housing:	<b>Balboa Park Upper Yard:</b> New 131-unit affordable building for families, including ground floor retail and community services.			\$20,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>Purchase of 3 BART Rail cars:</b> Purchase three new BART cars to support increased frequency achieved through train control modernization; <b>Road closure and conversion to ped, bike:</b> Reconfiguration of the Balboa Park BART pedestrian pathways and passenger drop off road to a cul-de-sac with entry and exit on San Jose Avenue; <b>Mission St. Excelsior Safety Project and 19<sup>th</sup> Ave. Rapid Project:</b> Improvements on Mission St. and 19 <sup>th</sup> Ave., including new traffic signals, bulb-outs, sidewalk widening, daylighting, bus stop relocation, bus bulbs, crosswalk, median island, bikeway gap closure, and bike boulevard.			\$8,000,000
Transportation-Related Amenities:	<b>Installation of station amenities, urban greening and passenger waiting area:</b> Road closure will be enhanced with lighting, urban greening, seating and other amenities.			\$1,500,000
Programs:	<b>Bicis del Pueblo</b> will provide loaner bicycles and bike education workshops; <b>Monthly Muni transit passes</b> to each unit.			\$452,200



MTC Programming and Allocations Committee  
 March 11, 2020  
 Item 2d – Attachment B

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
<b>Potrero Block B</b>	<b>BRIDGE Housing Corporation, City and County of San Francisco</b>	<b>San Francisco</b>	<b>San Francisco</b>	<b>\$29,829,178</b>
Affordable Housing:	<b>Potrero Block B:</b> 157 unit affordable housing development replacing 118 units of existing section 8 public housing.			\$20,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase 2:</b> Planning and preliminary engineering for a protected bikeway between Pennsylvania and Illinois Streets, in both directions; <b>Folsom-Howard Streetscape Project:</b> Improve transit operations and traffic safety on Folsom and Howard Sts. through transit boarding islands, bus-only lanes, new traffic signals, curb management; <b>Walkway/Sidewalk Improvements:</b> 2,524 linear feet of new sidewalks.			\$8,000,000
Transportation-Related Amenities:	<b>Minnesota Grove Extension:</b> Extend the Minnesota Grove 'street park' along the east side of a short stretch of Minnesota Street, between 24th and 25th Streets.			\$1,500,000
Programs:	<b>Monthly Muni transit pass</b> for all restricted units for 3 years; support a <b>Walking School Bus</b> for students to walk to school together.			\$329,178
<b>Sunnydale HOPE SF Block 3B</b>	<b>The Related Companies of California, LLC, Mercy Housing California, and City and County of San Francisco</b>	<b>San Francisco</b>	<b>San Francisco</b>	<b>\$29,287,000</b>
Affordable Housing:	<b>Sunnydale HOPE SF Block 3B:</b> The AHD project comprises 92 new affordable units for households between 30% and 60% TCAC AMI plus approximately 5,100 square feet of ground floor neighborhood retail.			\$20,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>Electric Bus Procurement:</b> Procure three 40' battery electric buses for SFMTA e-bus pilot program; <b>Visitacion Avenue Corridor Bike &amp; Ped Improvements:</b> Create class IV and Class I bike lanes connecting Mansell Street to Visitacion Valley Middle School, add crossing with flashing beacons and new sidewalk.			\$7,322,000
Transportation-Related Amenities:	<b>Visitacion Ave. Corridor Transit Related Amenities:</b> Installation of lighting, seating, planting, wayfinding, and traffic control signs along new paths, sidewalks, and bike lanes.			\$1,465,000
Programs:	<b>Monthly transit pass</b> provided to residents for 3 years; employ a <b>Transit Demand Management (TDM) Coordinator</b> to implement TDM plan.			\$500,000

MTC Programming and Allocations Committee  
 March 11, 2020  
 Item 2d – Attachment B

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
<b>965 Weeks Street</b>	<b>Mid-Peninsula The Farm, Inc., East Palo Alto Community Alliance Neighborhood Development Organization, and City of East Palo Alto</b>	<b>East Palo Alto</b>	<b>San Mateo</b>	<b>\$29,068,250</b>
Affordable Housing:	<b>965 Weeks Street:</b> 136 unit affordable housing project.			\$20,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>Safe Routes to Schools (SRTS) Improvements and Gap Closures:</b> Replace sidewalks and re-grade intersections for ADA compliance and construct new sidewalks to close SRTS gaps; <b>Bike Route Improvements:</b> Installation of 2 miles of Class II and III bike facilities; <b>Sam Transit Limited Stop Route – East Palo Alto to San Bruno:</b> Acquire three electric buses to support new SamTrans express route between East Palo Alto and San Bruno.			\$7,322,000
Transportation-Related Amenities:	<b>Pedestrian Lighting and Urban Greening Improvements:</b> Provide increased lighting and greening along pedestrian pathway; <b>Bus Stop Lighting:</b> Provide increased street lighting at 3 bus stops; <b>Pedestrian Lighting, Furnishings, and Urban Greening at 965 Weeks Site:</b> Provide new street trees, lighting, and furnishings on Weeks St. and along pedestrian connections.			\$1,465,000
Programs:	Provide free <b>SamTrans Way2Go transit passes</b> to all residents for 3 years; <b>Bicycle Ridership and Education Program</b> including education, bike rides and bikepool, and equipment.			\$281,250
<b>Gateway Apartments</b>	<b>MidPen Housing Corporation</b>	<b>Menlo Park</b>	<b>San Mateo</b>	<b>\$19,523,403</b>
Affordable Housing:	<b>Gateway Apartments:</b> New construction of 140 units of affordable housing in Menlo Park.			\$11,903,778
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>Willow Road Pedestrian Improvements:</b> Construct pedestrian improvements including widened pedestrian island, high-visibility crosswalks, new pedestrian signals, curb ramps and bulbouts, and new sidewalk; <b>Willow Road Class IV Separated Bike Facility and Class III Bike Facility:</b> Install Class IV bikeway along Willow Road and Class III bike routes on Van Buren and Ringwood Ave; <b>SamTrans Limited Stop Route – East Palo Alto to San Bruno:</b> Acquire two electric buses to support new SamTrans express route between East Palo Alto and San Bruno.			\$6,188,900
Transportation-Related Amenities:	<b>Bus Shelters:</b> Install 2 new bus shelters on Willow road for new SamTrans service; <b>Willow Road Pedestrian Improvements:</b> Urban greening and streetscape improvements for the new sidewalk in front of the AHD.			\$1,075,850
Programs:	<b>Annual Transit Passes for Residents</b> for three years; <b>JobTrain Local Hire</b> job placement services; <b>Bicycle Ridership and Education Program</b> including education, bike rides and bikepool, and equipment.			\$354,875

MTC Programming and Allocations Committee  
 March 11, 2020  
 Item 2d – Attachment B

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
<b>Middlefield Junction</b>	<b>Mercy Housing California</b>	<b>North Fair Oaks (unincorporated)</b>	<b>San Mateo</b>	<b>\$22,171,437</b>
Affordable Housing:	<b>Middlefield Junction:</b> 179 unit affordable housing for low-income families and formerly homeless individuals.			\$15,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>Middlefield Road Pedestrian Improvement Project:</b> Reconfigure Middlefield Road from a four-lane roadway to a three-lane roadway, including sidewalk improvements, ADA compliant curb ramps, increased lighting, and flashing beacons and bulbouts; <b>Bicycle Boulevard and Pedestrian Improvements along Hurlingame Ave and William Ave. Bicycle and Pedestrian Improvements along Fifth Ave:</b> Bicycle boulevard and pedestrian improvements including curb extensions, landscaping, and high-visibility crosswalks; <b>SamTrans Route 2 Bus Line – Limited Stop Route:</b> Acquire two electric buses to support new SamTrans express route between East Palo Alto and San Bruno.			\$5,562,440
Transportation-Related Amenities:	<b>Middlefield Road Pedestrian Improvement Project:</b> Install bike racks, benches, trees and landscaping, pedestrian lights, street art, public spaces, and stormwater management.			\$1,108,997
Programs:	<b>Transit Passes</b> for residents through the SamTrans Way2Go program; <b>Bicycle Ridership and Education Program</b> including education, bike rides and bikepool, and equipment.			\$500,000
<b>Roseland Village</b>	<b>MidPen Housing Corporation, City of Santa Rosa, and SMART</b>	<b>Santa Rosa</b>	<b>Sonoma</b>	<b>\$25,780,623</b>
Affordable Housing:	<b>Roseland Village Family Apartments:</b> New construction of 75 units of affordable housing in the Roseland neighborhood of Santa Rosa.			\$15,685,007
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	<b>SMART Rail line extension and SMART trail gap closure:</b> Extension of the SMART rail line 3.17 mi to a new Windsor station. Class 1 multimodal network closure connecting the Joe Rodota trail directly to the SMART Trail and SMART Santa Rosa Station; <b>Bike and Pedestrian connection to the Joe Rodota Trail:</b> Construct new sidewalks and class II bikeway along West Street to the Joe Rodota Trail; <b>Santa Rosa Citybus Route 15 improvements/New Intersection at key 3<sup>rd</sup> St crossing/New sidewalks:</b> Purchase one new electric bus to reduce headways from 60 minutes to 30 minutes on weekdays, new intersection to link two sections of SMART trail, Safe Routes to School and Transit pedestrian gap closures.			\$8,435,616
Transportation-Related Amenities:	<b>SMART Windsor Station Construction:</b> Build out of the new SMART Windsor station amenities (platform shelters, etc.); <b>Enhance Santa Rosa Transit Emphasis Corridors:</b> Improve passenger amenities at bus stops and transit centers on high-frequency corridors including wayfinding.			\$1,525,000
Programs:	<b>Transit Passes for Residents</b> for three years; job training and employment placement services through the <b>Roseland Neighborhood Local Hire Program.</b>			\$135,000

## **Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program (Adopted November 15, 2017 by MTC Commission)**

### Overview

The Affordable Housing and Sustainable Communities (AHSC) final guidelines provide regional agencies an opportunity to advise on AHSC project selection. After an initial screening of applications for Plan Bay Area 2040 supportive elements, MTC staff will review applications and make project recommendations to the Commission for approval and transmittal to the Strategic Growth Council (SGC). The role for regional agencies in this process is advisory, meaning that SGC has the ultimate project selection authority.

### Regional Bid Target

Based on program results thus far, MTC proposes a regional program target of 40%, and will prioritize applications for up to 60% of the available funding.

### Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process** to provide SGC with a set of regional priority projects, based on the following principles. Although these criteria are not “thresholds” that must be achieved, staff will look most favorably on applications achieving most to all of the following elements, which are listed here roughly in rank order of importance:

- 1. Significant Greenhouse Gas Reduction (GHG).** Prioritize projects that demonstrate significant GHG reduction. While the SGC will employ a statewide methodology in the final applications for quantifying GHG benefits, MTC staff also reserves the right to conduct additional GHG analysis as needed using a regional methodology.
- 2. Support Plan Bay Area 2040’s Focused Growth Investment Strategies.** Develop priorities for each of the three project area types: Transit Oriented Development (TOD), Integrated Connectivity Project (ICP), and Rural Innovation Project Area (RIPA). Prioritize projects including affordable housing developments. Where applicable, prioritize ready-to go projects within Priority Development Areas (PDAs) in high growth jurisdictions and corridors that provide access to jobs and services. Prioritize projects providing both a greater share and total number of affordable units, while also considering unit size, to address concerns about community stability and displacement. When applicable, also prioritize projects that provide funds for active Transit Oriented Affordable Housing (TOAH) projects, all of which have a strong nexus to transit and PDAs and have ownership of land for development. Projects that meet the criteria for TOAH and are at the same state of readiness will also be considered favorably.

3. **Level of Housing Affordability.** For proposals including an affordable housing development as a capital project, prioritize projects in a manner consistent with the Strategic Growth Council's AHSC scoring criteria, which places the highest priority on rental restricted units for households at lower percentages of Area Median Income.
4. **Communities of Concern/Disadvantaged Communities.** Prioritize projects located in or providing benefits to the region's Communities of Concern as well as CalEPA's defined Disadvantaged Communities. Prioritize projects that provide affordable housing in High Opportunity Areas.
5. **Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area 2040's regional transit funding priorities, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.
6. **Funding Leverage/Cost Effectiveness.** Prioritize projects leveraging other funding sources for local match, and projects providing greater amounts of housing at lower costs.
7. **OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).

**Affordable Housing and Sustainable Communities Program**

**Round 4**

**Evaluation Issues and Highlights**

- *Significant Greenhouse Gas Reduction:* The emissions reduction results reported by applicants total over 475,000 metric tons of CO<sub>2</sub> equivalent. Results have not yet been verified by Air Resources Board and are subject to correction. GHG reductions are calculated based on affordable housing development, provision of transit passes or bike share to residents, amount of new bicycle facilities or walkways, new or expanded transit service, and solar energy generation. Several proposed housing developments are located near existing, high capacity rail stations (including BART and Muni stations) and have the opportunity to reduce vehicle miles traveled and increase opportunity in a way that is not fully captured in the program's greenhouse gas reduction analysis. These transit stations are noted in the right-most column of Attachment A, "Transit Station Emphasis".
- *Supporting Plan Bay Area's Focused Growth Investment Strategies:* All but two projects provide affordable housing within Priority Development Areas (PDAs). MTC's regional criteria states that additional priority may be given to projects providing a higher total number of affordable units, including consideration of unit size – this is displayed through staff's calculation of a "housing score" that averages the number of affordable units for a project and the number of bedrooms in those units. This metric and a further calculation comparing housing score to AHSC funds requested, in keeping with the region's criteria to prioritize projects providing greater amounts of housing at lower costs, are shown in Attachment A.
- *Level of Housing Affordability:* In general, the region's applications would increase the accessibility and affordability of housing. In total, Bay Area projects would help construct 1,614 units of restricted affordable housing, at an average of 47% of Area Median Income. The units range from studios to four-bedroom units. All are rental units.
- *Communities of Concern/Disadvantaged Communities:* The program has a 50% set-aside for projects located in and benefitting Disadvantaged Communities. Four Bay Area projects totaling 31% of the region's funding request are located in Disadvantaged Communities, while all applications benefit Communities of Concern through the location of affordable housing development, transportation improvements, or both.
- *Support for the Region's Adopted Transit Priorities:* In general, the region's applications support the region's priorities (Regional Transit Expansion program of projects, Plan Bay Area's Next Generation Transit program, etc.)
- *Funding Leverage/Cost Effectiveness:* Funding leverage for this program is calculated by dividing the total non-AHSC project costs (as submitted by the applicant) by the AHSC request amount. Applications in the region have a funding leverage range of 211%-630%. Cost effectiveness may be considered by assessing the amount of AHSC dollars requested compared to the "housing score" (calculated as the average of affordable units and number of bedrooms).
- *OBAG Policy:* All projects are located in jurisdictions that adhere with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0262      **Version:** 1      **Name:**

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

**File created:** 1/28/2020      **In control:** Programming and Allocations Committee

**On agenda:** 3/11/2020      **Final action:**

**Title:** MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-33.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e Reso-4375 TIP Amendment 2019-33.pdf](#)

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

### Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-33.

### Presenter:

Adam Crenshaw

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 2e

## MTC Resolution Nos. 4375, Revised

**Subject:** 2019 Transportation Improvement Program (TIP) Amendment 2019-33.

**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 2019-33 makes revisions to 12 projects with a net funding increase of approximately \$4.1 million. Among other changes, this revision:

- Updates the descriptions of two projects to reflect that a 3,200 foot extension of a south-bound High Occupancy Vehicle (HOV) lane on I-280 will be implemented by Caltrans in 2020 instead of the Santa Clara Valley Transportation Authority (VTA) in 2025;
- Amends four new exempt projects and one new non-exempt project into the TIP to reflect the latest programming decisions in the One Bay Area Grant 2 (OBAG2) Program, the MTC Regional Exchange Program, and the Transit Capital Priorities (TCP) Program; and
- Archives three projects that have been completed.

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 Environmental Protection Agency (EPA) and National Highway Traffic Safety Agency's (NHTSA) 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. Part II of this rule is expected to be published in the near future and may further impact the TIP revision process. Because this amendment does not impact air quality, and a new or revised air quality conformity analysis is not required, staff believes the revision may still move forward and receive final federal approval. However, we cannot be certain until the rule is released.

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

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-33; and  
MTC Resolution No. 4375, Revised



---

Therese W. McMillan

TIP Revision Summary  
2019-33

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview BikePed	Update the funding plan to remove \$289K in Local and \$8.3M in RTP-LRP and archive this project as the remaining projects have been completed or are nearing completion	-\$8,629,000	-46.1%
ALA130014	Oakland	7th Street West Oakland Transit Village, Phase II	Archive project from the TIP as it has been completed	\$0	0.0%
<b>System: Public Lands/Trails</b>					
ALA170050	Emeryville	Emeryville Greenway Crossing Improvements	Archive project from the TIP. Project is completed and open for use.	\$0	0.0%
NAP170007	Napa (City)	Vine Trail Gap Closure - Soscol Avenue Corridor	Update the funding plan to add \$737K in local funds to various phases and years	\$737,000	98.3%
SOL170007	Suisun City	McCoy Creek Trail - Phase 2	Update the project description to extend the western limit of the project to Blossom Ave	\$0	0.0%
<b>System: Regional</b>					
VAR190003	Metropolitan Transportation Commission (MTC)	FPP: I-80 in Alameda & Contra Costa	Amend a new exempt project to the TIP with \$3M in FY20 STP funds, toll credits applied in lieu of match	\$3,000,000	~%
<b>System: State Highway</b>					
CC-190011	Metropolitan Transportation Commission (MTC)	Richmond-San Rafael Bridge Bicycle Access	Amend a new exempt project into the TIP with \$500K in MTC Regional Exchange Funds	\$500,000	~%
SCL190004	Santa Clara Valley Transportation Authority (VTA)	I-280 HOV - San Mateo County line to Magdalena Ave	Update the project description to remove a portion of the SB HOV lane extension from the terminus of the existing HOV lane to approximately 3200 ft north as that portion will be constructed under SCL190034	\$0	0.0%
SCL190034	Caltrans	SCL-SM I-280 Pavement Preserv. and HOV Extension	Update the project scope to add a 3200' HOV lane extension	\$0	0.0%
VAR190004	Metropolitan Transportation Commission (MTC)	Freeway Performance Program: SR 37	Amend a new exempt project to the TIP with \$1 million in FY20 STP funds, toll credits applied in lieu of match	\$1,000,000	~%
<b>System: Transit</b>					
CC-190010	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA: Oakley Park and Ride	Amend a new non-exempt project into the TIP with \$2.6M in 5307, \$2.5M in 5339, and \$1.3M in Sales Tax	\$6,400,000	~%
NAP190004	Metropolitan Transportation Commission (MTC)	Napa Valley Forward	Amend a new exempt project into the TIP with \$1.1M in MTC Exchange Funds	\$1,100,000	~%
<b>Total Funding Change:</b>				\$4,108,000	

TIP Revision Summary

ATTACHMENT 1

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$9,906,510	\$67,052,000	\$0	\$65,202,887	\$142,161,397	\$68,953,000
Proposed:	\$19,026,510	\$67,052,000	\$0	\$60,190,887	\$146,269,397	\$81,371,000
Delta:	\$9,120,000	\$0	\$0	-\$5,012,000	\$4,108,000	\$12,418,000

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 02/26/20-C 03/25/20-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, January 8, 2020, February 12, 2020, and March 11, 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

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.	10	\$1,370,190	12/12/2019	12/12/2019
2019-23	Amendment	6	\$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	9	\$43,720,114	1/17/2020	1/17/2020
2019-25	Amendment	17	\$204,462,942	11/20/2019	12/23/2019
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
2019-30	Admin. Mod.	Pending	Pending	Pending	Pending
2019-31	Amendment	3	\$6,508,000	2/26/2020	Pending
2019-32	Admin. Mod.	Pending	Pending	Pending	Pending
2019-33	Amendment	12	\$4,108,000	3/25/2020	Pending
Net Funding Change		429	\$1,581,666,730		
Absolute Funding Change			\$2,002,521,582		

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

Attachment A  
Resolution No. 4375  
Page 1 of 1

## **2019 Transportation Improvement Program**

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

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

Date: September 26, 2018  
W.I.: 1512  
Referred by: PAC  
Revised: 12/19/18-C 01/23/19-C 02/27/19-C  
03/27/19-C 04/24/19-C 05/22/19-C  
06/26/19-C 07/24/19-C 09/25/19-C  
10/23/19-C 11/20/19-C 12/18/19-C  
01/22/20-C 02/26/20-C 03/25/20-C

Attachment B  
Resolution No. 4375, Revised  
Page 1 of 13

## 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 an administrative modification that revises 10 projects with a net funding increase of approximately \$1.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 12, 2019. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflected planned obligations;
- Splits the Treasure Island Mobility Management Agency (TIMMA) sponsored Treasure Island Ferry Terminal Landside Improvements project out from the San Francisco County Transportation Authority sponsored Treasure Island Pricing Mobility Improvements project and programs \$3 million in FHWA Ferry Boat Discretionary to TIMMA's project;
- Splits the BART managed Transit Oriented Development Implementation program from the MTC managed Regional Planning-PDA Implementation program; and
- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$644,731 in FHWA Ferry Boat Program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in Ferry Boat Discretionary and \$644,731 in Ferry Boat Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-22, 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 2019-23** 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 an administrative modification that revises nine projects with a net funding increase of approximately \$43.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 17, 2020. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions including splitting out Alameda County's Complete Streets Improvements project from the Cherryland/Ashland/Castro Valley and Fairview Bicycle and Pedestrian Improvements project; and
- Updates the funding plans and back-up listings for four Caltrans-managed grouped listings to reflect changes in the Highway Safety Improvement Program, Highway Maintenance (HM) Program, and State Highway Operation and Protection Program (SHOPP), including splitting out the I-280 Roadway Preservation project from the SHOPP Roadway Preservation grouped listing.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$22.7 million in SHOPP funds, \$13.6 million in HM funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-24, 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 2019-25** 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 was received on December 23, 2019. 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 was received on January 2, 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 was received on January 30, 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.

