



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Scott Haggerty, Chair    Alfredo Pedroza, Vice Chair*

---

Wednesday, March 25, 2020

9:50 AM

Board Room - 1st Floor (Remotely)

---

The Metropolitan Transportation Commission will be meeting on Wednesday, March 25, 2020 at 9:50 a.m. in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom, and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast and teleconference for Commissioners. Some Commissioners will participate in the meeting from individual remote locations, which is in accordance with the Governor's Executive Orders.

Members of the public are encouraged to watch remotely.

Persons who wish to address the Commission on an item to be considered at this meeting are asked to submit comments in writing to the Commission at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 PM, March 24th, 2020. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments will be submitted into the record.

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

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

#### 2. Chair's Report (Haggerty)

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

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

#### 5. Commissioner Comments

#### 6. Consent Calendar:

- 6a. [20-0446](#) Minutes of the February 26, 2020 meeting

Action: Commission Approval

Attachments: [6a Commission Draft Meeting Minutes 02-26-2020 v1.pdf](#)

### **Administration Committee**

- 6b. [20-0328](#) MTC Resolution No. 1058, Revised - Update Appendix A, MTC's Conflict of Interest Code, to the Commission Procedures Manual
- Action: Commission Approval
- Attachments: [6b Admin 2f 20-0328 Reso-1058 Commission Procedures Manual Update.](#)

### **Programming and Allocations Committee**

- 6c. [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
- Attachments: [6c PAC 2b Reso 3667 Irvington BART Station.pdf](#)
- 6d. [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
- Attachments: [6d PAC 2k Reso 3682 Next Gen Clipper.pdf](#)
- 6e. [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
- Attachments: [6e PAC 2j Reso-3914 Valley Link Allocation.pdf](#)
- 6f. [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
- Attachments: [6f PAC 2i Reso 3989 4035 Fruitvale Quick Build Project.pdf](#)
- 6g. [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
- Attachments: [6g PAC 2c Reso-4212 4262 4263 4272 TCP and AB664 Revisions.pdf](#)

- 6h.**     [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
- Attachments:**     [6h\\_PAC\\_2d\\_AHSC\\_Regional\\_Priorities.pdf](#)
- 
- 6i.**     [20-0262](#)     MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-33.
- Action:**             Commission Approval
- Attachments:**     [6i\\_PAC\\_2e\\_Reso-4375\\_TIP\\_Amendment\\_2019-33.pdf](#)
- 
- 6j.**     [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
- Attachments:**     [6j\\_PAC\\_2f\\_Reso-4377\\_4381\\_MeansBasedFarePilot.pdf](#)
- 
- 6k.**     [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
- Attachments:**     [6k\\_PAC\\_2g\\_Reso-4380\\_Union\\_City\\_Allocation.pdf](#)
- 
- 6l.**     [20-0014](#)     MTC Resolution No. 4397. FY 2019-20 Transportation Development Act (TDA) Productivity Improvement Program (PIP).
- Action:**             Commission Approval
- Attachments:**     [6l\\_PAC\\_2h\\_Reso-4397\\_PIP.pdf](#)

## Committee Reports

### 7. Administration Committee (Glover)

- 7a. [20-0116](#) MTC Resolution No. 4413 - Adoption of the Updated Small Business Enterprise (SBE) Program
- A request to refer MTC Resolution No. 4413, the updated Small Business Enterprise (SBE) Program, which combines the SBE Program for Civil Construction and the Pilot SBE Program for Professional Services, to the Commission for approval.
- Action:** Commission Approval
- Attachments:** [7a Admin 3a 20-0116 MTC SBE Program.pdf](#)
- 7b. [20-0306](#) MTC Resolution No. 4371, Revised - FY 2019-20 MTC Operating and Capital Budgets Amendment
- A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 3, approving a total increase of \$13,926,000 bringing the total operating expense to \$83,278,000.
- Action:** Commission Approval
- Attachments:** [7b Admin 3c 20-0306 Reso-4371 FY2019-20 MTC Budget Amendment.pdf](#)
- 7c. [20-0121](#) Contract - Washington, D.C. Legislative Representative: Summit Strategies Government Affairs LLC (\$900,000)
- A request for approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years.
- Action:** Commission Approval
- Attachments:** [7c Admin 3d 20-0121 Federal Lobbying Contract Commission v5.pdf](#)



## 8. Programming and Allocations Committee (Josefowitz)

- 8a. [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
- Attachments:** [8a PAC 3aii Reso 4411 RM3 Programmatic Categories - Goods Movement.r](#)
- 8b. [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
- Attachments:** [8b PAC 3aiv Reso-4412 RM3 LONP WETA.pdf](#)
- 8c. [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
- Attachments:** [8c PAC 4a Reso-4273 FY2019-20 CapTrade LowCarbonTransit.pdf](#)

## 9. MTC Executive Committee Report (Haggerty)

- 9a. [20-0537](#) Commission Business Procedures for Declared Emergencies
- A proposal to establish Commission business procedures for declared emergencies.
- Action:** Commission Approval
- Attachments:** [9a Commission Business Procedures for Declared Emergencies.pdf](#)

## 10. Public Comment / Other Business

## 11. Adjournment / Next Meetings:

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

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

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

**Record of Meeting:** Commission meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](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 Commission members, key staff and others as appropriate. Copies will be available at the meeting.