**Revision 2019-30** is a pending administrative modification.

**Revision 2019-31** is an amendment that revises three projects with a net funding increase of approximately \$6.5 million. The revision was referred by the Programming and Allocations Committee on February 12, 2020, and approved by the MTC Commission on February 26, 2020. Caltrans approval is expected in late March 2020, and final federal approval is expected in mid-April 2020. Among other changes, this revision:

- Amends SolTrans's Electric Bus Charging Infrastructure project into the TIP to reflect the award of \$1.8 million in FTA Bus and Bus Facilities Program funds;

- Updates the scope and funding of the City of Concord's Willow Pass Road Repaving and Safe Routes to Schools Improvements project; and
- Archives one completed project.

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

**Revision 2019-32** is a pending administrative modification.

**Revision 2019-33** is an amendment that revises 12 projects with a net funding increase of approximately \$4.1 million. The revision was referred by the Programming and Allocations Committee on March 11, 2020, and approved by the MTC Commission on March 25, 2020. Caltrans approval is expected in late April 2020, and final federal approval is expected in mid-May 2020. Among other changes, this revision:

- Updates the descriptions of two projects to reflect that a 3,200 foot extension of a south-bound High Occupancy Vehicle (HOV) lane on I-280 will be implemented by Caltrans instead of the Santa Clara Valley Transportation Authority (VTA);
- Amends four new exempt projects and one new non-exempt project into the TIP to reflect the latest programming decisions in the One Bay Area Grant 2 (OBAG2) Program, MTC Regional Exchange Program, and Transit Capital Priorities (TCP) Program; and
- Archives three projects that have been completed.

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)

<b>File #:</b>	20-0307	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	2/3/2020	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/11/2020	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution Nos. 4377, Revised and 4381, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add and allocate \$600,000 to support Clipper® operations and a \$1.5 million allocation for the Means-based Fare Pilot.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2f_Reso-4377_4381_MeansBasedFarePilot.pdf</a>				

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

### Subject:

MTC Resolution Nos. 4377, Revised and 4381, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add and allocate \$600,000 to support Clipper® operations and a \$1.5 million allocation for the Means-based Fare Pilot.

### Presenter:

Cheryl Chi

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 2f

## MTC Resolution Nos. 4377, Revised and 4381, Revised

---

**Subject:** An amendment to the Regional State Transit Assistance (STA) Program to add and allocate \$600,000 to support Clipper® operations and a \$1.5 million allocation for the Means-based Fare Pilot.

**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 allocation 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).

### **Clipper® Operating**

An additional \$600,000 is proposed to be added to the FY2019-20 Regional STA Program and simultaneously allocated in support of Clipper® operations. With MTC's support, in order to incentivize use of the regional fare payment system, BART began a Clipper®-only sales policy at four of its most heavily trafficked stations in August 2019, which has resulted in an increase in MTC's share of Clipper® operating costs. BART's surcharge on paper tickets across its system also has driven demand for Clipper® cards. Consequently, MTC's costs associated with Clipper® card distribution and active cardholder fees are significantly higher than previously estimated for this fiscal year.

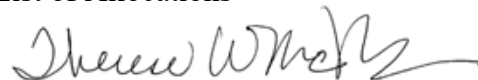
### **Means-Based Fare Pilot**

The Means-based Fare Pilot will launch toward the end of the current fiscal year. As part of the Commission action in May 2018 to approve this Means-Based Pilot, MTC committed to offset the fare discount with up to \$8 million annually. \$1.5 million is proposed to be allocated to fund our potential share of discounted rides through the end of FY2019-20.

**Issues:** None

**Recommendation:** Refer MTC Resolution Nos. 4377, Revised and 4381, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4377, Revised  
- Attachment A, STA Regional Coordination Program Summary  
- Attachment B, STA Regional Coordination Program Description  
MTC Resolution No. 4381, Revised  
- Attachment A, List of Allocations



---

Therese W. McMillan

Date: June 26, 2019  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC  
Revised: 03/25/20-C

ABSTRACT

Resolution No. 4377, Revised

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

The resolution includes the following attachments:

Attachment A – FY 2019-20 STA Regional Coordination Program

Attachment B – Project Descriptions

This resolution was revised on March 25, 2020 to add funds for Clipper.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 12, 2019 and March 11, 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4377

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

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

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

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

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

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

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

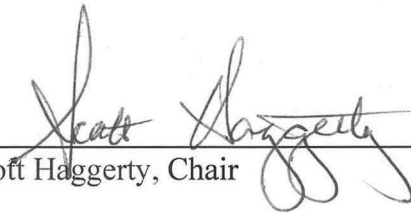
WHEREAS, MTC has provided information about the programming of STA funds for projects in FY 2019-20 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



---

Scott Haggerty, Chair

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

Date: June 26, 2019  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC  
Revised: 03/25/20-C

Attachment A  
MTC Resolution No. 4377  
Page 1 of 1

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

STA Regional Discretionary Funds <sup>(note 1)</sup>	\$ 44,905,126
--	---------------

Project Name	Claimant	Amount
Clipper <sup>®</sup>	MTC	\$ 7,700,000
Clipper <sup>®</sup>	GGBHTD	\$ 10,000
Regional Transit Mapping and Wayfinding	MTC	\$ 350,000
Hub Signage	AC Transit	\$ 306,000
Hub Signage	MTC	\$ 20,000
511 Transit	MTC	\$ 350,000
Regional Paratransit Program	CCCTA	\$ 75,000
RTC Program	MTC	\$ 100,000
Means-based Fare Pilot Program	MTC	\$ 8,000,000
Transit Projects Contingency	MTC	\$ 200,000
<b>Total</b>		<b>\$ 17,111,000</b>

<b>Balance after Programming</b>	<b>\$ 27,794,126</b>

<b>Estimated Funds Remaining</b>	<b>\$ 27,794,126</b>
----------------------------------	----------------------

Notes:

1. This amount is from the FY2020-21 Fund Estimate, MTC Resolution No. 4402, and is comprised of the estimated carryover at the end of FY2018-19 of \$24,638,138 and new revenue of \$20,266,988 for FY2019-20.

Date: June 26, 2019  
W.I.: 1221, 1224, 1229, 2655  
2700  
Referred by: PAC  
Revised: 03/25/20-C

Attachment B  
MTC Resolution No. 4377  
Page 1 of 3

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

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

### **Clipper<sup>®</sup>**

***Programmed to MTC:***        ~~\$7,100,000~~ \$7,700,000

***Programmed to GGBHTD:***    \$ 10,000

Clipper<sup>®</sup> allows transit riders to pay transit fares with a reloadable Clipper<sup>®</sup> smart card. Clipper<sup>®</sup> may be used on most transit systems in the San Francisco Bay Area. MTC's Clipper<sup>®</sup> responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper<sup>®</sup> system and a number of other contracts related to the implementation and operation of the Clipper<sup>®</sup> system. In FY 2019-20, \$7.7 million of STA will support the \$36.5 million total operating costs. GGBHTD is programmed \$10,000 for assisting in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program to reallocate in future years.

### **Regional Transit Mapping**

***Programmed to MTC:***        \$350,000

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

### **Hub Signage**

***Programmed to AC Transit: \$306,000***

***Programmed to MTC: \$ 20,000***

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

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

### **511 Transit**

***Programmed to MTC: \$350,000***

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

### **Regional Paratransit Program**

***Programmed to CCCTA: \$75,000***

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

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

The lead agency will provide progress reports summarizing work performed.

### **Regional Transit Connections (RTC) Program**

***Programmed to MTC: \$100,000***

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



**Transit Project Contingency**

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

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

**Regional Means-based Fare Discount Pilot Program**

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

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

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  
01/22/20-C 01/22/20-DA  
03/25/20-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. The resolution was further revised by Delegated Authority on January 22, 2020 to rescind Revenue-based funds from SamTrans and SFMTA due to a reduction of estimated funds.

On March 25, 2020, Attachment A was revised to allocate funds to MTC.

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, January 8, 2020 and March 11, 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

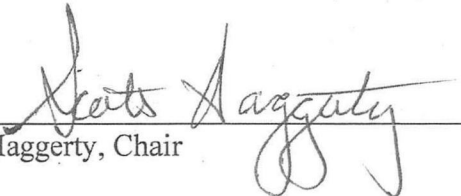
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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 01/22/20-DA  
 03/25/20-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
SFMTA	Transit Operations	(1,343,127)	08	01/22/20-DA	SFMTA
SamTrans	Transit Operations	(667,724)	24	01/22/20-DA	Caltrain
	<b>Subtotal</b>	<b>168,162,801</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	7,100,000	02	06/26/19	MTC
MTC	Clipper Operations	600,000	02	03/25/20	MTC
MTC	Means-based Fare Pilot	1,500,000	29	03/25/20	Means-based
	<b>Subtotal</b>	<b>9,200,000</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

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

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
BART	Elevator Attendant Program	1,300,000	27	01/22/20	San Francisco County
<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	28	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 219,902,700**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0308      **Version:** 1      **Name:**

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

**File created:** 2/3/2020      **In control:** Programming and Allocations Committee

**On agenda:** 3/11/2020      **Final action:**

**Title:** MTC Resolution No. 4380, Revised. An allocation of \$2.4 million in Transportation Development Act (TDA) funds to Union City to support transit operations.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2g Reso-4380 Union City Allocation.pdf](#)

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

### Subject:

MTC Resolution No. 4380, Revised. An allocation of \$2.4 million in Transportation Development Act (TDA) funds to Union City to support transit operations.

### Presenter:

Cheryl Chi

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

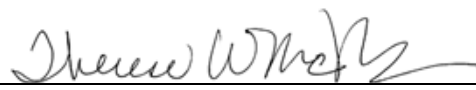
March 11, 2020

Agenda Item 2g

## MTC Resolution No. 4380, Revised

---

- Subject:** An allocation of \$2.4 million in Transportation Development Act (TDA) funds to Union City to support transit operations.
- Background:** As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the allocation of TDA funds which are derived from a 0.25% sales tax that is returned to the county of origin.
- Union City requests \$3.6 million to support their transit operations. \$2.4 million of TDA is proposed to be allocated through Commission approval while the remaining \$1.2 million in TDA and State Transit Assistance was allocated through Executive Director's Delegated Authority. These funds comprise 66% of Union City's \$5.4 million transit operating budget. Some highlights of their operating budget and program include:
- Union City will issue an operations and maintenance Request for Proposals (RFP) for service starting July 1, 2020. Other operators have experienced significant cost increases with new contracts due to the high cost of living and driver shortage regionwide.
  - Vehicle location software is provided through the current operations and maintenance contractor. However, the real-time information it provides does not integrate easily with third party providers. Therefore, Union City will procure a new software that they will have more control over.
  - Union City currently projects a 5.5% cost increase in FY2019-20 over the previous year, but actual costs for FY2018-19 are uncertain due to a ransomware attack on the city's computer systems in September 2019 that encrypted the City's financial data.
- Issues:** None
- Recommendation:** Refer MTC Resolution Nos. 4380, Revised to the Commission for approval.
- Attachments:** MTC Resolution Nos. 4380, Revised
- Attachment A, List of Allocations
  - Attachment B, Findings



---

Therese W. McMillan



Date: June 26, 2019  
W.I.: 1514  
Referred by: PAC  
Revised: 07/24/19-C 09/25/19-C  
10/23/19-C 11/20/19-C  
12/18/19-C 03/25/20-C

### ABSTRACT

#### Resolution No. 4380, Revised

This resolution approves the allocation of fiscal year 2019-20 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

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

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

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

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

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

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

On March 25, 2020, Attachment A was revised to allocate funds to Union City.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, December 11, 2019, and March 11, 2020.

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

Re: Allocation of Fiscal Year 2019-20 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4380

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

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

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

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2019-20 TDA funds; and

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

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

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

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

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

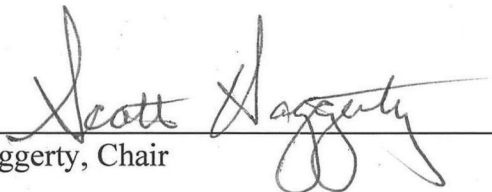
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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

Date: June 26, 2019  
 Referred by: PAC  
 Revised: 07/24/19-C 09/25/19-C  
 10/23/19-C 11/20/19-C  
 12/18/19-C 03/25/20-C

Attachment A  
 MTC Resolution No. 4380  
 Page 1 of 2

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
 DURING FISCAL YEAR 2019-20

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
VTA	Paratransit Operations	5,533,550	01	06/26/19	Santa Clara County	
CCCTA	Paratransit Operations	1,056,604	02	06/26/19	Contra Costa County	
AC Transit	Paratransit Operations	4,272,694	06	07/24/19	Alameda County	
VTA	Paratransit Operations	108,838	01	11/20/19	Santa Clara County	
CCCTA	Paratransit Operations	(47,217)	02	11/20/19	Contra Costa County	
SamTrans	Paratransit Operations	2,540,745	30	12/18/19	San Mateo County	
	<b>Subtotal</b>	<b>13,465,214</b>				

**5802 - 99260A Transit - Operations**

VTA	Transit Operations	105,137,458	03	06/26/19	VTA	
CCCTA	Transit Operations	17,880,362	04	06/26/19	CCCTA	
AC Transit	Transit Operations	56,458,618	07	07/24/19	AC Transit Alameda D1	
AC Transit	Transit Operations	15,134,949	08	07/24/19	AC Transit Alameda D2	
AC Transit	Transit Operations	7,960,285	09	07/24/19	AC Transit Contra Costa	
LAVTA	Transit Operations	9,692,625	10	07/24/19	LAVTA	
WCCTA	Transit Operations	2,942,039	11	07/24/19	WCCTA	
Sonoma County	Transit Operations	6,946,567	12	07/24/19	Sonoma County	
Sonoma County	Transit Operations	234,607	12	07/24/19	Petaluma	
SFMTA	Transit Operations	47,403,407	13	07/24/19	SFMTA	
SFMTA	Transit Operations	2,494,916	14	07/24/19	San Francisco County	1
ECCTA	Transit Operations	8,403,327	15	07/24/19	ECCTA	
SolTrans	Transit Operations	3,919,470	19	09/25/19	Vallejo/Benicia	
NVTA	Transit Operations	3,451,536	20	09/25/19	NVTA	
GGBHTD	Transit Operations	8,596,924	21	09/25/19	GGBHTD (Marin)	
GGBHTD	Transit Operations	6,479,603	22	09/25/19	GGBHTD (Sonoma)	
Marin Transit	Transit Operations	5,784,078	23	09/25/19	Marin Transit	
Santa Rosa	Transit Operations	6,478,955	25	10/23/19	Santa Rosa	
Petaluma	Transit Operations	1,434,447	26	10/23/19	Petaluma	
Fairfield	Transit Operations	4,039,738	27	11/20/19	Fairfield	
Fairfield	Transit Operations	1,038,983	27	11/20/19	Suisun City	
VTA	Transit Operations	2,067,922	03	11/20/19	VTA	
SamTrans	Transit Operations	45,540,233	31	12/18/19	Samtrans	
Union City	Transit Operations	2,379,126	32	03/25/20	Union City	
	<b>Subtotal</b>	<b>371,900,175</b>				

**5803 - 99260A Transit - Capital**

CCCTA	Transit Capital	2,584,265	05	06/26/19	CCCTA	
LAVTA	Transit Capital	1,274,000	16	07/24/19	LAVTA	
WCCTA	Transit Capital	1,202,564	17	07/24/19	WCCTA	
Fairfield	Transit Capital	1,512,898	28	11/20/19	Fairfield	
	<b>Subtotal</b>	<b>6,573,727</b>				

**5807 - 99400C General Public - Operating**

Sonoma County	Transit Operating	2,118,981	18	07/24/19	Sonoma County
Sonoma County	Transit Operating	46,291	18	07/24/19	Petaluma
	<b>Subtotal</b>	<b>2,165,272</b>			

**5809 - 99400C Elderly & Handicapped - Operations**

Fairfield	Transit Operations	897,507	29	11/20/19	Fairfield
Fairfield	Transit Operations	213,518	29	11/20/19	Suisun City
	<b>Subtotal</b>	<b>1,111,025</b>			

**5812 - 99400D Planning & Admin - Operating**

NVTA	Planning and Administration	1,481,900	24	09/25/19	NVTA
	<b>Subtotal</b>	<b>1,481,900</b>			

**TOTAL 396,697,313**

**Note:**

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

Date: June 26, 2019  
Referred by: PAC

Attachment B  
Resolution No. 4380  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2019-20  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

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

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

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

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

**Transportation Development Act Article 4.5 Funds**

**Public Utilities Code § 99275**

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

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

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

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

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

**Transportation Development Act Article 8 Transit Funds**

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

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





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0014      **Version:** 1      **Name:**

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

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

**On agenda:** 3/11/2020      **Final action:**

**Title:** MTC Resolution No. 4397. FY 2019-20 Transportation Development Act (TDA) Productivity Improvement Program (PIP).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2h\\_Reso-4397\\_PIP.pdf](#)

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

**Subject:**  
MTC Resolution No. 4397. FY 2019-20 Transportation Development Act (TDA) Productivity Improvement Program (PIP).

**Presenter:**  
Cheryl Chi

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 2h

## MTC Resolution No. 4397

**Subject:** FY 2019-20 Transportation Development Act (TDA) Productivity Improvement Program (PIP).

**Background:** In accordance with TDA legislation, MTC annually adopts a PIP, which is a set of projects to be undertaken by transit operators in the region in the near-term to improve productivity and lower operating costs. Before MTC can allocate TDA or State Transit Assistance (STA) funds to the operators for FY 2020-21, MTC must approve the FY 2019-20 PIP and affirm that operators have made a reasonable effort to implement their PIP project(s).

Attachment 1 to this memo summarizes the PIP projects for each operator while Attachment A to this resolution provides a more detailed description of all PIP projects. Historically, PIP projects were derived from recommendations made in the operators' most recently completed triennial TDA performance audits. For the seven largest operators, the PIP development process was revised in 2014 to incorporate the Transit Sustainability Project (TSP) performance metrics. Projects identified as "complete" will be removed from the PIP after the operator's next TDA audit.

### *Large Operators – PIP Projects*

Annually, MTC evaluates the TSP performance for the seven large operators (AC Transit, BART, Caltrain, Golden Gate, SamTrans, SFMTA, and SCVTA). Staff finds that most agencies have aligned costs with productivity, but that agencies are beginning to see ridership declines – in some cases of significant magnitude. A transit use study by UCLA that was presented to the Commission in January (<http://www.its.ucla.edu/publication/bay-area-transit-ridership-trends/>) will inform future discussions with the transit operators to address issues affecting the industry as a whole and Bay Area operations in particular. The large operators have submitted annual updates to their TSP strategic plans that identify strategies to continue progress towards achieving the 5% reductions and limiting growth in costs as part of the PIP.

### *Small Operators – PIP Projects*

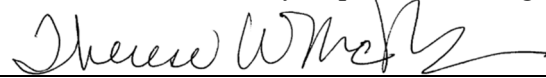
The smaller operators have drawn upon recommendations from the TDA performance audit, TSP, or other agency plans to improve productivity or lower operating costs.

The PIP is one tool that operators and MTC have at their disposal to make incremental improvements in transit operational efficiencies and the customer experience. Given recent discussions at the Committee and Commission levels surrounding seamless travel and ways in which to encourage greater coordination among Bay Area transit providers, staff welcomes input from Commissioners and stakeholders on ways to modernize the PIP and will return with a recommendation for the next cycle that fits with and supports evolving regional priorities.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4397 to the Commission for approval.

**Attachments:** Attachment 1 – Summary of PIP Projects  
MTC Resolution No. 4397  
- Attachment A, Fiscal Year 2019-2020 Productivity Improvement Program

A handwritten signature in black ink, appearing to read 'Therese W. McMillan', written over a horizontal line.

Therese W. McMillan

## Attachment 1 – Summary of PIP Projects

### Large Operators

Agency	Project	Status
AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, SCVTA	Transit Sustainability Project (TSP) Strategic Plan	Ongoing
BART	Reduce unscheduled absences	New

### Small Operators

### Regional Projects

Agency	Project	Status
WETA	Mobile Ticketing Project	Completed

### Alameda County

Agency	Project	Status
LAVTA	Fixed Route Bus Service On-Time Performance Improvement Project	Completed
Union City	Student Transit Pass Pilot Program (with ACTC)	Completed
	Install Automated Vehicle Location and Counters on Fixed-Route Service	Continuing

**Contra Costa County**

<b>Agency</b>	<b>Project</b>	<b>Status</b>
CCCTA (County Connection)	Bus Stop Access Improvement Project	Continuing
ECCTA (Tri Delta Transit)	Non-ADA Paratransit to Fixed Route Incentive Program	Completed
WCCTA (WestCat)	Implement Strategies to Track Bus Service On-time Performance	Continuing

**Marin County**

<b>Agency</b>	<b>Project</b>	<b>Status</b>
Marin Transit	Paratransit Preventative Maintenance Reporting	Completed
	Fare Policy Update	New

**Napa County**

<b>Agency</b>	<b>Project</b>	<b>Status</b>
NVRTA	VINE Bus Stop Informational Signs Upgrade	Continuing
	VINE Transit Comprehensive Operational Analysis	Completed

**Solano County**

<b>Agency</b>	<b>Project</b>	<b>Status</b>
Solano Transportation Authority for all Solano County Operators	Solano County Mobility Management Program Enhancements	Completed
	Solano Express Operations Implementation Plan	Completed
Soltrans	Local Fare Increase	New
City of Vacaville	Service Evaluation and Route Planning	Completed
	Reduce Preventable Accidents	Completed
	Eliminate ADA Trip Denials on Paratransit	Completed

**Sonoma County**

<b>Agency</b>	<b>Project</b>	<b>Status</b>
City of Petaluma	Install Real-Time Signage at Major Bus Stops	New
Santa Rosa	Improve data collection and reporting activities for fixed route and paratransit services	Completed
Sonoma County	Reduce Preventable Accidents	Completed
	Reduce Paratransit Trip Cancellations	Completed
Petaluma, Santa Rosa, and Sonoma County	Transit Efficiency Integration Study	Completed

Date: March 25, 2020  
W.I.: 1514  
Referred By: PAC

ABSTRACT

Resolution No. 4397

This resolution adopts MTC's FY2019-20 Productivity Improvement Program (PIP).

This resolution includes the following attachments:

Attachment A: Productivity Improvement Program for Large and Small Transit Operators

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet for March 11, 2020.

Date: March 25, 2020  
W.I.: 1514  
Referred By: PAC

Re: MTC Productivity Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4397

WHEREAS, Public Utilities Code (PUC) section 99244 provides that each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of transit operators within the area under its jurisdiction; and

WHEREAS, as provided for in Government Code sections 66500 et seq., the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, PUC section 99244 provides that recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in the triennial performance audits of transit operators conducted pursuant to PUC section 99246; and

WHEREAS, in accordance with PUC section 99244, MTC is required each fiscal year, to make a finding that a transit operator has made a reasonable effort in implementing productivity improvement recommendations prior to approving the allocation of Transportation Development Act (TDA) funds in an amount greater than was allocated to the operator in the preceding fiscal year; and

WHEREAS, in accordance with PUC section 99314.7, MTC is required each fiscal year, to make a finding that a transit operator has made reasonable effort in implementing productivity improvements pursuant to PUC section 99244, prior to approving the allocation of State Transit Assistance (STA) funds to the operator for operating purposes; and

WHEREAS, in accordance with PUC section 99233.2, MTC may support the regional transportation planning process by providing technical assistance funding to transit operators or other entities to implement transit productivity improvements; now, therefore, be it



RESOLVED, that MTC adopts the productivity improvement projects set forth in Attachment A to this resolution, and incorporated herein by reference; and

RESOLVED, that MTC finds that all transit operators identified in Attachment A have made reasonable effort in implementing productivity improvements and are eligible for allocations of TDA and STA funds next fiscal year in accordance with PUC sections 99244 and 99314.7.

METROPOLITAN TRANSPORTATION COMMISSION

---

Scott Haggerty, Chair

The above resolution was adopted by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held in  
San Francisco, California, on March 25, 2020.

Date: March 25, 2020  
W.I.: 1514  
Referred By: PAC

Attachment A  
Resolution No. 4397  
Page 1 of 11

## **Fiscal Year 2019-2020 Productivity Improvement Program**

### **Large Operators**

Transit Operator: AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, and SCVTA

Project Title: Transit Sustainability Project Strategic Plan

Project Goal: Achieve a 5% reduction by FY2016-17 in at least one of the three performance measures outlined in MTC Resolution 4060.

Project Description: MTC Resolution No. 4060 established performance measures and targets for the largest seven Bay Area transit operators to achieve a five percent (5%) reduction by FY2016-17 in one of three performance measures with no growth beyond the Consumer Price Index (CPI) thereafter. These measures are:

- Cost Per Vehicle Service Hour;
- Cost Per Passenger; and
- Cost per Passenger Mile.

Each agency adopted a strategic plan in FY2012-13 and annually updates this plan to describe how it intends to meet one or more of the performance targets. Beginning in FY2013-14, each agency submits performance data on all three measures and targets as part of MTC's ongoing monitoring of progress towards meeting the targets.

Estimated Completion Date: Ongoing

Transit Operator: Bay Area Rapid Transit District (BART) (NEW)

Project Title: Reduce Unscheduled Absences

Project Goal: Curtail unscheduled absences.

Project Description: Develop and implement process to reduce unscheduled absences including improving understanding of absences, target communication to employees with excessive absences, provide training to supervisors, and audit attendance.

Estimated Completion Date: Ongoing

## **Small Operators**

### **Regional**

Transit Operator: Water Emergency Transportation Authority (WETA)

Project Title: Mobile Ticketing Project

Project Goal: The project will address the potential loss of revenue from problematic on-board ticket sales and improve the customer experience by providing a convenient and efficient means of buying tickets.

Project Description: WETA will implement a mobile ticketing platform that will allow riders to purchase tickets from their smartphones. The primary users of the mobile platform will be visitors/tourists and infrequent riders who do not have a Clipper card and want to avoid the need to pay onboard. The application will be a free download and on-board staff will visually inspect all mobile tickets.

Estimated Completion Date: Completed, January 2019

## **Alameda County**

Transit Operator: Livermore Amador Valley Transit Authority (LAVTA)

Project Title: Fixed Route Bus Service On-Time Performance Improvement Project

Project Goal: Examine causes and prepare a plan for improving on-time performance of the fixed route bus service.

Project Description: LAVTA's fixed-route on-time performance for the three years of the most current TDA audit period was consistently in the 80 percent range. The previous Short Range Transit Plan included a standard of 90 percent. LAVTA has examined its fixed-route bus service

to determine the cause(s) for the underperforming on-time scheduled bus service through the process of a comprehensive operations analysis that was completed in FY16. LAVTA continues to monitor performance and adjust schedules and operations as needed with the goal of reaching 85% within that timeframe.

Estimated Completion Date: Completed, June 2019

Transit Operator: Union City

Project Title: Student Transit Pass Pilot Program

Project Goal: Increase student ridership and reduce barriers to transportation access to/from school.

Project Description: Alameda County Transportation Commission (ACTC) has a three-year student transit pass pilot project to test different pass programs to determine if and which pass programs will increase student ridership. ACTC contracted with Union City to purchase passes for students in the first year and in the second year (current FY) will reimburse Union City Transit for trips taken. Pilot started in FY17 and will conclude in FY19 with the goal of creating a countywide student transit pass program.

Estimated Completion Date: Completed, June 2019

Transit Operator: Union City

Project Title: Install Automated Vehicle Location and Counters on Fixed-Route Service

Project Goal: This project will provide fixed-route location via remote system to generate better schedules in the future, provide real-time information to customers, and automate passenger counts.

Project Description: This project will install tablet units inside the fixed route bus fleet. The table will enable office and field staff to track and communicate with the operator. Customers will be able to track their bus using an application that provides stop arrival time predictions. Automated passenger counters will also be installed at the front and rear doors to eliminate the need to manually count riders.

Estimated Completion Date: March 2020

## **Contra Costa County**

Transit Operator: Central Contra Costa Transit Authority (CCCTA)/ County Connection

Project Title: Bus Stop Access Improvement Project

Project Goal: Improve access to bus stops by providing passenger amenities, improved signage, and ADA accessibility.

Project Description: Recommendations in the Bus Stop Access Improvement Study will be implemented to improve passenger amenities, provide additional information to the public, and improve ADA accessibility.

Estimated Completion Date: December 2021

Transit Operator: Eastern Contra Costa Transit Authority/Tri-Delta Transit

Project Title: Non-ADA Paratransit to Fixed Route Incentive Program

Project Goal: Increase efficiency by reducing the number of non-ADA trips and reduce the per passenger operating costs of our paratransit service by incentivizing non-ADA users to utilize fixed route and Transportation Network Company partner alternatives.

Project Description: Tri Delta Transit will implement a pilot program to provide incentives for non-ADA users to use existing fixed route and TNC partner services rather than existing paratransit. Efforts will include major fare incentives as well as significant public outreach and travel training. Results of the program will be presented to the Board to decide whether to continue or end the program.

Estimated Completion Date: Completed, June 2019

Transit Operator: Western Contra Costa Transit Authority (WestCat)

Project Title: Implement Strategies to Track Bus Service On-time Performance

Project Goal: Obtain complete and accurate data on all aspects of the fixed-route service with new CAD/AVL/APC system.

Project Description: A new CAD/AVL/APC system will be tested on the commuter bus routes in late 2018. Depending on available funding, it will be implemented on the entire fixed-route fleet after testing is complete. This system will provide complete and accurate data for fixed-route service.

Estimated Completion Date: May 2020

## **Marin County**

Transit Operator: Marin Transit

Project Title: Paratransit Preventative Maintenance Reporting

Project Goal: Ensure that Marin Transit's paratransit contractor's preventative maintenance program complies with Federal Transit Administration standards.

Project Description: A recent review of the maintenance records of Marin Transit's paratransit contractor found discrepancies between the mileage between preventative maintenance reported to Marin Transit by the contractor and the actual mileage between preventative maintenance shown in the individual vehicle maintenance records. Based on the actual mileage, it was determined that preventative maintenance had not been performed to the level required by the Federal Transit Administration. This project provides the corrective action necessary to ensure that FTA standards are met.

Estimated Completion Date: Completed, December 2018

Transit Operator: Marin Transit

Project Title: Fare Policy Update (NEW)

Project Goals: (1) Shift cash payments to other fare media to support operational efficiency (2) Increase Clipper and pass usage (3) Simplify payment (4) Offer fare media that encourages ridership (5) Overall policy changes should be revenue neutral (NEW)

Project Description: Evaluate current fare policies, both price and payment mechanisms, and determine modifications consistent with the Project Goals. Specific tasks include: analysis of current fare revenue, development of recommendations, coordination with Golden Gate Transit

and the Clipper program, Board of Directors workshop, public hearings, and adoption of new policies.

Estimated Completion Date: June 2020

## **Napa County**

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Bus Stop Informational Signs Upgrade

Project Goal: Replace existing bus signage with new signs containing more customer service options and information.

Project Description: The new bus stop signs will inform riders of automated phone and text lines for information relating to bus service at the specific stop. The signs will also contain information on access to service information via internet or phone application for those possessing smart phones. The purpose of this is to direct some customer service questions to automated sources and reduce the amount of time spent answering routine questions by VINE staff thereby increasing customer service efficiency.

Estimated Completion Date: February 2021

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Transit Comprehensive Operational Analysis (COA)

Project Goal: The goal of the COA is to find inefficiencies in the transit system and recommend corrective or mitigating actions. The study will also give NVTa potential areas where service is lacking and what can be done to increase service in those areas. This study will cover fixed route as well as on demand services. It will exclude express services but will incorporate findings from the Vine Transit Express Bus Study.

Project Description: NVTa will analyze data regarding Vine's current fixed and on demand services and make recommendations to improve service efficiency.

Estimated Completion Date: Completed, January 2020

## **Solano County**

Transit Operator: Solano Transportation Authority for all Solano County Operators (Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: Solano County Mobility Management Program Enhancements

Project Goal: Implement a Mobility Management Plan for seniors, people with disabilities and the low-income to assist individuals in finding the right transportation to maintain and/or develop their mobility.

Project Description: The four components of the Mobility Management are 1) One Stop Call Center; 2) Travel Training Program; 3) Countywide In-Person ADA Eligibility Determination; and 4) Intercity Taxi Scrip. The first three have been implemented. Solano Transportation Authority will now administer the Intercity Taxi Scrip Program and incorporate non-ambulatory service into the program.

Estimated Completion Date: Completed, December 2018

Transit Operator: Solano Transportation Authority for all Solano County Operators (Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: Solano Express Operations Implementation Plan

Project Goal: Implement the revised Express Bus service to improve intra-county and inter-regional service, increase ridership, and meet performance standards.

Project Description: In July 2017, the Board approved the Solano Express Operations Implementation Plan to consolidate the seven existing routes into three routes. Staff is finalizing route schedules, making needed capital improvements, and preparing a marketing plan. FAST and Soltrans will need to have public hearings and outreach regarding the proposed service changes. Operational changes are planned to be implemented in two phases: July 2018 and July 2019.

Estimated Completion Date: Completed, July 2019



Transit Operator: Soltrans

Project Title: Local Fare Increase (NEW)

Project Goal: Ensure farebox recovery requirements are met.

Project Description: Increase local fares July 1, 2019, July 1, 2021, and July 1, 2023 to continue to meet the required farebox recovery rate as costs rise.

Estimated Completion Date: July 2023

Transit Operator: City of Vacaville

Project Title: Service Evaluation and Route Planning

Project Goal: Identify and implement fixed route transit improvements that can be implemented in the near-term.

Project Description: Vacaville will hire a transportation consultant to aid staff in the evaluation of City Coach fixed routes with the goal of identifying improvements that can be implemented by the end of 2018.

Estimated Completion Date: Completed, September 2018

Transit Operator: City of Vacaville

Project Title: Reduce Preventable Accidents

Project Goal: Reduce the preventable accident rate per 100,000 vehicle miles.

Project Description: Vacaville will identify and implement additional strategies to improve operator training and enhance monitoring activities to ensure that safety issues are identified and corrected.

Estimated Completion Date: Completed, January 2019

Transit Operator: City of Vacaville

Project Title: Eliminate ADA Trip Denials on Paratransit

Project Goal: Strive to eliminate all ADA service denials.

Project Description: Vacaville will develop and implement strategies to ensure all requested ADA trips are provided per ADA Regulations.

Estimated Completion Date: Completed, August 2018

## **Sonoma County**

Transit Operator: Petaluma

Project Title: Install Real-Time Signage at Major Bus Stops (NEW)

Project Goal: Improve customer experience through the availability of real-time information at high ridership locations.

Project Description: Install real-time signage, using the existing Automated Vehicle Location (AVL) system, at bus stops on the Petaluma Transit system with the highest boardings or at key transfer points. Based on current funding and pricing, signs will be installed at 10-15 stops in the system.

Estimated Completion Date: March 2021

Transit Operator: Santa Rosa

Project Title: Improve data collection and reporting activities for fixed route and paratransit services

Project Goal: Create a procedure manual for how to collect and report the figures in the TDA worksheet.

Project Description: Data inconsistencies were noted in the previous TDA audit. Staff turnover has also caused methods of data gathering and reporting to be exhaustively time consuming in trying to match previous methods. This project will function as a tool to enhance TDA reporting by more clearly defining the location of the data points used in reporting, why those particular

data sets were selected, and the methodology used to attribute allocated funds to service. This procedure manual will improve consistency in reporting.

Estimated Completion Date: Completed, October 2019

Transit Operator: Sonoma County

Project Title: Reduce Preventable Accidents

Project Goal: Reduce the number of preventable accidents.

Project Description: As recommended in Sonoma County Transit's 2017 TDA Performance Audit, this project will review current performance with regard to preventable accidents and establish training, assessment and targets for improvement during FY 2018-19.