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 20-0446      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 2/28/2020      **In control:** Metropolitan Transportation Commission

**On agenda:** 3/25/2020      **Final action:**

**Title:** Minutes of the February 26, 2020 meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6a Commission Draft Meeting Minutes 02-26-2020 v1.pdf](#)

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

**Subject:**  
Minutes of the February 26, 2020 meeting

**Recommended Action:**  
Commission Approval



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

## Meeting Minutes

### Metropolitan Transportation Commission

*Scott Haggerty, Chair    Alfredo Pedroza, Vice Chair*

---

Wednesday, February 26, 2020

10:05 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 10:05 a.m. or immediately following the 10:00 a.m. BATA meeting.

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

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

**Present:** 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

**Absent:** 1 - Commissioner Slocum

Non-Voting Commissioner Present: Commissioner Giacopini

Non-Voting Commissioners Absent: Commissioner Stracner and Commissioner Tavares

#### 2. Chair's Report (Haggerty)

2a. [20-0125](#) Approval of Executive Director's Salary Increase.

**Action:** Commission Approval

**Presenter:** Chair Haggerty

Chair Haggerty reported that the Executive Committee met to review the Executive Director's performance and approval of her salary increase. The Executive Committee found the Executive Director's performance to be satisfactory and recommended the Commission approve her salary increase of 2.8%. The current salary to which this increase applies is \$385,000 and the new salary will be \$395,780.

Upon the motion by Commission Chair Haggerty and seconded by Commissioner Mackenzie, the Commission unanimously approved the Executive Director's salary increase as referred by the Executive Committee. The motion carried by the following vote:

**Aye:** 16 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

**Absent:** 2 - Commissioner Josefowitz and Commissioner Slocum

**2b.**     [20-0126](#)     Approval of General Counsel's Salary Increase.

**Action:** Commission Approval

**Presenter:** Chair Haggerty

Chair Haggerty reported that the Executive Committee met to review the General Counsel's performance and approval of her salary increase. The Executive Committee found the General Counsel's performance to be satisfactory and recommended the Commission approve her salary increase of 2.8%. The current salary to which this increase applies is \$328,327.83 and the new salary will be \$337,521.

Upon the motion by Commission Chair Haggerty and seconded by Commissioner Mackenzie, the Commission unanimously approved the General Counsel's salary increase as referred by the Executive Committee. The motion carried by the following vote:

**Aye:** 16 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

**Absent:** 2 - Commissioner Josefowitz and Commissioner Slocum

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

Commissioner Ronen left during agenda item 3.

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

Roland Lebrun was called to speak.

[20-0381](#)     Executive Director's Report

### 5. Commissioner Comments

## 6. Consent Calendar:

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

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

**Absent:** 3 - Commissioner Josefowitz, Commissioner Ronen and Commissioner Slocum

6a. [20-0242](#) Minutes of the January 22, 2020 meeting

**Action:** Commission Approval

### **Administration Committee**

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

**Action:** Commission Approval

**Presenter:** Leslie Miessner

### **Programming and Allocations Committee**

6c. [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

6d. [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

- 6e. [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
- 6f. [20-0111](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-31.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- 6g. [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

## **Legislation Committee**

- 6h. [19-1043](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment
- Action:** Commission Approval
- Presenter:** Marti Paschal

## **Committee Reports**

### **7. Programming and Allocations Committee (Josefowitz)**

- 7a. [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 Dutra-Vernaci and the second by Commissioner Cortese, the Commission unanimously adopted MTC Resolution No. 4402. The motion carried by the following vote:

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

**Absent:** 3 - Commissioner Josefowitz, Commissioner Ronen and Commissioner Slocum

**7b.**     [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

**Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Cortese, the Commission unanimously adopted MTC Resolution No. 4403. The motion carried by the following vote:**

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

**Absent:** 3 - Commissioner Josefowitz, Commissioner Ronen and Commissioner Slocum



## 8. Legislation Committee (Mackenzie)

Ken Buskowski was called to speak.

**8a.**     [20-0256](#)     Sonoma-Marín Area Rail Transit (SMART) 1/4-cent Sales Tax Extension

Proposed support for a 30-year extension of the SMART District's sales tax.

**Action:** Support / Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Upon the motion by Commissioner Liccardo and the second by Commissioner Halsted, the Commission adopted support for a 30-year extension of the Sonoma-Marín Area Rail Transit (SMART) 1/4-cent Sales Tax. The motion carried by the following vote:**

**Aye:** 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Papan, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

**Absent:** 2 - Commissioner Ronen and Commissioner Slocum

**8b.**     [20-0292](#)     Measure J: Contra Costa Transportation Authority

Proposed support for Measure J, a new Contra Costa County ½-cent sales tax.

**Action:** Support / Commission Approval

**Presenter:** Rebecca Long

**Upon the motion by Commissioner Liccardo and the second by Commissioner Schaaf, the Commission adopted support for Measure J. The motion carried by the following vote:**

**Aye:** 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf and Commissioner Sperling

**Absent:** 2 - Commissioner Ronen and Commissioner Slocum

8c. [20-0220](#) Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

**Action:** Support / Commission Approval

**Presenter:** Rebecca Long

Ken Bukowski was called to speak.