Estimated Completion Date: Completed, September 2019

Transit Operator: Sonoma County

Project Title: Reduce Paratransit Trip Cancellations

Project Goal: Reduce paratransit trip cancellations

Project Description: As recommended in Sonoma County Transit's 2017 TDA Performance Audit, this project will include the development and implementation of strategies to reduce the number of trip cancellations on Sonoma County Paratransit. Over the past five years, paratransit ridership has grown approximately 55%. Along with ridership growth, the number of trip cancellations has increased as well. This project will assess current performance, develop and implement strategies to reduce trip cancellations, set performance targets and review and adjust efforts during FY 2018-19.

Estimated Completion Date: Completed, September 2019

Transit Operator: Petaluma, Santa Rosa, and Sonoma County

Project Title: Transit Efficiency and Integration Study

Project Goal: Identify potential areas of operator integration and develop a timeline for implementation over the next one to fifteen years.

Project Description: Sonoma County Transportation Authority (SCTA) is leading an effort to analyze current operations, cost structures, organizational structures, system performance, community needs, etc., to identify potential cost savings/service delivery improvements under various integration scenarios for implementation over a 1 to 15-year period. All bus transit operators in Sonoma County are participating in this study.

Estimated Completion Date: Completed, November 2019



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	20-0286	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	1/30/2020	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/11/2020	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution Nos. 3989, Revised and 4035, Revised. Revisions to the exchange program and One Bay Area Grant program (OBAG 1) to redirect \$25,000 in exchange funds from the Bay Bridge Forward Commuter Parking Initiative project to the Fruitvale Quick Build project.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2i Reso 3989 4035 Fruitvale Quick Build Project.pdf</a>				

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

### Subject:

MTC Resolution Nos. 3989, Revised and 4035, Revised. Revisions to the exchange program and One Bay Area Grant program (OBAG 1) to redirect \$25,000 in exchange funds from the Bay Bridge Forward Commuter Parking Initiative project to the Fruitvale Quick Build project.

### Presenter:

Mallory Atkinson

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 2i

## MTC Resolution Nos. 3989, Revised and 4035, Revised

---

**Subject:** Revisions to the exchange program and One Bay Area Grant program (OBAG 1) to redirect of \$25,000 in exchange funds from the Bay Bridge Forward Commuter Parking Initiative project to the Fruitvale Quick Build project.

**Background:** In July 2016, the Commission directed approximately \$40 million within the OBAG 1 and 2 programs and Regional Measure 2 to implement the first set of Bay Bridge Forward near-term improvements to reduce single occupancy vehicles and increase shared use modes on the San Francisco-Oakland Bay Bridge corridor.

### **Commuter Parking Initiative**

A key component of Bay Bridge Forward program is the Commuter Parking Initiative, which is constructing commuter parking facilities on underutilized Caltrans airspaces at three locations in the East Bay: I-880 and Fruitvale Avenue and I-880 and High Street in Oakland, and I-80 and Buchanan Street in Albany. Designed to support the shift from single-occupancy vehicles to shared-use modes leading to and across the San Francisco-Oakland Bay Bridge, these secured lots will provide AC Transit Transbay service and loading zones for carpool and employer shuttles, and will include electronic bike lockers, bike racks, and electric vehicle (EV) charging stations.

Following this initial fund programming for this project within the OBAG 1 and 2 programs, the Commuter Parking Initiative was redirected to MTC's exchange program to accelerate project delivery. This month, staff recommends redirecting \$25,000 in exchange funds from the Commuter Parking Initiative project to the Fruitvale Quick Build project, as part of an internal fund exchange with SAFE program balances.

### **Fruitvale Quick Build**

During the contract approval for commuter parking operations and management for the three parking facilities in September 2019, Commissioners directed staff to work the local community and agency partners to improve bicycle and pedestrian access to the Fruitvale Commuter lot.

In working with the City of Oakland and the Unity Council, staff identified an opportunity to build upon Oakland's upcoming Fruitvale Alive! project, which is anticipated for construction in FY 2020-21. The Fruitvale Alive! project will provide bicycle and pedestrian infrastructure and safety improvements on Fruitvale Avenue from East 12th Street to Alameda Avenue. These improvements will provide a direct and safe bicycle and pedestrian connection to one of the commuter parking lots at the Fruitvale location. However, the project does not provide a direct bicycle connection to the commuter lots to the west of Fruitvale Avenue.

MTC staff proposes to address this critical infrastructure gap by developing and designing safety, connectivity, and access improvements on East 9<sup>th</sup> Street between Fruitvale Avenue to Del Monte Way. This project will engage with the local community throughout the process to analyze safety improvements and develop conceptual plans to implement a low-stress, protected bicycle connection. Final design and construction for these improvements would be completed by the City of Oakland.

Staff recommends redirecting \$25,000 from the Commuter Parking Initiates within the exchange program to fund the Fruitvale Quick Build project. Using non-federalized fund source will accelerate the Fruitvale project timeline so it would coincide with Commuter Parking Lot Initiative operations and the Fruitvale Alive! project phasing.

**Issues:** None

**Recommendation:** Refer MTC Resolution Nos. 3989, Revised, and 4035, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3989, Revised, Attachment B  
MTC Resolution No. 4035, Revised, Attachment B-1



---

Therese W. McMillan

Date: February 23, 2011  
W.I.: 1512  
Referred by: PAC  
Revised: 10/26/11-C 02/26/14-C 12/21/16-C  
07/26/17-C 02/28/18-C 03/28/18-C  
11/28/18-C 03/27/19-C 06/26/19-C  
09/25/19-C 11/20/19-C 03/25/20-C

### ABSTRACT

#### Resolution No. 3989, Revised

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

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

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

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

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

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.



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

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

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

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

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect \$25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, and March 11, 2020.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3989

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

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

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

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

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

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

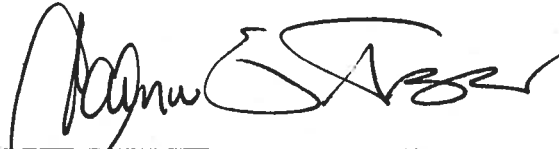
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



---

Scott Haggerty, Chair

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

## MTC Exchange Program Funding Commitments Attachment B

March 25, 2020

Recipient	Project/Program	Res No.	Date	Committed by MTC	ID
MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000	1
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000	2
MTC	Affordable Housing Jumpstart	4260	12/21/2016		3
MTC	Alameda Jumpstart	4260	11/28/2018	\$2,000,000	3
MTC	San Francisco Jumpstart	4260	11/28/2018	\$5,000,000	3
MTC	Santa Clara Jumpstart	4260	11/28/2018	\$3,000,000	3
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	\$3,875,000	4
<b>MTC</b>	<b>Fruitvale Quick Build</b>	<b>4035</b>	<b>3/25/2020</b>	<b>\$25,000</b>	<b>4</b>
MTC	Regional Priority Conservation Area (PCA) Program	4202	7/26/2017		5
MTC	Alameda County: Niles Canyon Trail, Phase 1	4202	11/20/2019	\$321,000	5
MTC	Albany: Albany Hill Access Improvements	4202	11/20/2019	\$251,000	5
MTC	Livermore: Arroyo Road Trail	4202	11/20/2019	\$400,000	5
MTC	EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	4202	11/20/2019	\$1,000,000	5
MTC	JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	4202	11/20/2019	\$950,000	5
MTC	San Francisco: McLaren Park and Neighborhood Connections Plan	4202	11/20/2019	\$194,000	5
MTC	GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	4202	11/20/2019	\$200,000	5
MTC	Half Moon Bay: Pillar Point Public Access Improvements	4202	11/20/2019	\$298,000	5
MTC	Menlo Park: Bedwell Bayfront Park Entrance Improvements	4202	11/20/2019	\$520,000	5
MTC	San Mateo County: Colma Creek Adaptation Study	4202	11/20/2019	\$110,000	5
MTC	Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.	4202	11/20/2019	\$379,000	5
MTC	SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	4202	11/20/2019	\$400,000	5
MTC	SCVOSA: Tilton Ranch Acquisition	4202	11/20/2019	\$1,000,000	5
MTC	PCA Grant Implementation	4202	11/20/2019	\$500,000	5
MTC	PCA Grant Unprogrammed Balance	4202	11/20/2019	\$1,647,000	5
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	\$30,000	6
TAM/SCTA	Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000	7
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000	8
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000	9
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000	10
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000	11
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000	12
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000	13
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000	14
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000	15
<b>Total Committed:</b>				<b>\$48,326,000</b>	

Date: May 17, 2012  
 W.I.: 1512  
 Referred by: Planning  
 Revised: 10/24/12-C 11/28/12-C 12/19/12-C  
 01/23/13-C 02/27/13-C 05/22/13-C  
 09/25/13-C 11/20/13-C 12/18/13-C  
 01/22/14-C 02/26/14-C 03/26/14-C  
 04/23/14-C 05/28/14-C 06/25/14-C  
 07/23/14-C 09/24/14-C 12/17/14-C  
 03/25/15-C 05/27/15-C 06/24/15-C  
 07/22/15-C 09/23/15-C 10/28/15-C  
 11/18/15-C 12/16/15-C 01/27/16-C  
 02/24/16-C 03/23/16-C 05/25/16-C  
 07/27/16-C 12/21/16-C 01/25/17-C  
 04/26/17-C 05/24/17-C 06/28/17-C  
 07/26/17-C 09/27/17-C 10/25/17-C  
 11/15/17-C 02/28/18-C 03/28/18-C  
 05/23/18-C 06/27/18-C 07/25/18-C  
 09/26/18-C 12/19/18-C 01/23/19-C  
 04/24/19-C 09/25/19-C 03/25/20-C

### ABSTRACT

#### Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation

Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31,



2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-

680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VRTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and

cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable

Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and rename San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the

name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.

On July 26, 2017, Attachment B-1 was revised to program \$2,322,000 in unprogrammed balances within the Transit Performance Initiative (TPI) Capital Investment Program, for four new North Bay projects.

On September 27, 2017, Attachment B-2 was revised to redirect \$94,000 in cost savings from Dixon's West A Street Preservation to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements within the Solano County Program.

On October 25, 2017, Attachment B-1 was revised to redirect \$44,000 from Caltrain's Map-Based Real-Time Train Display to its Control Point Installation project and redirect \$96,000 from Napa Valley Transportation Authority's Comprehensive Operational Analysis to its Imola Avenue and SR 29 Express Bus Improvements project within the Transit Performance Initiative – Incentive Program; and program \$73 in remaining program balances to the NVTa Imola Avenue and SR-29 Express Bus Improvements Project within the Transit Performance Initiative – Investment Program.

On November 15, 2017, Attachment B-1 was revised to program \$105,000 in Regional Safe Routes to School (SRTS) to Napa Valley Transportation Authority for Napa County's SRTS Program, \$225,000 to San Mateo County Office of Education for San Mateo County's SRTS Program, and \$1,000,000 to Los Altos for the Miramonte Ave Bicycle and Pedestrian Access Improvements within Santa Clara County; and to redirect \$783,000 in the Climate Initiatives Program from Walnut Creek's Parking Guidance System Pilot to the N Main St Rehabilitation project as part of a funding exchange arrangement.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and \$215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program \$364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to \$573,453 to reflect a change in scope; redirect \$630,000 in project savings from the NextGen

Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

On May 23, 2018, Attachments B-1 and B-2 were revised to redirect \$20,587 from Union City's Single Point Login Terminals on Revenue Vehicles to its South Alameda County Major Corridor Travel Time Improvements project within the Transit Performance Initiative program; and reflect the redirection of \$4,350,000 in Regional Transportation Improvement Program (RTIP) funds from Palo Alto's US 101/Adobe Creek Bicycle and Pedestrian Bridge to San Jose's West San Carlos Urban Village Streetscape Improvements project within Santa Clara County's OBAG 1 County Program.

On June 27, 2018, Attachment B-1 was revised to redirect \$820,000 from MTC's Bay Bridge Forward Commuter Parking Initiatives Related Activities project to CCTA's I-80 Central Ave Interchange Improvements; \$636,763 from ECCTA's Replacement of Eleven 40' Buses project to the Clipper® Next Generation Fare Collection System project within the Transit Capital Rehabilitation Program; and to program \$400,411 in unprogrammed balances within the Climate Initiatives Program to MTC's Carsharing Implementation project.

On July 25, 2018, Attachment B-1 was revised to redirect \$150,000 from Oakland's Transportation Impact Review Streamlining Technical Assistance grant within the Regional PDA Planning Grant program, with \$65,000 directed to Rohnert Park's Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant, and \$85,000 directed to Windsor's PDA Planning and Implementation Staffing Assistance grant.

On September 26, 2018, Attachments B-1 and B-2 were revised to redirect \$1,000,000 from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project and \$346,000 in Santa Clara County's Safe Routes to School program (SRTS) unprogrammed balances to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Regional SRTS program; redirect \$794,000 from Santa Clara County's Capitol Expressway Traffic Intelligent Transportation Systems (ITS) and Bike/Pedestrian Improvements project to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Santa Clara County Program; direct \$2,332,747 from Caltrain's Control Point Installation project to its Positive Train Control project within the Transportation Performance Initiative (TPI) Incentive program; and direct \$500,000 within the TPI Investment program

from Novato's Downtown SMART Station project to Novato Pavement Rehabilitation as part of a local funding exchange to support the Downtown SMART Station project.

On December 19, 2018, Attachment B-2 was revised to redirect \$794,000 from Sunnyvale's East Sunnyvale Area Sense of Place Improvements project to Sunnyvale's Peery Park Sense of Place Improvements within the Santa Clara County Program.

On January 23, 2019, Attachment B-1 was revised to redirect \$500,000 from Santa Clara Valley Transportation Authority's (VTA's) Santa Clara Pocket Track Light Rail Interlocking to VTA's Light Rail Crossovers and Switches project within the Transit Performance Initiative Capital Investments Program.

On April 24, 2019, Attachment B-1 was revised to redirect \$1,600,000 from AC Transit's Bay Bridge Forward (BBF) Higher Capacity Bus Fleets and Increased Service Frequencies project to its Double Decker Bus Wash project within the Transit Performance Initiative (TPI) Investment Program.

On September 25, 2019, Attachment B-1 was revised to change the sponsor of the I-80 Central Ave Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to the City of Richmond.

On March 25, 2020, Attachment B-1 was revised to reflect the redirection of \$25,000 from the Bay Bridge Forward Commuter Parking Initiatives to the Fruitvale Quick Build project within the exchange program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016,



February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, March 7, 2018, May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, December 12, 2018, January 9, 2019, April 10, 2019, September 4, 2019, and March 11, 2020.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

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

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

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

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

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

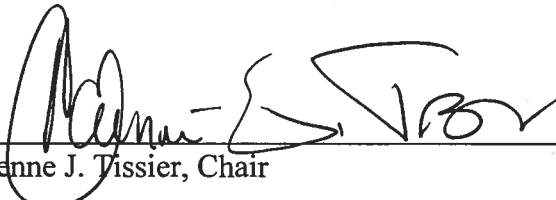
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

March 2020

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C  
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>		<b>TOTAL:</b>	<b>\$0</b>	<b>\$8,487,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
<b>2. REGIONAL OPERATIONS (RO)</b>		<b>TOTAL:</b>	<b>\$0</b>	<b>\$104,739,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Program for Arterial System Synchronization (PASS)	MTC	\$8,370,000	\$0	\$8,370,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$1,130,000	\$0	\$1,130,000
I-80 Central Ave Interchange Improvements	Richmond	\$820,000	\$0	\$820,000
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	\$0	\$3,875,000	\$3,875,000
<b>Bay Bridge Forward - Fruitvale Quick Build (Funding Exchange)</b>	<b>MTC</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,000</b>
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	\$1,100,000	\$0	\$1,100,000
SUBTOTAL		\$27,150,000	\$3,080,000	\$31,050,000
<b>Ramp Metering and TOS Elements - MTC Program</b>				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
<b>Ramp Metering and TOS Elements - Caltrans Program</b>				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>		<b>TOTAL:</b>	<b>\$37,080,000</b>	<b>\$100,408,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>		<b>TOTAL:</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
<b>Affordable Housing Jumpstart Program</b>				
Affordable Housing Jumpstart Program (Funding Exchange)	MTC		\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000

# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

March 2020

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C  
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>Regional PDA Planning</b>				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$150,000	\$0	\$150,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
Windsor Parking Management and Pricing	MTC	\$85,000	\$0	\$85,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	MTC	\$65,000	\$0	\$65,000
<b>SUBTOTAL</b>		<b>\$7,931,772</b>	<b>\$0</b>	<b>\$7,931,772</b>
<b>5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>	<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>	<b>\$40,000,000</b>

## 6. CLIMATE INITIATIVES PROGRAM (CIP)

<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$573,453	\$0	\$573,453
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000

# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

March 2020

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C  
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
Carsharing Implementation	MTC	\$400,411	\$0	\$400,411
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>	<b>TOTAL:</b>	<b>\$8,812,000</b>	<b>\$6,000,000</b>	<b>\$14,812,000</b>

\* Selected and funded by the BAAQMD. Listed here for informational purposes only

<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMA</i>				
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>	<b>TOTAL:</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>

<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Clipper Next Generation Fare Collection System	MTC	\$636,763	\$0	\$636,763
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>
<b>Transit Performance Initiative (TPI) Incentive Program</b>				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRR/ACE	\$502,214	\$0	\$502,214
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$160,587	\$0	\$160,587

## Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

### OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

March 2020

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C  
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C

### OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$1,802,415	\$0	\$1,802,415
TPI - Caltrain - Postitive Train Control	Caltrain	\$2,332,747	\$0	\$2,332,747
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>		<b>TOTAL: \$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>

### 9. TRANSIT PERFORMANCE INITIATIVE (TPI)

<b>TPI - Capital Investment Program</b>				
<i>TPI - Round 1</i>				
AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$3,000,000	\$0	\$3,000,000
SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
<i>TPI - Round 2</i>				
AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$1,000,000	\$0	\$1,000,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$3,990,560	\$0	\$3,990,560
VTA Prev. Maint. (for Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
<i>TPI - Round 3</i>				
AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$5,618,681	\$0	\$5,618,681
VTA Light Rail Crossovers & Switches	VTA	\$500,000	\$0	\$500,000
BBF - AC Transit Double Decker Bus Wash	AC Transit	\$1,600,000	\$0	\$1,600,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$7,400,000	\$0	\$7,400,000
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000



# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

## OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

March 2020

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C  
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C  
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
<i>TPI - Round 4</i>				
Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
Novato Pavement Rehabilitation (for Novato Downtown SMART Station)	Novato	\$500,000	\$0	\$500,000
NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035\_ongoing\_OBAG1\tmp-4035\_Attach\_B-1\_March.xlsx|B-1 March 2020





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	20-0305	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		<b>Consent</b>	
<b>File created:</b>	2/3/2020	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/11/2020	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 3914, Revised. An allocation of \$3 million in AB1171 Bridge Toll funds to Tri-Valley-San Joaquin Valley Regional Rail Authority for environmental and preliminary engineering on the Valley Link project.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2j_Reso-3914_Valley Link_Allocation.pdf</a>				

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

### Subject:

MTC Resolution No. 3914, Revised. An allocation of \$3 million in AB1171 Bridge Toll funds to Tri-Valley-San Joaquin Valley Regional Rail Authority for environmental and preliminary engineering on the Valley Link project.

### Presenter:

Craig Bosman

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 2j

## MTC Resolution No. 3914, Revised

---

- Subject:** An allocation of \$3 million in AB1171 Bridge Toll funds to Tri-Valley-San Joaquin Valley Regional Rail Authority for environmental and preliminary engineering on the Valley Link project.
- Background:** In September 2018, the Commission allocated \$10.12 million to the Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRA) for CEQA documentation and preliminary engineering on the Valley Link rail project, from the \$95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In the subsequent time, TVSJVRRA adopted its statutorily required Feasibility Report in October 2019, and has identified a preferred alternative, begun environmental review, and completed 15% preliminary design plans.
- Through this work, TVSJVRRA has identified the need for updates to the preliminary engineering plans to adjust for new assumptions regarding increased ridership, service plan changes, and corresponding revisions to the track schematics and layout. Also included in this allocation request are continued oversight and management of the prime contractor performing the pre-development tasks and activities, and funding for project partners for support activities (e.g., review of preliminary design plans and environmental documents) during this phase.
- Updated 15% preliminary design plans for submission with the draft CEQA Environmental Impact Report are expected to be complete in spring 2020, followed by completion of 30% preliminary design in early 2021. MTC's previous allocation will continue to fund the CEQA documents and 30% preliminary design. Additional bridge toll allocations will likely be sought by TVSJVRRA in the coming months to initiate and complete the Caltrans Project Approval and Environmental Documentation (PA&ED) process and related supporting costs. Proceeding in a phased allocation request allows work to continue while shaping up the management structure, confirming contract costs, and identifying partner contributions. Proceeding to final design and construction will depend on completion of environmental and securing additional funding sources.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 3914, Revised, to the Commission for approval.
- Attachments:** MTC Resolution No. 3914, Revised



---

Therese W. McMillan

Date: June 24, 2009  
W.I.: 1255  
Referred by: PAC  
Revised: 12/16/09-C 02/24/10-C 03/24/10-C  
06/23/10-C 07/28/10-C 10/27/10-C  
12/15/10-C 03/23/11-C 05/25/11-C  
06/22/11-C 07/27/11-C 09/28/11-C  
11/16/11-C 03/28/12-C 06/27/12-C  
07/25/12-C 11/28/12-C 01/23/13-C  
06/26/13-C 07/24/13-C 09/25/13-C  
10/23/13-C 12/18/13-C 02/26/14-C  
03/26/14-C 10/22/14-C 12/17/14-C  
01/27/16-C 05/25/16-C 09/28/16-C  
11/16/16-C 06/28/17-C 09/26/18-C  
01/23/19-C 07/24/19-C 03/25/20-C

### ABSTRACT

#### Resolution No. 3914, Revised

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

This resolution includes the following attachments:

#### Attachment A – Allocations of AB 1171 Bridge Toll funds

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

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

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

## ABSTRACT

MTC Resolution No. 3914, Revised

Page 2

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3914, Revised

Page 3

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3914, Revised

Page 4

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3914, Revised

Page 5

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

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

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3914, Revised

Page 6

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

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

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

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

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

This resolution was revised on March 25, 2020 to allocate \$3,000,000 in AB1171 funds to the Tri-Valley—San Joaquin Valley Regional Rail Authority for updated 15% design plans, project partner cooperative agreements, and project management on the Valley Link rail project.

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, September 14, 2016, November 9, 2016, June 14, 2017, September 12, 2018, January 9, 2019, July 10, 2019, and March 11, 2020.



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

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3914

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

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

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

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

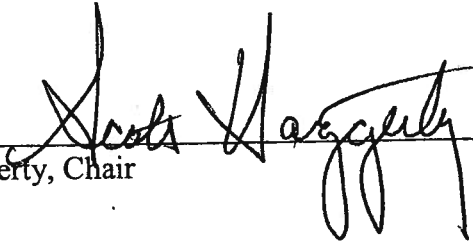
RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

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

---

METROPOLITAN TRANSPORTATION COMMISSION

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

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

Date June 24, 2009  
 W.I.: 1255  
 Referred by: PAC  
 Revised: 12/16/09-C 02/24/10-C 03/24/10-C  
 06/23/10-C 07/28/10-C 10/27/10-C  
 12/15/10-C 03/23/11-C 05/25/11-C  
 06/22/11-C 07/27/11-C 09/28/11-C  
 11/16/11-C 03/28/12-C 06/27/12-C  
 07/25/12-C 11/28/12-C 01/23/13-C  
 06/26/13-C 07/24/13-C 09/25/13-C  
 10/23/13-C 12/18/13-C 02/26/14-C  
 03/26/14-C 10/22/14-C 12/17/14-C  
 01/27/16-C 05/25/16-C 09/28/16-C  
 11/16/16-C 06/28-17-C 09/26/18-C  
 01/23/19-C 07/24/19-C 03/25/20-C

Attachment A  
 Resolution No. 3914  
 Page 1 of 37

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

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

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
03	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	\$10,700,000	02/24/10	<p>Scope of Work: This allocation will fund the final design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center. The scope includes final design work, various consulting services, coordination with public agencies, and permits and fees.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
04	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$5,226,000	02/24/10	<p>Scope of Work: This allocation will fund the Program Management/Program Controls (PMPC) services for the project. The PMPC provides assistance with the design, oversight, and management of the entire project.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	2009-10	CCTA	e-BART	\$11,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$11,000,000 for ROW Activities and associated utility coordination and construction between Somersville Rd and SR160. This is a contribution towards BART and CCTA's agreed upon right-of-way cost for median.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	2009-10	CCTA	e-BART	\$2,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$2,000,000 for construction activities associated with eBART costs in the median between Loveridge Road and SR160.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	2009-10	BART	e-BART	\$11,000,000	06/23/10	<p>Scope of Work: This allocation is towards the completion of the final design for the eBART project. The specific elements of this allocation include final design for the Hillcrest station, parking lot and maintenance facility, trackworks &amp; systems, vehicle procurement, and various Caltrans &amp; Utility agreements.</p> <p>Allocation is conditioned on the approval of the Initial Project Report (IPR) package by the BART board and concurrence by the CCTA board.</p> <p>BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that BART will comply with the provisions of MTC Resolution No. 3636 for the drawdown of AB 1171 funds.</p>



Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$134,074,000	06/23/10	<p>Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: <i>Construction Management Oversight, Existing Terminal &amp; Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits &amp; Fees, PMPC, Utility Relocation, Buttress Shoring Wall &amp; Excavation and Construction Management General Contractor services.</i></p> <p>The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the TJPA board.</p> <p>b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project.</p> <p>The demolition and construction allocation of roughly \$112 million is conditioned on:</p> <p>a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1.</p> <p>(cont. next page)</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08 (cont.)						<p>b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>*The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for \$400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.</p>
09	2010-11	BART	BART Warm Springs Extension	\$5,000,000	07/28/10  Conditions Revised 7/27/11	<p>Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> <li>• The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding.</li> <li>• Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million.</li> <li>• Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011.</li> <li>• BART and the funding partners have agreed to proceed with the project using the available funding.</li> <li>• Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order:</li> </ul> <p>(cont. next page)</p>
						<ol style="list-style-type: none"> <li>1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011;</li> <li>2. Apply any savings from the LTSS construction contract or soft costs; and</li> <li>3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively).</li> </ol> <ul style="list-style-type: none"> <li>• Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase.</li> </ul>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p> <p>d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.</p>

10	2010-11	ACCMA (Co-sponsor - BART)	BART to Livermore ROW Preservation	\$1,250,000	07/28/10	<p>Scope of Work: This allocation is to fund the purchase of right-of-way in the vicinity of I-580 and El Charro Rd to retain land for future transit use. The allocation of funds is conditioned on the following:</p> <p>I- Execution of a funding agreement between MTC and ACCMA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>ACCMA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART and ACCMA concur with an additional AB 1171 allocation, not to exceed \$500,000, to MTC for an independent Opportunity/Risk Assessment Study administered by MTC related to the \$95 million in AB 1171 funds committed to the project in Resolution 3434.</p> <p>Establishment of a Land Trust (or similar mechanism) including, but not limited to the following terms: a) property shall be held for the benefit of a BART Extension to Livermore or other transit project in corridor consistent with Resolution 3434 – Tri-Valley Transit Access Improvements to/from BART (PROJECT); and b) if PROJECT does not commence construction within ten years, property in the Land trust shall be sold for fair market value and proceeds distributed equally to funding partners, based on funding participation.</p>
11	2010-11	MTC	Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project	\$250,000	07/28/10	<p>Scope of Work: Develop an Opportunity/Risk Analysis related to future allocations of AB 1171 funds for ROW preservation for transit use in the corridor in the context of the programmatic level Environmental Impact Report certified by the BART Board.</p>

12	2010-11	MTC	Regional Express Lane Network	\$2,800,000	07/28/10	Scope of work: The funds requested in this allocation will be used to develop a project initiation document and application to the CTC for authority to implement the Regional Express Lanes Network. Additional planning and project development will be funded with this allocation, including: a) development of concepts of operation, b) exploration of options to enhance project delivery, c) development of an overall program delivery strategy.
13	2010-11	BART	e-BART	\$73,600,000	10/27/10	<p>Scope of work: This allocation is to fund the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the CCTA board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

14	2010-11	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$7,000,000	12/15/10	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p>Scope change approved 07/25/12 and effective as of the original allocation approval date of 12/15/10.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
13	2010-11	BART	e-BART	(\$52,000,000)	03/23/11	<p>This rescission of \$52 million reduces Allocation #13 to \$21.6 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project. The remaining \$21.6 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>

16	2010-11	CCTA	e-BART	\$19,000,000	03/23/11	<p>Scope of work: This allocation will fund \$19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160.</p> <p><i>Note:</i> Allocation was reduced by \$142,200 on 1/23/19. New allocation amount is \$18,857,800. See page 36.</p> <p>Allocation is conditioned on concurrence by the BART board with the IPR package.</p> <p>Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
----	---------	------	--------	--------------	----------	---



08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$76,024,000)	05/25/11	<p>This rescission of \$76,024,000 reduces Allocation #8 to \$58,050,000 for final design and construction of the Transit Center building, including:</p> <p>Construction Management Oversight</p> <p>Demolition of the Transbay Terminal and ramps</p> <p>Transit Center Final Design</p> <p>City Agency Inspection</p> <p>Transit Center Permits and Fees</p> <p>Program Management / Program Controls (PMPC)</p> <p>Utility Relocation</p> <p>Buttress, Shoring Wall and Excavation (BSE) construction</p> <p>Construction Management / General Contractor (CMGC) services</p> <p>The remaining \$58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.</p>
----	---------	--	---	----------------	----------	---

17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	\$26,400,000	06/22/11	<p>Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.</p> <p><i>Conditions:</i> Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
----	---------	--------------------------------	---	--------------	----------	---

18	2011-12	CCTA	e-BART	\$27,100,000	09/28/11	<p>Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160.</p> <p><i>Note:</i> Allocation was reduced by \$10,692 on 1/23/19. New allocation amount is \$27,089,308. See page 36.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
----	---------	------	--------	--------------	----------	---

19	2011-12	VTA	Mission/Warren/ Truck-Rail Facility	\$6,500,000	11/16/11	<p>Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project.</p> <p><i>Conditions:</i> The \$6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of \$148 million project. If the project cost is less than the \$148 million, MTC would rescind or reduce this allocation.</p> <p>Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
----	---------	-----	---	-------------	----------	---

17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	(\$3,817,000)	03/28/12	This rescission of \$3,817,000 reduces Allocation #17 to \$22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining \$22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$14,280,000	03/28/12	<p>Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project.</p> <p><i>Note:</i> Allocation was reduced by \$1,142,000 on 05/25/16. New allocation amount is \$13,138,000. See page 32.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$73,700,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ol style="list-style-type: none"> <li>1) Construction of the Transit Center “below grade structure” - \$41.5 M</li> <li>2) Finalize Transit Center design - \$27.4 M</li> <li>3) Complete remaining CM/GC pre-construction services - \$2.8 M</li> <li>4) Pre-bid construction administration for structural cast steel nodes - \$2 M</li> </ol> <p><i>Conditions:</i> Allocation and disbursement is contingent upon: a) Approval of the Initial Project Report (IPR) package by the TJPA board; and b) execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
----	---------	--	---	--------------	----------	---

22	2011-12	BART	eBART	\$9,410,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ul style="list-style-type: none"> <li>a) Completion of Final Design (\$3.4M) and;</li> <li>b) Construction Management (CM) and Design Service During Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and Slatten Ranch Road (\$6.01M).</li> </ul> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
2	2009-10	BART	e-BART	(\$7,933,300)	06/27/12	<p>This rescission of \$7.9 million reduces Allocation #2 to \$5.9 million for the construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue for the eBART project.</p> <p>The remaining \$5.9 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #2.</p>

13	2010-11	BART	e-BART	(\$5,600,000)	06/27/12	<p>This rescission of \$5.6 million reduces Allocation #13 to \$16 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project and CM/DSDC costs associated with this contract.</p> <p>The remaining \$16 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>
23	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$8,500,000	07/25/12	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>



24	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,980,000	11/28/12	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,796,000	1/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Note:</i> Allocation was reduced by \$125,206 on 11/16/16. New allocation amount is \$5,670,794. See page 33.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

26	2012-13	BART	BART To Livermore Extension Project	\$8,600,000	1/23/13	<p>Scope of Work: This allocation is for the completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> <li>a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</li> <li>b) BART staff to report a decision on whether to pursue a joint NEPA/CEQA or CEQA-only document, including having a lead Federal agency, by Jan 31, 2014. (date revised on July 24, 2013)</li> </ul>
27	2012-13	Sonoma Marin Area Rail Transit (SMART)	SMART Extension	750,000	1/23/13	<p>Scope of work: Re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. (Design costs).*</p> <p>Conditions: The allocation is conditioned on:</p> <p>SMART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB1171 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.</p>

28	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$822,008	6/26/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package.</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
29	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,513,000	9/25/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80 Westbound to I-680 Southbound Connector).</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$29,448,000	9/25/13	<p>Scope of work: This allocation funds construction of the I-80/680/12 Interchange Initial Construction Package #1 (I-80 Westbound to SR-12 Westbound Connector).</p> <p><i>Note:</i> Allocation was reduced by \$1 million on 03/26/14. New allocation amount is \$28,448,000. See page 27. This allocation was reduced by \$2,189,000 on 01/27/16. New allocation amount is \$26,259,000. See page 31.</p> <p>Conditions: Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$77,992	10/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

32	2013-14	BART	e-BART	\$9,533,000	12/18/13	<p>Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <p>a) Approval of local support resolution by CCTA and BART Boards.</p> <p>b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</p>
----	---------	------	--------	-------------	----------	---

33	2013-14	SMART	SMART	\$9,400,000	12/18/13	<p>Scope of Work: This allocation is for the reconstruction of the SMART track facilities, including associated system work, between Santa Rosa North and the Sonoma County Airport area, and a station at the Sonoma County Airport.**</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none"> <li>1. SCTA approval of \$4.35 million in funds for the airport extension.</li> <li>2. SMART Board approval of the Initial Project Report.</li> <li>3. Environmental clearance of the station at the Sonoma County Airport.</li> <li>4. Execution of a funding agreement between MTC and SMART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</li> </ol> <p>SMART agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
----	---------	-------	-------	-------------	----------	---

34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$1,124,327	2/26/14	<p>Scope of Work: Construction Manager/General Contractor pre-construction services for Transbay Transit Center building and related structures.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,000,000)	3/26/14	<p>This rescission of \$1 million reduces Allocation #30 to \$28,448,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$28,448,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

35	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange – I-80 Freeway Performance Initiative in Solano County	\$1,000,000	3/26/14	<p>Scope of work: This allocation funds construction of the I-80 Freeway Performance Initiative work elements in Solano County, related to the I-80/680/12 Interchange project.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
36	2014-15	City of Fairfield	Fairfield/Vacaville Intermodal Train Station	\$9,000,000	10/22/14	<p>Scope of work: This allocation funds construction of the Fairfield/Vacaville Intermodal Train Station.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and City of Fairfield for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>City of Fairfield agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>



37	2014-15	BART	e-BART	\$500,000	12/17/14	<p>Scope of Work: This allocation is for Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> <li>a) Approval of local support resolution by CCTA and BART Boards.</li> <li>b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.</li> </ul>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$2,189,000)	01/27/16	<p>This rescission of \$2,189,000 reduces Allocation #30 to \$26,259,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$26,259,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$2,189,000	01/27/16	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange).</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/16	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/16	<p>Scope of work: This allocation funds the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p><i>Note:</i> Allocation was reduced by \$251,607 on 11/16/16. New allocation amount is \$890,393. See page 33.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

40	2016-17	BART	BART To Livermore Extension Project	\$1,632,000	09/28/16	<p>Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <p>a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$125,206)	11/16/16	<p>This rescission of \$125,206 reduces Allocation #25 to \$5,670,794 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$5,670,794 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$251,607)	11/16/16	<p>This rescission of \$251,607 reduces Allocation #39 to \$890,393 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3.</p> <p>The remaining \$890,393 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.</p>

41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$376,813	11/16/16	<p>Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$331,157)	6/28/17	<p>This rescission of \$331,157 reduces Allocation #21 to \$73,368,843.</p> <p>The remaining \$73,368,843 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #25.</p>
34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$497,685)	6/28/17	<p>This rescission of \$497,695 reduces Allocation #34 to \$626,642.</p> <p>The remaining \$626,642 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
42	2016-17	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$2,028,515	6/28/17	<p>Scope of work: This allocation funds construction of the Transbay Transit Center Building and Related Structures.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

43	2018-19	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRRA)	Valley Link	\$10,120,000	9/26/18	<p>Scope of work: This allocation funds CEQA documentation and preliminary engineering on the Valley Link project.</p> <p>TVSJVRRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none"> <li>1. Formation of an executive steering committee with quarterly briefings, to include at a minimum representatives from MTC, Caltrans/CalSTA, ACE, San Joaquin COG, BART, and ACTC.</li> <li>2. The executive steering committee shall be briefed on the following elements of the feasibility report and EIR: <ol style="list-style-type: none"> <li>a. progress of CEQA/PE</li> <li>b. need for NEPA and potential timing thereof</li> <li>c. organizational structure and preferred project delivery entity</li> <li>d. funding plan</li> <li>e. interface with other regional transportation infrastructure and services</li> </ol> </li> <li>3. Approval of a local support resolution by the TVSJVRRRA board of directors.</li> </ol>
16	2010-11	CCTA	e-BART	(\$142,200)	1/23/19	<p>This rescission of \$142,200 reduces Allocation #16 to \$18,857,800.</p> <p>The remaining \$18,857,800 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #16.</p>

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

46	2019-20	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRA)	Valley Link	\$3,000,000	3/25/20	<p>Scope of work: This allocation funds updated 15% preliminary engineering plans, project partner cooperative agreements, and project management on the Valley Link project.</p> <p>TVSJVRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p>
Total Allocated				\$499,801,700		

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 20-0279      **Version:** 1      **Name:**

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

**File created:** 1/30/2020      **In control:** Programming and Allocations Committee

**On agenda:** 3/11/2020      **Final action:**

**Title:** MTC Resolution No. 3682, Revised. Regional Measure 2 (RM2) Project 18: Allocation of \$13 million in RM2 funds to MTC for the Next Generation Clipper project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2k Reso 3682 Next Gen Clipper.pdf](#)

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

**Subject:**  
MTC Resolution No. 3682, Revised. Regional Measure 2 (RM2) Project 18: Allocation of \$13 million in RM2 funds to MTC for the Next Generation Clipper project.