**Upon the motion by Commissioner Liccardo and the second by Commissioner Cortese, the Commission unanimously adopted support for Senate Bill 795 (Beall). The motion carried by the following vote:**

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

**Absent:** 2 - Commissioner Ronen and Commissioner Slocum

## 9. Planning Committee (Sperling)

9a. [20-0163](#) MTC Resolution No. 3757, Revised: Proposed Final Bay Area Transportation Air Quality Conformity Protocol

Recommend approval of MTC Resolution No. 3757, Revised, which updates the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

**Action:** Commission Approval

**Presenter:** Matt Maloney

**Upon the motion by Commissioner Sperling and the second by Commissioner Mackenzie, the Commission unanimously adopted MTC Resolution No. 3757, Revised. The motion carried by the following vote:**

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

**Absent:** 2 - Commissioner Ronen and Commissioner Slocum

**9b.**     [20-0189](#)     MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies

Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs. ABAG Resolution Nos. 02-2020 and 03-2020 are proposed for adoption on the February 20, 2020 ABAG Executive Board agenda.

**Action:** Commission Approval

**Presenter:** Dave Vautin and Mark Shorett

Pat Eklund was called to speak.

Rodney Nickens of Non-Profit Housing Association of Northern California was called to speak.

Livesey Pack of SPUR was called to speak.

**Upon the motion by Commissioner Spering and the second by Commission Vice Chair Pedroza, the Commission unanimously adopted MTC Resolution No. 4410. The motion carried by the following roll call vote:**

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

**Nay:** 1 - Commissioner Connolly

**Absent:** 2 - Commissioner Ronen and Commissioner Slocum

**9c.**      [20-0188](#)      Plan Bay Area 2050: Draft Blueprint - Strategies

Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.

**Action:** Commission Approval

**Presenter:** Dave Vautin

Cindy Winter was called to speak.

Rodney Nickens of Non-Profit Housing Association of Northern California was called to speak.

**Upon the motion by Commissioner Spering and the second by Commissioner Mackenzie, the Commission unanimously adopted the Plan Bay Area 2050: Draft Blueprint - Strategies. The motion carried by the following vote:**

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

**Absent:** 2 - Commissioner Ronen and Commissioner Slocum

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

Ken Bukowski was called to speak.

Roland Lebrun was called to speak.

## **11. Adjournment / Next Meetings:**

**The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, March 25, 2020 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 #:** 20-0328      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 2/5/2020      **In control:** Administration Committee  
**On agenda:** 3/11/2020      **Final action:**  
**Title:** MTC Resolution No. 1058, Revised - Update Appendix A, MTC's Conflict of Interest Code, to the Commission Procedures Manual

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b Admin 2f 20-0328 Reso-1058 Commission Procedures Manual Update.pdf](#)

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

### Subject:

MTC Resolution No. 1058, Revised - Update Appendix A, MTC's Conflict of Interest Code, to the Commission Procedures Manual

### Presenter:

Leslie Miessner

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Administration Committee**

March 11, 2020

Agenda Item 2f

**MTC Resolution No. 1058, Revised – Update Appendix A, MTC’s Conflict of Interest Code, to the Commission Procedures Manual**

---

**Subject:** Update Resolution No. 1058, Revised, by updating Appendix A, MTC’s Conflict of Interest Code, to incorporate the latest FPPC-approved Conflict of Interest Code.

**Background:** The Commission Procedures Manual, MTC Resolution No. 1058, Revised, is reviewed periodically and updated to reflect changes as needed. The attached update to the Commission Procedures Manual includes an update to MTC’s Conflict of Interest Code (COIC) revising the designated positions to reflect MTC’s affiliation with the Bay Area Regional Collaborative and MTC’s current organizational structure.

The updated COIC was approved by the California Fair Political Practices Commission on January 27, 2020 and by the Commission on February 26, 2020 in the form of Resolution No. 1198, Revised. Since Resolution No. 1198, Revised is attached as Appendix A to Resolution No. 1058, Revised, it is now necessary to update Resolution No. 1058, Revised, to include as Appendix A the updated Resolution No. 1198, Revised, that the Commission approved on February 26, 2020.

**Issues:** None

**Recommendation:** Staff recommends that the Committee refer Resolution No. 1058, Revised, the Commission Procedures Manual, to the Commission for approval.

**Attachment:** MTC Resolution No. 1058, Revised

  
\_\_\_\_\_  
Adrienne D. Weil

Date: 11/25/81  
W.I.: 11.1.1.0  
Referred by: A&O  
Revised: 10/27/82 11/24/82  
11/27/85 02/25/87  
09/23/87 04/26/89  
09/18/89 09/26/90  
06/26/91 11/25/92  
01/27/93 12/15/93  
05/24/95 02/26/97  
12/16/98 07/28/99  
11/17/99 02/26/03  
07/23/03 04/28/04  
01/25/06 04/26/06  
12/19/12 05/22/13  
01/28/15 03/25/15  
09/28/16 09/27/17  
06/27/18 07/24/19  
03/25/20

### ABSTRACT

#### Resolution No. 1058, Revised

This resolution adopts the Commission Procedures Manual as revised and dated November 25, 1981. Resolution No. 1058 supersedes Resolution No. 745. Resolution No. 745 previously superseded Resolution No. 358.

Appendix A to the Commission Procedures Manual (MTC's Conflict of Interest Code) was revised by the Commission on October 27, 1982.

The Commission Procedures Manual was revised by the Commission on November 24, 1982 to amend the election of the Commission Chair and Vice-Chair to terms that begin in February of odd-numbered years.

The Commission Procedures Manual was revised by the Commission on November 27, 1985 to clarify some minor parliamentary procedures, to update information, and to revise Appendices B, D, and E so that those appendices supersede MTC Resolution Nos. 208, 348, 291, and 1057.

The Commission Procedures Manual was revised on February 25, 1987 to require all agendas to be posted at least 72 hours prior to meetings, special meeting agendas to be posted at least 24 hours prior to the meeting, to provide additional information on public comment, to clarify the approval authority of GR&AC and WPPRC Committees, and to allow flexibility in selection of the first meeting date of each new Commission term.

The Commission Procedures Manual was revised on September 23, 1987 to state that items on Commission and committee agendas are all subject to action.

The Commission Procedures Manual was revised on April 26, 1989 to revise the membership of standing committees, to add the Vice-Chair as an ex-officio member of all standing committees, and to allow per diem payments to any Commissioner attending any committee meeting.

The Commission Procedures Manual was revised on September 18, 1989 to clarify certain expense provisions in Appendix B.

Appendix E to the Commission Procedures Manual was revised by the Commission on September 26, 1990 to clarify certain delegations between the Grant Review and Allocations Committee and the Work Program and Plan Revision Committee.

The Commission Procedures Manual was revised on June 26, 1991 to change the membership of standing committees; to eliminate the Transportation Finance standing committee and change the name of the Work Program and Plan Revision Committee to the Work Program Committee; to update and clarify standing committee delegations and descriptions of special and advisory committees; and to update references.

Appendix D to the Commission Procedures Manual was revised on November 25, 1992 to add the Blue Ribbon Advisory Council to the list of Citizen Advisory Committees eligible for expense reimbursement.

The Commission Procedures Manual was revised on January 27, 1993 to delete provisions for reimbursement for meals of citizen advisors.

The Commission Procedures Manual was revised on December 15, 1993 to amend Section 3.08 to include further guidance regarding public comment at MTC meetings.

The Commission Procedures Manual was revised on May 24, 1995 to incorporate new MTC responsibilities, update references and committee information, make editorial changes, and delete Appendices F, G, H, and I. The revisions are summarized in the General Counsel's memorandum to the A&O Committee dated May 3, 1995.



The Commission Procedures Manual was revised on February 26, 1997 to amend the regular meeting date and times of MTC's standing committees.

The Commission Procedures Manual was revised on December 16, 1998 to update references, update special and advisory committees, add language regarding the designation of ad hoc committee members, and revise MTC's Conflict of Interest Code (Attachment A).

Appendix E to the Commission Procedures Manual was revised by the Commission on July 28, 1999 to rename: the Administration and Oversight Committee to the Administration Committee; the Grant Review and Allocations Committee to the Programming and Allocations Committee; the Legislation and Public Affairs Committee to the Legislation Committee; and the Work Program and Plan Revision Committee to the Planning and Operations Committee; and to restructure and clarify certain delegations among and between them.

Section 1.07 of the Commission Procedures Manual was revised on November 17, 1999 to allow commissioners to be reimbursed for up to five meetings in one day.

Appendix D to the Commission Procedures Manual was revised on February 26, 2003, to revise the reimbursement policy for advisors appointed by the Commission serving on the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee.

The Commission Procedures Manual was revised on July 23, 2003 to update references, update committees, and incorporate MTC's revised Conflict of Interest Code (Attachment A).

Appendix D to the Commission Procedures Manual was revised on April 28, 2004, to clarify that members of the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee may seek reimbursement for attending meetings of working groups with MTC staff formed at the direction of the Commission to provide input into Commission decisions.

Section 4.14 Commission Committees, and Appendix E to the Commission Procedures Manual were revised on January 25, 2006, to rename the Planning and Operations Committee as the Planning Committee and to add the Operations Committee to replace the SAFE Committee.

The Commission Procedures Manual was revised on April 26, 2006 to revise Appendix E to delegate specific contract, personal services agreement, and purchase order approval authority to the Operations Committee.

The Commission Procedures Manual was revised on December 19, 2012 to update provisions relating to AB57, SB375, MAP 21, the development of the Commission's Public Participation Plan, the creation of the Policy Advisory Council, the creation of the Bay Area Infrastructure Financing Authority and the Bay Area Headquarters Authority, clarify ex-officio voting capacity, incorporate MTC's revised Conflict of Interest Code, and to update provisions to conform to current practice (Attachment A, Appendices A, B, D and E).

The Commission Procedures Manual was revised on May 22, 2013 to incorporate MTC's revised Conflict of Interest Code as approved by the California Fair Political Practices Commission (FPPC) on April 17, 2013 to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on January 28, 2015 to update and revise the Travel Policy contained in Appendix B.

The Commission Procedures Manual was revised on March 25, 2015 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on February 2, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on September 28, 2016 to provide for the appointment of one or more public transportation representatives in accordance with provisions contained in MAP 21 as amended by the FAST Act and to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on June 30, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Appendix A to Attachment A), and to add a MTC special committee.

Appendix E to the Commission Procedures Manual was revised on September 27, 2017 to change the composition of the MTC Executive Committee to add the Association of Bay Area Governments (ABAG) Representative.

The Commission Procedures Manual was revised on June 27, 2018 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on March 29, 2018, to revise the designated positions to reflect the MTC-Association of Bay Area Governments staff consolidation, MTC's staffing of the Advancing California Financing Authority, and MTC's current organizational structure (Appendix A to Attachment A).

Appendix B to the Commission Procedures Manual was revised on July 24, 2019 to substitute the updated Meeting and Travel Expense Claim Form for the prior version of the Meeting and Travel Expense Claim Form as the attachment to Appendix B.