**Presenter:**  
Anne Spevack

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 2k

## MTC Resolution No. 3682, Revised

---

**Subject:** Regional Measure 2 (RM2) Project 18: Allocation of \$13 million in RM2 funds to MTC for the Next Generation Clipper project.

**Background:** In December 2016, following the statutorily outlined public hearing process, the Commission increased the funding for the RM2 Clipper project by \$13 million, using unneeded financing coverage. The scope of the project was also modified to include deployment of new technology for Clipper, also known as Next Generation Clipper.

In September 2018, the Commission approved a new contract with Cubic Transportation Systems for the Next Generation Clipper Regional Fare System Integrator. The contract is for replacement of the current backend fare collection system and customer-facing devices like fare validators and sales terminals. RM2 funds were included in the funding plan for this contract. A new mobile app and enhanced features are expected to launch in the next year, and installation of next generation Clipper devices is expected to begin in 2021, with full transition by 2024.

This item is a request to allocate \$13 million in unallocated RM2 funds for the design and implementation of the Next Generation Clipper Regional Fare System.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 3682, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3682, Revised.



---

Therese W. McMillan

Date: February 23, 2005  
W.I.: 1255  
Referred by: PAC  
Revised: 03/23/05-C 11/02/05-DA  
02/22/06-DA 09/27/06-DA  
04/25/07-DA 09/28/07-DA  
01/23/08-C 05/28/08-C  
06/25/08-DA 12/17/08-DA  
10/28/09-C 12/16/09-C  
07/27/11-DA 09/28/11-C  
07/30/12-DA 10/23/13-DA  
03/25/20-C

### ABSTRACT

#### MTC Resolution No. 3682, Revised

This resolution approves the allocation of Regional Measure 2 funds for the TransLink® project sponsored by Metropolitan Transportation Commission (MTC) and the various Bay Area transit operators identified in Attachment A of this resolution, who are the implementing agencies. This resolution also transfers funds previously allocated under MTC Resolution No. 3657 to this resolution and supersedes MTC Resolution No. 3657.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheets
- Attachment B - Project Specific Conditions
- Attachment C - MTC staff's review of Initial Project Reports (IPRs)
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised on March 23, 2005 to approve an allocation to MTC for TransLink® Support work. The attachments, A-3 through D-3 provide additional information on the allocation approval.

This resolution was revised on November 2, 2005 by Delegated Authority to approve a \$150,000 allocation to the Santa Clara Valley Transportation Authority for the VTA/Caltrain TransLink® Ticket Vending Machine Integration project. The attachments, A-4 through D-4 provide additional information on the allocation approval.

## ABSTRACT

MTC Resolution No. 3682, Revised

Page 2

This resolution was revised on February 22, 2006 by Delegated Authority to approve \$20,000 to MTC for TransLink® program technical assistance for VTA's Ticket Vending Machine Integration Project.

This resolution was revised on September 27, 2006 by Delegated Authority to allocate \$726,000 to VTA for final design of the Consortium Information Management System.

This resolution was revised on April 25, 2007 by Delegated Authority to allocate \$15,000 to MTC for assessing regional integration requirements of Golden Gate Transit's TransLink® Ferry Fare Gates project.

This resolution was revised on September 28, 2007 by Delegated Authority to allocate \$290,000 to MTC for SFMTA TransLink® Faregate integration work and \$90,000 to SFMTA for TransLink® faregate integration support efforts.

This resolution was revised on January 23, 2008 to allocate \$1,718,000 (final design and construction phases) to VTA for the Ticket Vending Machine Integration Project.

This resolution was revised on May 28, 2008 to allocate \$1,474,000 (construction phase) to VTA for the Consortium Information Management System.

This resolution was revised on June 25, 2008 by Delegated Authority to allocate \$200,000 (final design) to MTC for the TransLink® Reconciliation and Settlement Support Project.

This resolution was revised on December 17, 2008 by Delegated Authority to allocate \$50,000 in final design funds to MTC for the TransLink® Ticket Vending Machine Integration Project.

This resolution was revised on October 28, 2009 to allocate \$2,301,818 towards installation and procurement of new automatic fare collection equipment that will integrate with TransLink(r) and to provide associated support services.

This resolution was revised on December 16, 2009 to allocate \$1,738,000 to GGBH&TD to purchase and install an automated passenger counting and ticket system that is TransLink® and

## ABSTRACT

MTC Resolution No. 3682, Revised

Page 3

single ticket compatible at the San Francisco Ferry Terminal, AT&T Park, Larkspur Ferry Terminal, and Sausalito Ferry Landing.

This resolution was revised via Delegated Authority on July 27, 2011 to allocate \$1,000,000 to MTC towards improvements on the existing Clipper<sup>®</sup> system and expansion of Clipper<sup>®</sup> to other transit agencies.

This resolution was revised on September 28, 2011 to rescind \$1,054,207 from prior allocations to the Clipper<sup>®</sup> Integration and the Clipper<sup>®</sup> Reconciliation & Settlement Support projects and allocate \$1,295,207 to the Clipper<sup>®</sup> Capital project towards improvements on the existing Clipper<sup>®</sup> system and expansion of Clipper<sup>®</sup> to other transit agencies.

This resolution was revised on July 30, 2012 via Delegated Authority to rescind \$650,782 from a prior allocation to the BART Ticket Vending Machine (TVM) Clipper<sup>®</sup> Implementation project and re-allocate the same amount to the Clipper<sup>®</sup> Integration project for integration of the Clipper<sup>®</sup> functionality into BART's AFM machines and obtaining security access modules required to complete this integration.

This resolution was revised on October 23, 2013 via Delegated Authority to amend the scope on a prior allocation to the SFMTA Muni Metro Faregates project.

This resolution was revised on March 25, 2020 to allocate \$13,000,000 to the Next-Generation Clipper Regional Fare Payment System project for design and implementation of the replacement of the current fare collection system and equipment.

Additional discussion of this allocation is contained in the memorandum to the MTC Programming and Allocations Committee dated February 9, 2005, March 2, 2005, January 9, 2008, May 14, 2008, October 14, 2009, December 9, 2009, September 14, 2011, and March 11, 2020.

Date: February 23, 2005  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the TransLink® Project

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3682

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, TransLink®, sponsored by the Metropolitan Transportation Commission, is identified as capital project number 18 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Metropolitan Transportation Commission, through the TransLink® Management Group, has approved an unconstrained and unprioritized list of projects and corresponding implementing agencies eligible to receive funds under capital project number 18; and

WHEREAS, each implementing agency will submit an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval for each project allocation request; 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 implementing agency is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

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

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

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

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in the attachments 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 the RM2 funds allocated to BART under MTC Resolution No. 3657, as part of capital project number 18 under RM2, are hereby transferred to this resolution and Resolution No. 3657 is hereby superseded by this resolution; and be it further

RESOLVED, that MTC approves MTC staff's review of the requesting implementing agency's IPR for this project as set forth in the 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 the 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 implementing agency complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

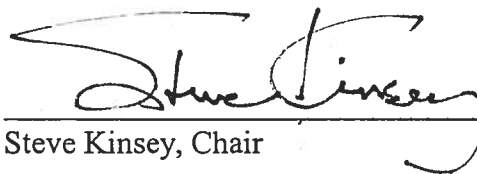
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



---

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on February 23, 2005.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Next Generation Clipper Regional Fare System  
Sponsor: Metropolitan Transportation Commission  
Project Number: 18.9

Allocation No. 18.9 - 1					
Activities to be funded with Allocation:					
This allocation will fund work on the Next Generation Clipper System Integrator contract, a wholesale replacement of the entire current backend fare collection system and customer-facing devices like fare validators and sales terminals, as well as modernization of retail and customer service devices, improved telecommunications, and expanded fare media options, including a robust mobile application and other capabilities.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
20368222	25-Mar-20	\$ 13,000,000	PS&E/CON	FY 2019-20	\$ 13,000,000



## **REGIONAL MEASURE 2 PROGRAM**

### **Project Specific Conditions**

Project Title: Next Generation Clipper Regional Fare System  
Sponsor: Metropolitan Transportation Commission  
Implementing Agency: Metropolitan Transportation Commission  
Project Number: 18.9

None

RM2 Project Number: **18.9**

## Next Generation Clipper Regional Fare System

<b>Lead Sponsor</b> Metropolitan Transportation Commission	<b>Other Sponsors(s)</b> N/A	<b>Implementing Agency</b> (if applicable) Metropolitan Transportation Commission
<b>Legislated Project Description</b> Integrate the Bay Area's regional smart card technology, Clipper, with operator fare collection equipment, expand system to new transit services, and deploy new technology.		
<b>RM2 Legislated Funding (in \$1,000)</b> Total Overall Funding for Project #18 - \$35,000 18.9 Clipper - MTC (\$13,000)		<b>Project # 18.9 - Total Estimated Project Cost (in \$1,000)</b> \$194,000
<b>Project Purpose and Description</b> Next Generation Clipper will be a customer-focused, cost-effective fare collection system that supports a modern, consistent and seamless Bay Area transit experience and provides a flexible platform for future fare structures. New features will include: <ul style="list-style-type: none"> <li>• a robust mobile application</li> <li>• near real-time communication</li> <li>• expanded retail, online and mobile sales</li> <li>• new fare media options</li> </ul>		
<b>Funding Description</b> Committed Funds: This project is funded through RM2, OBAG, FTA, and other state and regional funding sources Uncommitted Funds: FTA/FHWA are expected to be secured to fill the funding gap. Operating Capacity: MTC or the respective operating agency.		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document	N/A	N/A	\$0
2	Plans, Specifications and Estimates	09/2018	12/2022	\$112,000
3	Right-of-Way	N/A	N/A	\$0
4	Construction	04/2023	12/2024	\$82,000
<b>Total:</b>				<b>\$194,000</b>

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	Next Generation Clipper Regional Fare System	<b>Project No.</b> 18.9
<b>Lead Sponsor</b>	MTC	
<b>Implementing Agency</b>	MTC	

Fund Source	Phase	Prior	2019-20	2020-21+	Total
<b>Committed</b>					
OBAG 1 &2	PSE		35,000		35,000
FTA - TCP	PSE	11,198	5,000		16,198
Prior Year TCP	PSE	1,000			1,000
Prior Year Funds - TCP, TPI CMAQ, OBAG, LCTOP, STA, Card Sales	PSE	23,000			23,000
BATA Rehab	PSE	1,000		8,600	9,600
Prop 1B/LCTOP	PSE	4,000			4,000
STA - SGR	PSE	10,317	10,597		20,914
RM2	PSE		7,575		7,575
RM2	CON		5,425		5,425
Total:		50,515	63,597	8,600	122,712
<b>Uncommitted</b>					
FTA/FHWA - TCP	CON			71,288	71,288
Total:		0	0	71,288	71,288
<b>Total Project Committed and Uncommitted</b>					
		<b>Prior</b>	<b>2019-20</b>	<b>2020-21</b>	<b>Total</b>
Total:		50,515	63,597	79,888	194,000

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Next Generation Clipper Regional Fare System  
Sponsor: Metropolitan Transportation Commission  
Implementing Agency: Metropolitan Transportation Commission  
RM2 Project Number: 18.9

	PRIOR	2019-20	2020-21	2021-22	2022-23	2023-24	TOTAL
Environmental (ENV)	0	0	0	0	0	0	0
							0
							0
Final Design (PS&E)	0	4,175	1,000	2,400	0	0	7,575
RM2		4,175	1,000	2,400			7,575
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
Construction	0	0	0	0	2,713	2,713	5,425
RM2					2,713	2,713	5,425
							0
<b>TOTAL FUNDING</b>							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	4,175	1,000	2,400	0	0	7,575
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	0	2,713	2,713	5,425
<b>PROJECT TOTAL</b>	0	4,175	1,000	2,400	2,713	2,713	13,000



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0280      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 1/30/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 3/11/2020      **Final action:**  
**Title:** Regional Measure 3: Introduction to MTC / BATA Programmatic Categories.

An introduction to Regional Measure 3 (RM3) programmatic categories sponsored by MTC / BATA, with a focus on those programs that could be part of leveraging state competitive programs this spring.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3ai\\_RM3 MTC-BATA Projects Update.pdf](#)

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

**Subject:**

Regional Measure 3: Introduction to MTC / BATA Programmatic Categories.

An introduction to Regional Measure 3 (RM3) programmatic categories sponsored by MTC / BATA, with a focus on those programs that could be part of leveraging state competitive programs this spring.

**Presenter:**

Craig Bosman

**Recommended Action:**

Information

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 3a.i

## Regional Measure 3: Introduction to MTC/BATA Programmatic Categories

---

**Subject:** An introduction to Regional Measure 3 (RM3) programmatic categories sponsored by MTC / BATA, with a focus on those programs that could be part of leveraging state competitive programs this spring.

**Background:** Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a \$4.5 billion comprehensive traffic relief program of capital projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. RM3's expenditure plan (California Streets and Highways Code Section 30914.7) includes 35 named capital projects or programs, six of which are programmatic categories sponsored by MTC or the Bay Area Toll Authority (BATA). These programmatic categories are subject to further programming by MTC/BATA and other listed project sponsors as applicable.

In December 2019, the Commission approved the RM3 Policies and Procedures, which include a provision for Letters of No Prejudice (LONPs), to allow project sponsors to obtain Commission approval to move forward with a specific scope of work, using non-RM3 funds, and retain RM3 eligibility for that scope. If and when RM3 litigation is resolved and the Commission can make RM3 allocations, the project sponsor would be able to receive an allocation for that scope of work, and be reimbursed with RM3 funds. The project sponsor would proceed with an LONP at their own risk; if RM3 funds do not become available for allocation, there is no expectation that MTC will provide alternate funds.

The RM3 Policies and Procedures state that for MTC-sponsored or co-sponsored projects, no LONPs will be issued unless the project or program is fully defined or programmed. As a follow-up to December's discussion, the programmatic categories to which this provision applies are listed in the following table. This month, under agenda items 3a.ii, staff proposes a programming framework and initial programming of the Goods Movement and Mitigation Program category highlighted in the table on the following page. Initial programming action is required to address upcoming competitive funding rounds and to address immediate cost increases, including consideration of LONPs in the coming months. Staff is also presenting an informational item under agenda item 3a.iii, for the Bay Area Corridor Express Lanes Programmatic Category. Staff plans to return to the Commission for initial programming of this programmatic category next month.

#	MTC/BATA-Led or Co-Led Programmatic Categories	Sponsor(s)	RM3 Amount in \$Millions
2	Bay Area Corridor Express Lanes	MTC	300
3	Goods Movement and Mitigation	MTC, ACTC	160
4	San Francisco Bay Trail/Safe Routes to Transit	MTC	150
11	Core Capacity Transit Improvements	MTC, ACTC, AC Transit	140
17	Dumbarton Corridor Improvements	BATA, ACTC, SMCTD, SMCTA	130
26	North Bay Transit Access Improvements	MTC	100

Staff intends to return to this committee to discuss framework options and program projects for other programmatic categories in the future, via amendment to MTC Resolution No. 4411.

**Issues:** None.

**Recommendation:** Information

**Attachments:** Presentation

  
Therese W. McMillan

# **Regional Measure 3**

## **Introduction, Initial Programming, Discussion, and Letter of No Prejudice**



March 11, 2020

Programming and Allocations Committee



## Today's RM3 Items

- i. **Information:** Receive general update on implementation planning on MTC/BATA programmatic categories, with a focus on programs leveraging state competitive investment
- ii. **Action:** Approve initial program framework for Goods Movement and Mitigation
- iii. **Information:** Discussion of programming considerations for Bay Area Corridor Express Lanes
- iv. **Action:** Approve Letter of No Prejudice to WETA for the Mission Bay Ferry Landing project, under the Ferry Enhancement Program



## **i. MTC/BATA Projects Implementation Introduction**



## RM3 Expenditure Plan Context

- **35** named capital projects totaling \$4.5 billion:
  - **6** projects are **MTC/BATA programmatic categories**, subject to further programming by MTC/BATA and all other listed project sponsors.

#	Title	Sponsor(s)	\$M	MTC/BATA Role
2	Bay Area Corridor Express Lanes	MTC	300	Program/ Implement
3	Goods Movement and Mitigation	MTC, ACTC	160	Program in collaboration
4	San Francisco Bay Trail/Safe Routes to Transit	MTC	150	Program/ Implement
11	Core Capacity Transit Improvements	MTC, ACTC, AC Transit	140	Program in collaboration
17	Dumbarton Corridor Improvements	BATA, ACTC, SMCTD, SMCTA	130	Program/ Implement
26	North Bay Transit Access Improvements	MTC	100	Program
	<i>Total</i>		<b>980</b>	

## RM3 Implementation Context

- While awaiting results of litigation, MTC staff and project sponsors want to be ready to implement if/when RM3 cleared.
  - Issue Letters of No Prejudice (LONP) in meantime, as applicable, per RM3 Policies and Procedures
  - On programmatic categories:
    - Plan for programming/decision-making/eventual implementation
    - Programming and decision making now, as applicable

## Leveraging State Competitive Programs

- **Bay Area Corridor Express Lanes and Goods Movement and Mitigation** programmatic categories: staff recommends discussion and action in March/April to prepare for upcoming state competitive funding rounds and address immediate cost increases
- **Remaining MTC/BATA programmatic categories:** staff will return to discuss program framework and projects in future
  - San Francisco Bay Trail/Safe Routes to Transit
  - Core Capacity Transit Improvements
  - Dumbarton Corridor Improvements
  - North Bay Transit Access Improvements

## **Goods Movement and Mitigation (\$160M)**

- Provide funding to reduce truck traffic congestion and mitigate its environmental effects.
- MTC shall consult and coordinate with Alameda CTC to select projects for the program.

## **Bay Area Corridor Express Lanes (\$300M)**

- Fund environmental review, design, and construction of express lanes to complete Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities.
- MTC shall make funds available based on performance criteria, including benefit-cost and project readiness.

### **Recommendation:**

- 1) Programming framework proposal is detailed for approval in section ii (Goods Movement and Mitigation)
- 2) Programming approach is presented for information and discussion in section iii (Bay Area Corridor Express Lanes); staff will return in April with recommended program.