The Commission Procedures Manual was revised on March 25, 2020 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on January 27, 2020, to revise the designated positions to reflect MTC's affiliation with the Bay Area Regional Collaborative and MTC's current organizational structure (Appendix A to Attachment A).

Date: 11/25/81  
W.I.: 99.1.20  
Referred by: A&O

Re: Commission Procedures Manual.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 1058

WHEREAS, by Resolution No. 358 and 746 the Metropolitan Transportation Commission (Commission) adopted the Commission Procedures Manual relating to the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and Commission committees; and

WHEREAS, the Commission now desires to revise the Procedures Manual to clarify and reflect current practice as well as make revisions to the duties of the Commission resulting from recent State legislation; now, therefore, be it

RESOLVED, that the Metropolitan Transportation Commission adopts its Commission Procedures Manual as revised and dated November 25, 1981, a copy of which is attached hereto and marked Attachment A and incorporated by reference; and, be it further

RESOLVED, that MTC Resolution No. 1058 supersedes Resolution No. 746.

METROPOLITAN TRANSPORTATION COMMISSION

/s/ William R. "Bill" Lucius  
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on November 25, 1981.

W.I.: 1111  
Referred by: A&O  
Revised: See below

Attachment A  
Resolution No. 1058

## METROPOLITAN TRANSPORTATION COMMISSION

### COMMISSION PROCEDURES MANUAL

Adopted September 22, 1976  
Revised December 19, 1979  
Adopted and Revised November 25, 1981  
Revised October 27, 1982  
Revised November 24, 1982  
Revised November 27, 1985  
Revised February 25, 1987  
Revised September 23, 1987  
Revised April 26, 1989  
Revised September 18, 1989  
Revised September 26, 1990  
Revised June 26, 1991  
Revised November 25, 1992  
Revised January 27, 1993  
Revised December 15, 1993  
Revised May 24, 1995  
Revised February 26, 1997  
Revised December 16, 1998  
Revised July 28, 1999  
Revised November 17, 1999  
Revised February 26, 2003  
Revised July 23, 2003  
Revised April 28, 2004  
Revised January 25, 2006  
Revised April 26, 2006  
Revised December 19, 2012  
Revised May 22, 2013  
Revised January 28, 2015  
Revised March 25, 2015  
Revised September 28, 2016  
Revised September 27, 2017  
Revised June 27, 2018  
Revised July 24, 2019  
Revised March 25, 2020

# METROPOLITAN TRANSPORTATION COMMISSION

## COMMISSION PROCEDURES MANUAL

### Table of Contents

### Page

#### INTRODUCTION 1

#### I. THE COMMISSION AND COMMISSIONERS

1.01.	Commissioners	9
1.02.	Selection	10
1.03.	Term of Office	10
1.04.	Oath of Office	10
1.05.	Conflict of Interest Code	10
1.06.	Alternates	11
1.07.	Reimbursement	11
1.08.	Travel Expenses	11
1.09.	Orientation for New Commissioners	11

#### II. OFFICERS

2.01.	Commission Officers	12
2.02.	Term	12
2.03.A	Nomination/Election of Commission Officers (New Commission Term)	12
2.03.B	Nomination/Election of Commission Officers (Mid-Commission Term)	13
2.04.	Duties of Chair	13
2.05.	Duties of Vice-Chair	14
2.06.	Chair Pro Tem	14
2.07.	Vacancies During Term of Office	14
2.08.	Staff Officers	15

#### III. COMMISSION MEETINGS AND CONDUCT OF BUSINESS

3.01.	Principal Offices	16
3.02.	Regular Commission Meetings	16
3.03.	Special Commission Meetings	16
3.04.	Notice Regarding Commission Meetings	17
3.05.	Open Meetings	17
3.06.	Quorum	18
3.07.	Voting	18
3.08.	Conduct of Meetings	18

3.09.	Agenda	18
3.10.	Resolutions	19
3.11.	Regional Transportation Plan Revisions	19
3.12.	Public Hearings	20
3.13.	Recording of Meetings	20
3.14.	Minutes of Meetings	20
3.15.	Public Information Materials	20
3.16.	Meeting Conduct	21

#### IV. COMMISSION COMMITTEES

4.01.	Types	22
4.02.	Policy	22
4.03.	Standing Committees	22
4.04.	Special Committees	22
4.05.	Advisory Committees	22
4.06.	Appointments to Committees	22
4.07.	Quorum	23
4.08.	Open Meetings	24
4.09.	Notice of Meetings	24
4.10.	[Reserved]	24
4.11.	Recording of Meetings	25
4.12.	Minutes of Committee Meetings	25
4.13.	Reimbursement and Travel Expenses	25
4.14.	Commission Committees	25

#### V. MISCELLANEOUS

5.01.	Authority	29
5.02.	Emergency Notice Provision	29
5.03.	Severability	29

## APPENDICES

### Appendix A

Resolution No. 1198  
(Last revised 03/25/20)

Conflict of Interest Code

### Appendix B

(Last revised 07/24/19)

Travel Reimbursement to Commissioners and MTC Staff

### Appendix C

Resolution Nos. 663 and 664  
(Adopted 05/23/79)

MTC Legal Counsel

### Appendix D

(Last revised 12/19/12)

Travel Reimbursement Rates for Citizens on Advisory Committees

### Appendix E

(Last revised 09/27/17)

Standing Committees' Structure



METROPOLITAN TRANSPORTATION COMMISSION,  
METROPOLITAN TRANSPORTATION COMMISSION SERVICE AUTHORITY FOR  
FREEWAYS AND EXPRESSWAYS, BAY AREA TOLL AUTHORITY, BAY AREA  
INFRASTRUCTURE FINANCING AUTHORITY AND BAY AREA HEADQUARTERS  
AUTHORITY  
PROCEDURES MANUAL

INTRODUCTION

The Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for that area of California comprising the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (Government Code § 66500 *et seq.*). These nine counties of the Bay Area cover an area of approximately 7,000 square miles and have a population of approximately 7.2 million (2010 census). Within the structure of California governmental agencies, MTC is classified as a local area planning agency and not as part of the executive branch of the state government.

In accordance with its legislative mandate, MTC adopted a Regional Transportation Plan (RTP) in June 1973. Thereafter, the Commission has regularly reviewed and revised the RTP in compliance with the statutory requirement of continuing plan review. The enactment of Senate Bill 375 (Steinberg) in 2008 requires MTC to adopt a Sustainable Communities Strategy (SCS) together with its RTP to strive to reach greenhouse gas (GHG) reduction targets. The first SCS/RTP is scheduled for adoption in 2013.

The Commission is charged with certain responsibilities for implementation of the SCS/RTP, as well as the RTP standing alone. Applications of local agencies for grants of certain state and federal transportation funds are subject to MTC review and approval as to their compatibility with the RTP. Generally, the state must conform to the RTP in allocating funds for construction on the state highway system within the MTC region.

Legislation passed in 1997 gave MTC increased decision-making authority over the selection of project and allocation of funds for the State Transportation Improvement Program (STIP). MTC is the agency responsible for allocation of local transportation funds among qualified claimants

under the Transportation Development Act (TDA) (Public Utilities Code § 99200 *et seq.*). The TDA statute provides MTC with a role in fulfilling fiscal and performance audit requirements with respect to claimants of TDA funds.

Under AB 1107 (Public Utilities Code § 29142.2), MTC allocates among eligible claimants one-fourth of the one-half cent Bay Area Rapid Transit District (BART) sales tax in Alameda, Contra Costa and San Francisco counties. Under AB 664 (Streets and Highways Code § 30880 *et seq.*), MTC is responsible for allocation of net revenues of state toll bridges located within the region. Pursuant to Streets and Highways Code § 30889, MTC may establish tolls for such bridges in order to generate net revenues provided that net revenues may not exceed the average net revenues available during fiscal year 1977-78 and 1978-79, except as may be adjusted annually according to the appropriate inflationary index as adopted by MTC. SB 620 (Public Utilities Code § 99310 *et seq.*) provides MTC with authority to allocate the regional share of the State Public Transportation Account.

MTC is responsible for meeting state and federal Transportation Improvement Program (TIP) requirements for the Bay Region. (Government Code § 65080 *et seq.* and 23 Code of Federal Regulations Section 450 Subpart B.) The Commission is the region's Metropolitan Planning Organization (MPO) and conducts the continuing, comprehensive, cooperative planning program necessary to maintain this region's eligibility for federal transportation funding. (23 Code of Federal Regulations Section 450 Subpart A.) MTC is the designated recipient of large urbanized area Federal Transit Administration (FTA) formula funds, such as 5307, 5339, and 5337. MTC is also designated other responsibilities for FTA funds by the California Department of Transportation (Caltrans), such as the 5303 planning funds, 5311, and 5310.

Through state law, MTC has programming responsibilities for Federal Highway Administration (FHWA) funds such as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ). MTC is also responsible for submitting a Regional Transportation Improvement Program to the California Transportation Commission and Caltrans every two years.

MTC has conducted special planning studies at a multi-regional and subregional level. Examples include the Transit Connectivity Plan, the Transit Sustainability Project, and the Regional Goods Movement Study. MTC is jointly responsible with the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD) for air quality planning to meet the requirements of the federal Clean Air Act, as amended, and shares with the BAAQMD the responsibility for air quality transportation control measures under the state Clean Air Act, as amended. MTC shares with ABAG the responsibility for ~~adopting~~ preparing the SCS.

The Metropolitan Transportation Commission Service Authority for Freeways and Expressways (“MTC SAFE”) was created by legislation effective January 1, 1988 (Streets and Highways Code § 2550 *et seq.*), which authorized the creation of an MTC SAFE to provide for implementation, maintenance and operation of motorist-aid services through a call box program linked directly to the California Highway Patrol and a fleet of roving tow truck patrols, the Freeway Service Patrol. Under the law, MTC oversees the regional SAFE, which was officially convened in mid-1988.

The Bay Area Toll Authority (“BATA”) was created by legislation effective January 1, 1998 (Streets & Highways Code § 30950 *et seq.*) to administer the base \$1 toll on the San Francisco Bay Area’s seven state-owned toll bridges. Pursuant to additional legislation including SB 60, AB 1171, AB 144 and AB 1175 and voter-approved toll increases, tolls in addition to the \$1.00 base toll are collected and administered. Under the law, MTC serves as BATA.

In July, 2012 AB 57 (Beall) was chaptered. AB 57 amended Sections 66503 and 66504 of the Government Code to add, effective January 1, 2013, two additional voting seats on the commission and impose certain other requirements on commissioner appointments as further outlined in Part I of this Commission Procedures Manual.