## **ii. Initial Program Framework Recommendations for Action Goods Movement and Mitigation**



## Goods Movement and Mitigation (\$160M)

- MTC, ACTC are sponsors of \$160M RM3 project
- Eligible projects include, but are not limited to, improvements in Alameda County to enable more goods to be shipped by rail, access improvements on I-580, I-80, and I-880, and improved access to Port of Oakland
- RM3 includes additional \$830M for specific freight projects (next slide)
- Bay Area Goods Movement Investment Strategy (2018) identifies \$3.8B in priority projects over next 10 years



Recommendation: Program 75% now; leave 25% in reserve:

- **50% (\$80M)** to Port of Oakland GoPort Suite of Projects, including 7<sup>th</sup> St. Grade Separation (East and West) Projects.
  - 7<sup>th</sup> Street East anticipated to have a higher cost estimate. Project was awarded Senate Bill 1 Trade Corridor Enhancement Program funds. If project does not receive INFRA funds, would require RM3 LONP.
- **25% (\$40M)** to Rail Crossing Safety and Emissions Reduction Projects
- **25% (\$40M)** held in reserve pending future workshop discussions





## RM3 provides nearly \$1B for projects in Goods Movement Investment Strategy

Project	\$ millions	Sponsor(s)
Goods Movement and Mitigation- Regional Program	\$160	MTC & ACTC
Contra Costa 680/SR 4 Interchange Improvements	\$210	CCTA
Solano County I-80/I-680/SR 12 Interchange Project	\$150	STA
I-80/Westbound Truck Scales	\$105	STA
SR 37 Improvements	\$100	TAM/NVTA/STA/SCTA
Capitol Corridor	\$90	CCJPA
I-680/SR 84 Interchange Reconstruction	\$85	ACTC
Highway 101/SR 92 Interchange	\$50	C/CAG, SMCTD
I-680/I-880/Route 262 Connector	\$15	ACTC
Vasco Road Safety Improvements	\$15	CCTA
Byron Highway-Vasco Road Airport Connector	\$10	CCTA
<b>Total</b>	<b>\$990</b>	



### **iii. Initial Program Considerations – Information Only**

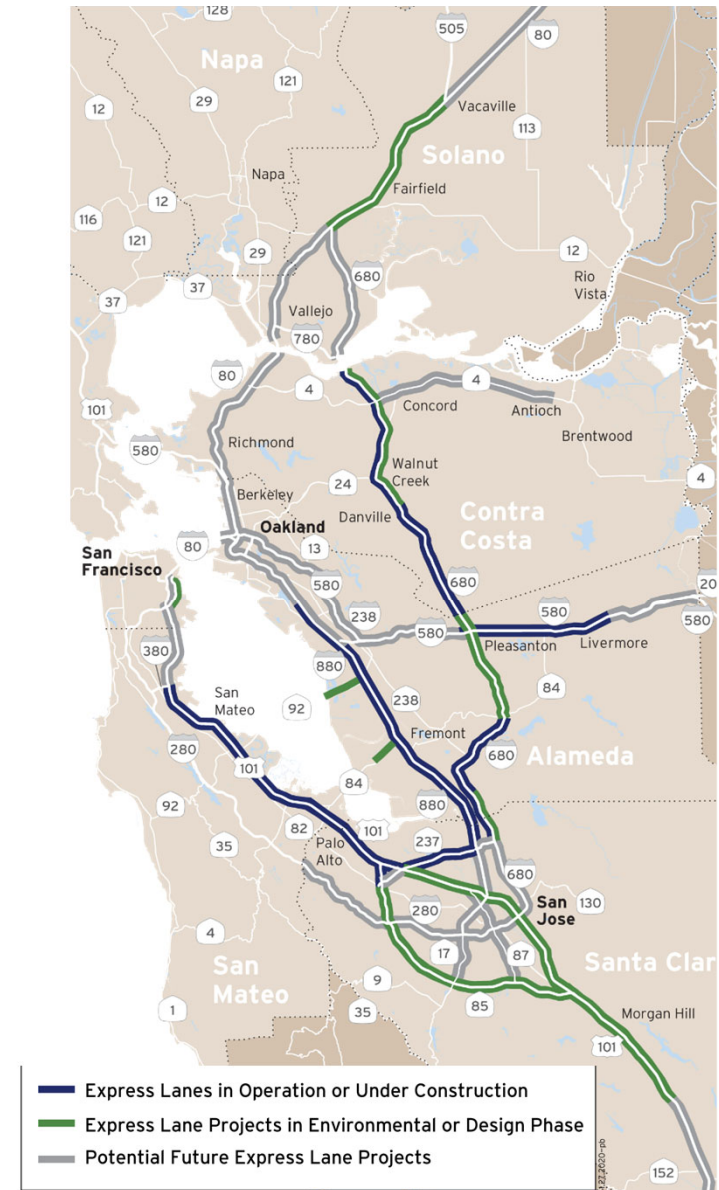
## **Bay Area Corridor Express Lanes**



# Bay Area Corridor Express Lanes (\$300M)

- Eligible projects include express lanes and supporting operational strategies
- MTC shall make funds available based on performance criteria, including benefit-cost and project readiness

The cost to complete the express lanes network is on the order of \$5 billion



# 2020 RM3 Express Lanes Program Strategy

- Deliver seamless system to Bay Area commuters sooner
- Put funds to work; get ready projects fully funded and constructed in each express lanes corridor group
- Maximize opportunity to secure SB1 funding
- Meet commitments by making regional funds available when needed

# General RM3 Express Lane Policy Principles



Projects should be ready-to-go



Projects must have strong benefit-cost performance



Recipients must agree to follow regionally consistent toll policies established by MTC/BAIFA

## 2020 RM3 Express Lanes Potential Programming Approach

<b>Candidates for 2020 Senate Bill 1 competitive funding that require RM3 to be fully funded</b> <ul style="list-style-type: none"> <li>• If projects do not secure sufficient 2020 Senate Bill 1 funding, RM3 funds are returned to the reserve</li> <li>• Sponsors must agree to follow regionally consistent toll policies set by MTC/BAIFA</li> </ul>	<b>\$TBD</b> (target April 2020)
<b>San Mateo 101 express lanes funded in the 2018 Senate Bill 1 program</b>	<b>\$75 million</b>
<b>Reserve</b> <ul style="list-style-type: none"> <li>• Leverage future competitive funding opportunities</li> <li>• Develop a pipeline</li> <li>• Implement projects that align with the Strategic Plan (underway)</li> </ul>	<b>\$TBD</b>
<b>TOTAL</b>	<b>\$300 million</b>

# Bay Area Express Lanes Strategic Plan

Define express lane network goals	✓
Identify potential projects over 30 years	✓
Inform near-term funding opportunities	✓
Develop 15-year priority network	Underway
Integrate into Plan Bay Area 2050	Underway
Explore policy issues & develop recommendations <ul style="list-style-type: none"> <li>• Express bus interface</li> <li>• Equity</li> <li>• Toll policy consistency</li> <li>• Close gaps &amp; address mega-region travel while considering greenhouse gas reduction goals</li> <li>• Financing, cost reductions &amp; expedited delivery</li> </ul>	Underway



## **iv. Letter of No Prejudice Recommendation for Action**

- **Mission Bay Ferry Landing project,  
under the Ferry Enhancement Program**



## Mission Bay Ferry Landing (\$25M LONP)

- WETA, as RM3 project sponsor, has committed \$25M of \$300M Ferry Enhancement Program for the Mission Bay Ferry Landing project
- WETA requesting \$25M LONP to preserve RM3 eligibility for construction phase
- Project is being built by Port of SF
  - Port of SF capital funds are replacement fund source, at-risk
- Construction scheduled to start summer 2020, go through 2021



**Recommendation:** Approve \$25M LONP for construction on Mission Bay Ferry Landing project

- Reimbursement subject to RM3 legal clearance and Commission allocation of RM3 funds



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	20-0281	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	1/30/2020	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/11/2020	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4411. Regional Measure 3: Goods Movement and Mitigation Programming.  Recommended programming for Regional Measure 3 (RM3) project programming within the Goods Movement and Mitigation, programmatic categories.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">3aii_Reso_4411_RM3 Programmatic Categories - Goods Movement.pdf</a>				

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

### Subject:

MTC Resolution No. 4411. Regional Measure 3: Goods Movement and Mitigation Programming.

Recommended programming for Regional Measure 3 (RM3) project programming within the Goods Movement and Mitigation, programmatic categories.

### Presenter:

Kenneth Kao

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 3a.ii.

## MTC Resolution No. 4411.

### Regional Measure 3: Goods Movement and Mitigation Programming

---

**Subject:** Regional Measure 3 (RM3) project programming within the Goods Movement and Mitigation, programmatic category.

**Background:** Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. RM3's expenditure plan includes 35 named capital projects, six of which are programmatic categories sponsored by MTC or the Bay Area Toll Authority (BATA). These programmatic categories do not have specific subprojects listed in statute and are subject to further programming by MTC/BATA and other listed project sponsors.

Staff proposes a framework for the Goods Movement and Mitigation programmatic category. Programming action is required to address upcoming competitive funding rounds and to address immediate cost increases. RM3 is currently under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. Staff intends to return to this committee to discuss framework options and program projects for other programmatic categories in the future, via amendment to MTC Resolution No. 4411.

#### **Goods Movement and Mitigation (RM3 Project 3)**

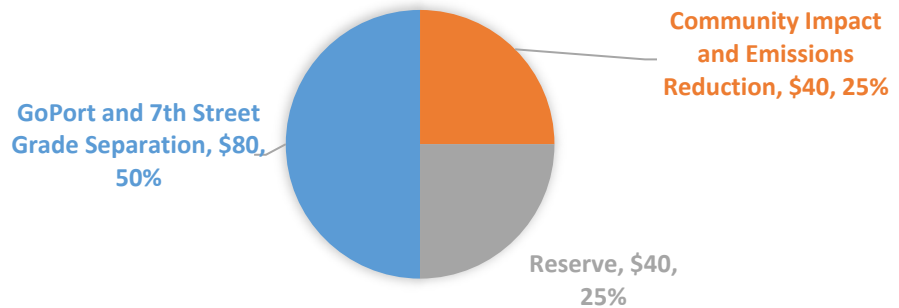
RM3 includes \$160 million in toll funds to "reduce truck traffic congestion and mitigate its environmental effects." As identified in statute, MTC staff consulted and coordinated with the Alameda County Transportation Commission (ACTC) to identify a framework for programming these funds. ACTC is expected to adopt the same framework at its meeting on March 26. Staff will also share the recommendations with the regional Goods Movement Executive Team on March 24, and expects future opportunities to re-evaluate the framework over time, as necessary.

#### Proposed Goods Movement Programming Framework

To align the RM3 programmatic category with MTC's Goods Movement Investment Strategy, MTC's Equity Platform, and with ACTC's Countywide Goods Movement Plan, staff proposes dividing the Goods Movement and Mitigation programmatic category as follows and illustrated on Chart 1 on the following page:

- 50%, or \$80 million, for the GoPort suite of projects at the Port of Oakland, which includes the 7<sup>th</sup> Street Grade Separation project.
- 25%, or \$40 million, for community impact reduction and emissions reduction, including ACTC's railroad grade crossing safety program.

- 25%, or \$40 million, to be held in reserve until such time MTC and ACTC gather additional stakeholder input on goods movement project priorities.



**Chart 1.** *RM3 Goods Movement Programmatic Category Proposal (\$M)*

7<sup>th</sup> Street Grade Separation Project


ACTC notified MTC of a substantial cost estimate increase on the 7<sup>th</sup> Street Grade Separation (East) project, and requests RM3 funds partially cover this shortfall. ACTC has applied for an Infrastructure for Rebuilding America (INFRA) program grant for the GoPort project. If awarded, the INFRA funds, rather than the RM3 funds, will cover the cost estimate increase.

Although RM3 funds are not available at this time, ACTC will request a Letter of No Prejudice (LONP) next month and intends to front local sales tax monies to award the 7<sup>th</sup> Street Grade Separation (East) project later this year, with a portion of sales tax monies paid back with RM3 funds subject to RM3 legal clearance and following an allocation by the Commission. Pursuant to RM3's Policies and Procedures (MTC Resolution No. 4404), adopted in December 2019, LONPs are only allowed for named RM3 projects, or for projects adopted by the sponsor of a programmatic category.

**Recommendation:** Refer MTC Resolution No. 4411 to the Commission for Approval.

**Attachments:**

1. MTC Resolution No. 4411
2. Presentation slides attached to item 3a.i

  
Therese W. McMillan

Date: March 25, 2020

Referred by: PAC

ABSTRACT

MTC Resolution No. 4411

This resolution establishes programming for Regional Measure 3 (RM3) capital projects sponsored or co-sponsored by MTC or BATA.

This resolution includes the following attachments:

Attachment A – Goods Movement and Mitigation Program of Projects

Additional discussion of this allocation is contained in the Executive Director's memorandum and MTC Programming and Allocations Committee Summary sheet dated March 11, 2020.

Date: March 25, 2020  
W.I.:  
Referred by: PAC

Re: Programming of Regional Measure 3 Capital Projects Sponsored or Co-Sponsored by MTC or BATA

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4411

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

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

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

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

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

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

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

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the RM3 Expenditure Plan gives certain responsibilities to MTC or BATA for specific projects, including project sponsorship or co-sponsorship, making funds available for projects, providing funding for competitive grant programs, allocating funding to an agency designated to build a project, or consulting with entities to determine a project sponsor, as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, pursuant to Section 30914.7(a) of the California Streets and Highways Code, other entities are joint project sponsors of certain RM3 capital projects or otherwise listed in determining the project sponsor;

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list project programming determinations for specific projects pursuant as Section 30914.7(a) of the California Streets and Highways Code; now, therefore, be it

RESOLVED, that MTC approves the programs of projects as set forth in the Attachments; and be it further

RESOLVED, that MTC may take further action to issue RM3 Letters of No Prejudice based on the programs of projects as set forth in the Attachments; and, be it further

RESOLVED, that further MTC action in the form of approved allocations are required to expend RM3 funds; and, be it further

RESOLVED, that MTC will meet all obligations for these projects regarding joint sponsors and other entities pursuant to Section 30914.7(a) of the California Streets and Highways Code; and be it further

RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to any applicable project sponsor, co-sponsor, or implementing agency.

METROPOLITAN TRANSPORTATION COMMISSION

---

Scott Haggerty, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at the regular meeting  
of the Commission held in San Francisco,  
California, on March 25, 2020.



### Goods Movement and Mitigation

<b>RM3 Project No.</b>	<b>3</b>
<b>Project Title</b>	<b>Goods Movement and Mitigation</b>
<b>Funding Amount</b>	<b>\$160,000,000</b>
<b>Statute Project Description</b>	
Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland.	
<b>Statute Project Sponsor Description</b>	
The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsor is the Metropolitan Transportation Commission and the Alameda County Transportation Commission.	
<b>Other Project Sponsor Action Required for Programming</b>	
Alameda County Transportation Commission (Alameda CTC) is expected to adopt a program of projects consistent with the list below at its March 26, 2020 meeting.	

### Program of Projects

<b>Project Sponsor</b>	<b>Project Title</b>	<b>RM3 Amount (\$ millions)</b>
Alameda County Transportation Commission	GoPort Suite of Projects at the Port of Oakland, including the 7 <sup>th</sup> Street Grade Separation (East and West) Project*	\$80
Alameda County Transportation Commission	Other Rail Crossing Safety and Emissions Reduction Projects	\$40
Program Reserve	TBD	\$40
<b>Total</b>		<b>\$160</b>

\*Alameda CTC has applied for an INFRA (Infrastructure for Rebuilding America) program grant for the GoPort project. If successful, the INFRA funds, rather than RM3 funds, will go toward the cost increase of the 7th Street Grade Separation East project.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 20-0377      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Informational  
**File created:** 2/24/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 3/11/2020      **Final action:**  
**Title:** Regional Measure 3: Bay Area Corridor Express Lanes Programming Considerations.  
Discussion of programming considerations for the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3aiii\\_RM3 Programmatic Categories - Express Lanes.pdf](#)

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

**Subject:**

Regional Measure 3: Bay Area Corridor Express Lanes Programming Considerations.

Discussion of programming considerations for the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

**Presenter:**

Lisa Klein

**Recommended Action:**

Information

# Metropolitan Transportation Commission

## Programming and Allocations Committee

March 11, 2020

Agenda Item 3a.iii.

### Regional Measure 3: Bay Area Corridor Express Lanes Programming Considerations

**Subject:** Discussion of programming considerations for the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

**Background:** Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. RM3's expenditure plan includes 35 named capital projects, six of which are programmatic categories sponsored by MTC or the Bay Area Toll Authority (BATA). These programmatic categories do not have specific subprojects listed in statute and are subject to further programming by MTC/BATA and other listed project sponsors.

Staff is initiating a discussion of key considerations related to the RM3 Bay Area Corridor Express Lane programming in advance of programming recommendations next month to align with Senate Bill 1 State Competitive funding program endorsements. As a reminder, RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3.

#### **Bay Area Corridor Express Lanes (RM3 Project 2)**

RM3 includes \$300 million in toll funds to "complete the Bay Area Express Lane Network." MTC is to make the funds available based on performance criteria including benefit-cost and project readiness.

Some express lanes that are candidates for the 2020 Senate Bill 1 (SB1) Solutions for Congested Corridors and Trade Corridors Enhancement programs require RM3 Express Lane Program funds to complete their funding plans. In April staff will ask the Commission to endorse projects for these 2020 SB1 programs, including other, non-express lane projects as well as express lanes that do not require RM3 funding. At that time, staff will recommend a programming (via amendment to MTC Resolution No. 4411) approval for the RM3 Bay Area Corridor Express Lane Category to align with the state funding request.

As a reminder, the region was successful in securing \$233 million through the 2018 SB1 competitive funding cycle for express lanes on US 101 in San Mateo and Santa Clara counties by identifying a bridge toll commitment of \$95 million for the San Mateo 101 segment. Staff would recommend this be considered next month to formalize as part of the RM3 Express Lane program.

Staff recommends that the initial programming approach directs funding to the most ready, high performing projects to provide the best chance to secure full funding through SB1. Specifically, the following strategy and policy principles are recommended to guide the program development.

2020 RM3 Express Lanes Program Strategy

- Deliver seamless system to Bay Area commuters sooner
- Put funds to work; get ready projects fully funded and constructed in each express lanes corridor group
- Maximize opportunity to secure SB1 funding
- Meet commitments by making regional funds available when needed

General RM3 Express Lanes Policy Principles

- Projects should be ready-to-go
- Projects must have strong benefit-cost performance
- Recipients must agree to follow regionally consistent toll policies established by MTC/BAIFA

At the same time, the Express Lanes Strategic Plan will continue on a parallel path and inform future programming actions. The Strategic Plan, which will be completed later this year, will articulate policies and identify a larger network that can be delivered over the next 15 years and that will require considerable funding in addition to RM3. The Strategic Plan will address important considerations such as:

- Interface with robust and cost-effective express bus service.
- Strategies to address equity.
- An approach to achieve consistent toll policies.
- Strategies and tradeoffs for closing gaps and for addressing mega-region travel and reducing greenhouse gas emissions.
- Ways to reduce capital costs and expedite delivery.

**Issues:** None.

**Recommendation:** Information.

**Attachments:** Presentation slides attached to item 3a.i

  
Therese W. McMillan



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

<b>File #:</b>	20-0284	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	1/30/2020	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/11/2020	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4412.				

Regional Measure 3 (RM3) Letter of No Prejudice to Water Emergency Transportation Authority (WETA) for the Mission Bay Ferry Landing Project in San Francisco.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3aiv\\_Reso-4412\\_RM3\\_LONP\\_WETA.pdf](#)

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

**Subject:**

MTC Resolution No. 4412.

Regional Measure 3 (RM3) Letter of No Prejudice to Water Emergency Transportation Authority (WETA) for the Mission Bay Ferry Landing Project in San Francisco.

**Presenter:**

Craig Bosman

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 3a.iv.

## MTC Resolution No. 4412

**Subject:** Regional Measure 3 (RM3) Letter of No Prejudice to WETA for the Mission Bay Ferry Landing Project.

**Background:** **Regional Measure 3 Letters of No Prejudice**  
Regional Measure 3 (RM3) was approved by voters on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first dollar of the toll increase was implemented on January 1, 2019. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

Through MTC Resolution No. 4412, the Commission may approve specific RM3 LONPs, at the request of project sponsors, and following the RM3 Policies and Procedures. Details on each LONP request specifying the amount and scope for which RM3 eligibility will be preserved will be included in the attachments to the resolution.