In 2015 Congress enacted, and the President signed into law the FAST Act (23 U.S.C. §101). Title 23 U.S.C. §134 (d)(2) provides that a metropolitan planning organization shall consist of local officials, officials of public agencies that administer or operate major modes of transportation in the

metropolitan area, including representation by providers of public transportation, and appropriate State officials. Title 23 U.S.C. §134 (d)(3)(B) provides that, subject to the bylaws or enabling statute of the metropolitan planning organization, a representative of a provider of public transportation may also serve as a representative of a local municipality.

For the purposes of this Commission Procedures Manual, the term “MTC” includes the three agencies: the Metropolitan Transportation Commission, the Metropolitan Transportation Commission Service Authority for Freeways and Expressways and the Bay Area Toll Authority. It also includes two joint powers authorities formed by MTC and BATA: the Bay Area Infrastructure Financing Authority (BAIFA), and the Bay Area Headquarters Authority (BAHA).

## I. THE COMMISSION AND COMMISSIONERS

1.01. Commissioners. Effective January 1, 2013, there are eighteen voting commissioners. The City and County of San Francisco and the Counties of Contra Costa and San Mateo, each have two commissioners, and the Counties of Alameda and Santa Clara each have three commissioners, appointed as follows: the Board of Supervisors of each county appoints one commissioner; in San Francisco, the Mayor appoints one commissioner; in each of the remaining counties, the City Selection Committee appoints one commissioner; and in the Counties of Alameda and Santa Clara, the Mayors of the Cities of Oakland and San Jose shall be self-appointed or shall appoint a member of their respective City Councils to serve as the third commissioner . The Counties of Marin, Napa, Solano, and Sonoma each have one commissioner who is appointed by the county's Board of Supervisors from a list of three nominees furnished by the Mayor's Selection Committee. The Association of Bay Area Governments appoints one commissioner who shall not be from the Counties of Alameda or Santa Clara or from the City and County of San Francisco. The San Francisco Bay Conservation and Development Commission appoints one commissioner, who shall be a resident of the City and County of San Francisco approved by the Mayor of San Francisco. All appointments are subject to Section 1.02.

Effective September 28, 2016, any sitting commissioner who also serves on the board of a public transit agency shall be deemed to be a representative of a provider of public transportation within the meaning of the FAST Act ("Transit Representative"). Subsequent to September 28, 2016, at the beginning of each Commission term, the Chair shall designate and the Commission shall approve any sitting commissioner who also serves on the board of a public transit agency as a Transit Representative. Upon a vacancy occurring during a Commission term of a commissioner then serving as a Transit Representative, the Chair shall designate, and the Commission shall approve, one or more representatives not then currently designated, if any, from the commissioners then currently on the board who are also serving on a board of a transit agency as a Transit Representative.

The Commission's enabling legislation provides for three non-voting members, one appointed by the Secretary of the Business, Transportation and Housing Agency, and one each appointed by the United States Department of Transportation, and the United States Department of Housing and Urban Development.

1.02. Selection. The basis for selection of a commissioner is special familiarity with the problems and issues in the field of transportation. Elected or appointed public officers may serve as commissioners during their terms of public office. The effect of this is that such public officers are not prohibited from being commissioners; i.e., the two positions are not necessarily incompatible. No more than three voting members of the Commission shall be residents of the same county.

1.03. Term of Office. The term of office of a commissioner is four years. Since the initial term for commissioners commenced February 10, 1971, the organizational meeting date of the Commission, the four-year terms of commissioners shall commence quadrennially from that date. The current appointment term began February 10, 2011. Except as provided in the next sentence, the next appointment dates are February 10, 2015 and February 10, 2019. The commissioners appointed by the Mayors of the Cities of Oakland and San Jose shall have an initial term of office commencing January 1, 2013 and ending in February 2015. Appointments to fill a resignation or vacancy during a term shall be only for the balance of such term. Commissioners shall continue to serve as such until reappointed or until their successor is appointed; provided that, where a commissioner has been appointed as a public officer, the commissioner must vacate his/her Commission seat upon ceasing to hold such public office, unless the appointing authority consents to completion of the commissioner's term (Government Code Section 66504).

1.04. Oath of Office. Commissioners shall complete oath of office forms when they are appointed to the Commission, which are then notarized. The original is kept on file at the MTC offices.

1.05. Conflict of Interest Code. The Commission adopted a conflict of interest code by Resolution No. 1198, Revised (Appendix A), which was subsequently approved by the State of

California Fair Political Practices Commission. Commissioners are required to file annual statements of economic interest and within thirty days of assuming or leaving office.

1.06. Alternates. There is no provision for voting alternates for the voting commissioners. Substitutes may sit on behalf of non-voting commissioners.

1.07. Reimbursement. Commissioners serve without compensation. Commissioners are entitled to receive reimbursement for actual and necessary expenses incurred in connection with the performance of their duties. In lieu of such reimbursement for attendance at Commission or committee meetings, each commissioner shall receive one hundred dollars (\$100.00) per meeting for a maximum of five (5) such meetings in any one calendar month, plus necessary travel expenses as authorized by the Commission pursuant to the rates and terms set forth in Appendix B to this manual. Commissioners may be reimbursed a separate per diem for each such meeting in any one day up to the monthly maximum reimbursement number of meetings. The monthly maximum is calculated and applied separately to MTC and BATA. BAIFA and BAHA meeting per diem is applied and counts toward the BATA monthly maximum. No reimbursement applies to MTC SAFE meetings.