### **Mission Bay Ferry Landing**

The Water Emergency Transportation Authority (WETA) has submitted an RM3 LONP request for \$25 million for construction of the Mission Bay Ferry Landing, part of RM3 Project 5: Ferry Enhancement Program. The project will construct a new ferry landing in the Mission Bay neighborhood, near the Bayfront Park and Chase Center, with the capacity to berth two ferry boats simultaneously, and will include a pedestrian plaza. The project is being delivered by the Port of San Francisco and will be operated by WETA once it is complete.

The WETA Board took action on February 13, 2020 to commit \$25 million of the \$300 million RM3 Ferry Enhancement Program for the Mission Bay Ferry Landing. The Port has secured a CEQA Mitigated Negative Declaration and has completed all design required for bidding for the construction contract. Construction is expected to begin in June 2020, and the project is expected to be complete and in operation by December 2021.

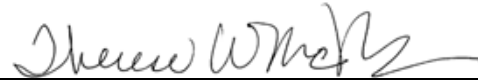
The RM3 Policies and Procedures require that the project sponsor provide a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, the Port will be using their capital funds to construct the project. WETA and the Port are aware of the risk that RM3 funds may never become available.

Staff have reviewed the Initial Project Report and LONP request and recommend issuing a LONP, preserving the eligibility of activities related to construction on the Mission Bay Ferry Landing occurring after the issuance of the LONP, for future RM3 allocation and reimbursement in the event that RM3 legislation is resolved favorably.

**Issues:** If the RM3 litigation is not resolved favorably, funds may never become available to reimburse WETA. WETA and the Port have acknowledged this risk in their agency resolutions and MOU.

**Recommendation:** Refer MTC Resolution No. 4412 to the Commission for approval.

**Attachments:** MTC Resolution No. 4412  
Presentation slides attached to Agenda Item 3a.i



---

Therese W. McMillan

Date: March 25, 2020

Referred by: PAC

ABSTRACT

MTC Resolution No. 4412

This resolution authorizes the Executive Director to issue Letters of No Prejudice for RM3 funds for eligible projects.

This resolution includes the following attachments:

Attachment A – Mission Bay Ferry Landing (WETA) LONP Summary

Additional discussion of this allocation is contained in the Executive Director's memorandum and MTC Programming and Allocations Committee Summary sheet dated March 11, 2020.



Date: March 25, 2020  
W.I.: 1255  
Referred by: PAC

Re: Authorization to Issue Letters of No Prejudice for Regional Measure 3 Funds

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4412

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

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

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

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

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

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

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

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the RM3 Policies and Procedures established a process whereby eligible transportation project sponsors may request a Letter of No Prejudice (LONP) for Regional Measure 3 funding; and

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list the scope, amount, and conditions for which project sponsors have requested an LONP, and the replacement funding source used in place of RM3 funds; and

WHEREAS, the claimants to which an LONP is issued under this resolution have certified that the projects and purposes listed and recorded the Attachments 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 LONP requests for the projects listed in the Attachments; and be it further

RESOLVED, that MTC authorizes the Executive Director to issue LONPs in accordance with the amount and activities as set forth in the Attachments; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon successful outcome of RM3 litigation; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon compliance with the provisions of the RM3 Policies and Procedures as set forth in length in MTC Resolution No. 4404; and be it further

RESOLVED, that future allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions as set forth in the Attachments; and, be it further

RESOLVED, that project sponsors receiving an LONP are responsible for delivering the usable project segment or complete phase with alternate funds before RM3 funds are available, at risk to the project sponsor; and be it further

RESOLVED, that an RM3 LONP does not represent a general funding commitment by MTC; in the event that RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds; and be it further

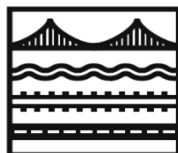
RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

---

Scott Haggerty, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at the regular meeting  
of the Commission held in San Francisco,  
California, on March 25, 2020.

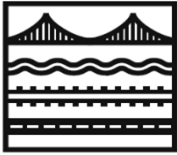


## Regional Measure 3

### Letter of No Prejudice Project Summary

#### Project Information

<b>RM3 Project Number</b>	5.1	
<b>Project Title</b>	Mission Bay Ferry Landing (under the Ferry Enhancement Program)	
<b>Lead Sponsor(s)</b>	<b>Other Sponsor(s)</b>	<b>Implementing Agency</b>
Water Emergency Transportation Authority (WETA)		Port of San Francisco
<b>Legislated Project Description</b>	<b>RM3 Legislated Funding (in \$1,000s)</b>	
(5) Ferry Enhancement Program. Provide funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities. The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority.	\$300,000	
<b>Sponsor Programming and LONP Request Action</b>		
The WETA Board of Directors approved WETA Resolution No. 2020-05 on 2/13/2020, programming \$25,000,000 of the RM3 Ferry Enhancement Program to the Mission Bay Ferry Landing project, and approving a \$25,000,000 RM3 LONP request.		
<b>Detailed Project Description</b>		
The Mission Bay Ferry Landing (MBFL) will provide ferry service to and from the Mission Bay neighborhood. The MBFL will provide the capability to berth two ferry boats simultaneously and will be located on Terry Francois Boulevard approximately 100 feet south of 16th Street. The Port and WETA estimate that, after completion, the MBFL will have the capacity to handle up to 6,000 passengers per day.		
<b>LONP Phase</b>	<b>LONP Amount (in \$1,000s)</b>	<b>LONP Approval Date</b>
CON	\$25,000	25-Mar-20
<b>Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available</b>		
The LONP preserves future RM3 eligibility for costs related to construction of the Mission Bay Ferry Landing incurred after the LONP approval date.		
<b>Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:</b>		
1	None	



## Regional Measure 3

### Letter of No Prejudice Project Summary

#### Project Funding Plan and Schedule

<b>RM3 Project Number</b>	5.1
<b>Project Title</b>	Mission Bay Ferry Landing (under the Ferry Enhancement Program)
<b>RM3 Replacement Funding Source</b>	Port of San Francisco Capital Fund

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Port Capital	Yes	\$ 138	Jan-17	Dec-18
	Office of Community Investment & Infrastructure	Yes	\$ 47		
	ENV Subtotal		\$ 185		
PSE	Port Capital	Yes	\$ 5,971	Dec-18	Jul-19
	City and County of SF General Fund	Yes	\$ 1,240		
	PSE Subtotal		\$ 7,211		
ROW				N/A	N/A
	ROW Subtotal		\$ -		
CON	Port Capital	Yes	\$ 872	Jun-20	Dec-21
	Private donation	Yes	\$ 4,000		
	Office of Community Investment & Infrastructure	Yes	\$ 8,353		
	Port Capital (RM3 replacement)	Yes	\$ 25,000		
	CON Subtotal		\$ 38,225		
<b>Capital Funding Total</b>			<b>\$ 45,621</b>		



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 20-0277      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 1/30/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 3/11/2020      **Final action:**  
**Title:** MTC Resolution No. 4273, Revised.

A request for approval of the program of Projects for the FY2019-20 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a\\_Reso-4273\\_FY2019-20\\_CapTrade\\_LowCarbonTransit.pdf](#)

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

**Subject:**

MTC Resolution No. 4273, Revised.

A request for approval of the program of Projects for the FY2019-20 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Presenter:**

Anne Spevack

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 4a

## MTC Resolution No. 4273, Revised

**Subject:** A request for approval of the program of Projects for the FY2019-20 Cap and Trade Low Carbon Transit Operations Program (LCTOP).

**Background:** The Low Carbon Transit Operating Program (LCTOP) receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population.

The State Controller's Office (SCO) released FY2019-20 LCTOP amounts on February 14, 2020, totaling \$146 million in funding statewide. Approximately \$14.2 million in population-based funds were made available to MTC and \$39.1 million in revenue-based funds were made available directly to operators in the region.

### **FY2019-20 Population-Based Funds Programming**

For MTC's share (\$14.2 million), projects are programmed based on the Cap and Trade Funding Framework, MTC Resolution No. 4130, adopted in April 2016; approximately \$4.7 million is being distributed to each of the following three project categories. See Attachment A of Resolution No. 4273, Revised for further detail.

- 1) North Counties/Small Operators. North county and small operators will implement a variety of projects, including service expansion and procurement of zero-emission buses and supportive bus-charging infrastructure. About \$3 million, or 64% of the funds from this category, will be used for zero-emission buses or infrastructure.
- 2) Fare Policy. Funds will be used to support the implementation of the Regional Means-Based Transit Fare pilot program, called Clipper START. This year's funding will be focused on providing funding to transit operators (as specified in Commission's pilot program policy) to offset a portion of their fare revenue losses as a result of offering a means based discount. As a reminder, the pilot includes BART, Caltrain, GGBHTD, and Muni with a discount ranging from 20-50%. Clipper START is expected to begin accepting applications April 1, 2020.
- 3) Transit Performance Initiative (TPI). The Cap and Trade Funding Framework sets aside minimum percentages over five years for SFMTA, VTA, and AC Transit. In the first three years of the LCTOP program, the Transit Performance Initiative has funded projects for these three operators, and the projected minimum set asides have nearly been reached. This year, staff released an open call for projects for any LCTOP-eligible operator, including SFMTA, VTA, and AC Transit, to propose TPI-eligible projects.

In response to the call, MTC received four applications totaling \$6.5 million. The applications are detailed in Attachment A to this item. A review panel consisting of MTC staff evaluated the projects based on their readiness, management capacity, cost-effectiveness, and performance indicators. Based on the project evaluation, staff recommends funding three

out of the four applications. The ECCTA application for Wi-Fi installation is the smallest request, and funding the full amount is recommended to ensure the improvements are included on paratransit vehicles. The NVTA and SFMTA applications are for larger projects with multiple components. The remaining TPI funds are recommended to be split between these two projects proportional to their total TPI request. The SMART application to join Clipper START is not consistent with the adopted Means-Based Fare Program Framework or the MTC Cap and Trade Framework, and is not recommended for funding through the TPI program. Details and recommended award amounts are shown in Attachment A.

**LAVTA FY2017-18 Project Revision**

MTC has also received a request from LAVTA to revise their previously programmed FY2017-18 project in the north counties/small operators category. The zero emissions bus purchase originally planned for those funds is being delayed, so the LCTOP funds planned for the purchase need to be shifted to another project that can be implemented this year in order to spend the funds within the time limit required by Caltrans. LAVTA is requesting to shift the funds to the Fare-Free Summer Rides Promotion, an operational project that will fund a fare-free promotion during June, July, and August in 2020 and 2021. LAVTA will be submitting a Corrective Action Plan to Caltrans to request this change, but Caltrans requires MTC to take action to reprogram the funds and provide concurrence on the change.

**Issues:**

*Schedule:* Project sponsors are responsible for submitting applications to Caltrans by April 8, 2020. Staff recommends that MTC approval of Resolution No. 4273, Revised be conditioned on local support documentation being submitted to Caltrans. Pending Commission approval, staff will submit Resolution No. 4273, Revised to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects.

*Disadvantaged Communities:* LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met overall for the region's funds. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction. These requirements will be met through the list of projects in Attachment A of Resolution No. 4273, Revised, with over 90% of funds going to projects that directly benefit Disadvantaged Communities or otherwise satisfy the state's requirement by investing in zero-emission buses or supporting infrastructure.

**Recommendation:** Refer Resolution No. 4273, Revised to the Commission for approval.

**Attachments:** Attachment A – Transit Performance Initiative Applications and Scoring  
MTC Resolution No. 4273, Revised



Therese W. McMillan



**FY 2019-20 Low Carbon Transit Operations Program - Transit Performance Initiative Applications and Scoring**

Operator	Project Title	Project Description	Funding Request	Staff Notes	LCTOP Recommended Funding Amount
NVTA	Imola Park and Ride and Express Bus Stop Improvements	Improvements to the park-and-ride at SR-29 at Imola Ave, including in-line bus stations at the on/off ramps, intersection and sidewalk improvements to help riders reach new bus stops from the park and ride, improved lighting, signal improvements including bus signal priority technology, and long-term bicycle parking for riders.	\$1,301,799	Enables significant time savings for riders by re-routing bus route 29 en route to the El Cerrito BART Station and route 11x en route to the Vallejo Ferry Terminal from Downtown Napa to SR-29. This project is partially funded through a previous TPI round focused on the North Bay.	\$1,052,102
SMART	Clipper START for SMART	Software and hardware modifications to implement the Clipper START regional low-income rider fare program on SMART commuter rail services.	\$700,000	MTC has done extensive planning and outreach work to determine the scope and extent of the Clipper START pilot program, which is funded through another LCTOP set-aside amount. Funding an addition to the program through TPI would not be consistent with either the adopted Means-Based Fare Program Framework or the MTC Cap and Trade Framework. Staff has received inquiries from multiple transit operators interested in joining the Clipper START pilot program and will present this information to the Commission as part of the Clipper START pilot program evaluation.	\$0

**FY 2019-20 Low Carbon Transit Operations Program - Transit Performance Initiative Applications and Scoring**

Operator	Project Title	Project Description	Funding Request	Staff Notes	LCTOP Recommended Funding Amount
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity	Enable Wi-Fi access for customers systemwide - on buses, microtransit vehicles, and paratransit vehicles. This will improve the rider experience and increase rider access to the mobile paratransit scheduling app, the MyRide on-demand scheduling service, and the planned Integrated Dynamic Transit Operation (IDTO) app, which will allow a rider transferring between two Tri-Delta buses to request the next bus hold for up to 5 minutes if their current bus is running late.	\$340,505	The IDTO app (currently in testing and planned to be in operation by Summer 2020) will save individual riders 30 to 60 minutes in wait time due to missed connections, but may delay other riders on a held vehicle for up to 5 minutes. Additionally, passengers would have increased access to the new paratransit scheduling app and the MyRide on-demand scheduling service. Tri-Delta has received a significant amount of requests for Wi-Fi on board their vehicles, including for trip planning purposes. Tri-Delta's low-income, senior, and ADA users have access to affordable smart phones, but may not be able to afford large data plans.	\$340,505
SFMTA	27 Bryant Tenderloin Transit Reliability Project	Improve the reliability of the 27 Bryant Muni line by simplifying the route from four to two turns, increasing stop spacing to an average of two blocks in areas without steep grades, extending bus zones at eight stops, adding transit bulbs at eight intersections, and enhancing pedestrian safety for riders accessing bus stops through sidewalk bulbs, new crosswalks, and signal improvements.	\$4,118,000	The 27 Bryant route experiences significant delays due to traffic congestion in the downtown area, frequent stops, and traffic signal delay. This project would reduce delays and improve travel times by simplifying the route and reducing the number of stops required. Additional improvements would enhance the rider experience and rider safety.	\$3,328,131
<b>Total</b>					<b>\$4,720,738</b>

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC  
Revised: 03/22/17-ED 04/26/17-C  
05/24/17-ED 03/28/18-C  
05/23/18-ED 04/24/19-C  
06/26/19-C 03/25/20-C

ABSTRACT

Resolution No. 4273, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

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

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

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

This resolution was revised via Commission Action on March 25, 2020 to add the FY 2019-20 LCTOP Population-based Funds Project List to Attachment A and to revise LAVTA's FY2017-18 project.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, and March 11, 2020.

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

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4273

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

06/26/19-C 03/25/20-C

## FY 2016-17 Low Carbon Transit Operations Program Requests

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

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

\* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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



Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

06/26/19-C 03/25/20-C

## FY 2017-18 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/7/2018

Agency	Project(s)	FY 2017-18 LCTOP Population-Based Funding	Date
CCCTA	New Service and Additional Weekend Trips (Martinez DAC)	\$ 375,378	3/28/18
CCCTA	Low/No Electric Bus	\$ 265,319	3/28/18
ECCTA	Continue Service -- New Route 381	\$ 386,968	3/28/18
LAVTA	Fare-Free Summer Rides Promotion	\$ 264,885	3/25/20
NVTA	Vine Zero Emission Bus (ZEB) Procurement Program	\$ 182,646	3/28/18
Union City <sup>1</sup>	Paratransit Vehicle Replacement	\$ 125,822	3/28/18
WCCTA	Purchase and Install New AVL/CAD/APC System	\$ 85,426	3/28/18
GGBHTD <sup>2</sup>	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 202,999	3/28/18
Marin Transit <sup>2</sup>	MCTD 2016 Transit Expansion [Third year]	\$ 134,881	3/28/18
City of Fairfield <sup>3</sup>	Electric Bus Infrastructure Upgrade Project	\$ 189,628	3/28/18
Solano County Transit <sup>3</sup>	SolTrans Electric Bus Purchase	\$ 360,542	3/28/18
City of Petaluma <sup>4</sup>	Enhanced Weekday Afternoon Transit Service	\$ 77,990	3/28/18
City of Santa Rosa <sup>4</sup>	Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating	\$ 226,261	3/28/18
Sonoma County Transit <sup>4</sup>	Electric Bus Purchase	\$ 342,183	3/28/18
<b>North Counties / Small Operators</b>		<b>\$ 3,220,928</b>	
MTC	Clipper Fare Payment System	\$ 3,138,381	3/28/18
SFMTA	Mission Bay Loop	\$ 1,440,568	3/28/18
VTA	Phase 1	\$ 874,631	3/28/18
AC Transit	San Leandro BART -- Transit Access Improvements	\$ 579,338	5/23/18
AC Transit	South Alameda County Major Corridors Travel Time Improvement	\$ 210,780	3/28/18
<b>TOTAL</b>		<b>\$ 9,464,626</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

06/26/19-C 03/25/20-C

## FY 2018-19 Low Carbon Transit Operations Program Requests

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

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

\* MTC approval conditioned on local support documentation submitted to Caltrans

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

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

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

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

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

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

06/26/19-C 03/25/20-C

## FY 2019-20 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/14/2020

Agency	Project(s)	FY 2019-20 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART III	\$ 215,710	3/25/20
CCCTA	Free Fares for Routes 11, 14, and 16 serving the Monument Corridor II	\$ 748,023	3/25/20
ECCTA	Hydrogen Fueling Station	\$ 582,076	3/25/20
LAVTA	Purchase four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 398,439	3/25/20
NVTA	NVTA Zero Emissions Bus	\$ 274,736	3/25/20
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 139,526	3/25/20
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 128,498	3/25/20
GGBHTD <sup>1</sup>	Golden Gate High Speed Ferry Vessel Acquisition	\$ 304,638	3/25/20
Marin Transit <sup>1</sup>	Purchase four 40ft Electric Transit Vehicles	\$ 203,600	3/25/20
City of Fairfield <sup>2</sup>	Electric Infrastructure Upgrade, Phase 1	\$ 231,718	3/25/20
Solano County Transit <sup>2</sup>	Electrical Infrastructure for Charging All-Electric Buses	\$ 595,846	3/25/20
City of Petaluma <sup>3</sup>	Purchase One Replacement Zero-Emission Bus	\$ 120,890	3/25/20
City of Santa Rosa <sup>3</sup>	Maintain Increased Frequency on Routes 1 and 2	\$ 341,082	3/25/20
Sonoma County Transit <sup>3</sup>	Electric Bus Purchase	\$ 510,392	3/25/20
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 4,795,174</b>	
MTC	Discount Fare Subsidy for BART, Caltrain, GGBHTD, and SFMTA, Regional Means-Based Transit Fare Pilot	\$ 4,720,738	3/25/20
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$ 1,052,102	3/25/20
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity	\$ 340,505	3/25/20
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$ 3,328,131	3/25/20
<b>TOTAL</b>		<b>\$ 14,236,650</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$508,238 and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$827,564 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$972,364 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

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

Attachment B  
MTC Resolution No. 4273  
Page 1 of 1

Transit Performance Initiative Project Savings Policy

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

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

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