1.08. Travel Expenses. Commissioners shall be paid necessary traveling expenses as may be authorized from time to time by the Commission. The Commission policy for travel expenses is set forth in Appendix B to this manual. The policy applies to all MTC employees as well.

1.09. Orientation for New Commissioners. When a new commissioner is appointed to the Commission, the Secretary to the Commission will provide the commissioner, along with administrative materials, copies of the current major MTC, BATA, MTC SAFE, BAIFA and BAHA documents and an overview of the content of these documents. The Secretary will also arrange an orientation session for the new commissioner with the Executive Director and section managers.

## II. OFFICERS

2.01. Commission Officers. There are two (2) Commission officers: a Chair and a Vice-Chair. Any voting commissioner is eligible to hold the office of Chair or Vice-Chair. Non-voting commissioners are ineligible for such offices.

2.02. Term. The Chair and Vice-Chair shall serve two-year terms commencing upon elections at the regular Commission meeting in February of odd numbered years. A commissioner may serve as Chair or Vice-Chair without restriction as to number of terms. The Chair and Vice-Chair shall serve as such until their successors are elected.

2.03A. Nomination/Election of Commission Officers (New Commission Term). In years when new Commission terms begin, the following procedure for the nomination and election of Commission officers shall be followed:

- a. The Commission shall meet on February 10, or within five working days thereof, for a special meeting. The meeting date shall be set by the prior Commission.
- b. The existing Chair, if reappointed, or if not reappointed, the Vice-Chair, if reappointed, or if not reappointed, the reappointed commissioner with the longest continuous length of service, shall preside over the meeting, and is the Acting Chair until the election of new officers.
- c. The Acting Chair shall at this special meeting appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission.
- d. The Ad Hoc Nominating Committee shall meet and send its report in writing to the Commission with the packet for the regular February meeting.
- e. The Acting Chair shall convene the regular February meeting, usually the fourth Wednesday of the month, at which the Ad Hoc Nominating Committee shall give its report as the first order of business. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the March meeting.
- f. The Commission shall elect a Chair and Vice-Chair at its regular February meeting, or as soon thereafter as possible after nominations are closed.
- g. Upon the election of new officers, the new Chair shall take over the gavel and conduct the remaining business of the meeting.



2.03B. Nomination/Election of Commission Officers (Mid-Commission Term.) The Chair shall appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission at the regular Commission meeting in December of even-numbered years. The Ad Hoc Nominating Committee shall send its report in writing to the Commission with the packet for the regular January Commission meeting. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the February Commission meeting. The Commission shall elect a Chair and Vice-Chair at its regular February meeting as the first order of business, or as soon thereafter as possible.

2.04. Duties of Chair. The Chair shall preside at all meetings of the Commission, state each question for vote, announce the decision, and decide all questions of order subject to appeal to the Commission. The Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Chair shall vote only when necessary to attain a quorum of voting members of a committee. The Chair shall execute all resolutions adopted by the Commission, the approved minutes, and any other documents that may require the signature of the Chair.

The Chair shall appoint, subject to approval of the Commission, members of standing committees, and subsequent to September 28, 2016, the Chair shall designate, subject to approval of the Commission, the Transit Representative(s). In making committee and Transit Representative appointments/designations, the Chair shall, as much as possible, attempt to balance the representation of various areas of the region. The Chair shall select the Chair and Vice-Chair of each committee subject to approval of the Commission. The Chair should request individual commissioners to submit their preferences and areas of interest regarding appointment to committees. The Chair shall also appoint, subject to the approval of the Commission, Commission members of special committees.

In years when a new Chair is elected, then current committee members, chairs, and vice chairs shall continue to serve as such until the new Chair makes new committee appointments. To

the extent necessary to carry out committee business, the Chair may appoint temporary committee chairs, vice-chairs, and members, pending confirmation of committee appointments at the regular March Commission meeting.

The Chair shall approve, within the limits of the approved budget, commissioner's attendance and expenses at an out-of-region conference or any conference in which MTC has a substantial interest in being represented.

The Chair shall perform such functions as may be delegated by action of the Commission. Where circumstances warrant, the Chair may, in the absence of existing policy, act as necessary for the Commission between its scheduled meetings and shall report that action at the next Commission meeting.

The Chair shall select a temporary chair of a committee when that committee's chair and vice-chair are both unable to attend that committee's meeting(s).

2.05. Duties of Vice-Chair. The Vice-Chair shall assume the Chair's duties in his/her absence. In addition, the Vice-Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Vice-Chair shall vote only when necessary to attain a quorum of voting members of a committee.

2.06. Chair Pro Tem. If both the Chair and Vice-Chair are or will be absent from a Commission meeting or other functions, or duties of the Chair must be performed (including, but not limited to, the execution of documents), the most senior member of the Commission shall perform such functions and duties.

2.07. Vacancies During Term of Office.

A. Chair. In the event the office of Chair is vacated during the term, the vacancy shall be filled for the unexpired balance of the term by the Vice-Chair.

B. Vice-Chair. In the event the office of Vice-Chair is vacated during the term, the vacancy may be filled for the unexpired balance of the term by a special election. If the vacancy is to be filled, an ad hoc nominating committee shall be appointed by the Chair, subject to the approval of the Commission at the next regular Commission meeting. At the Commission meeting

following the meeting approving the ad hoc nominating committee, the ad hoc nominating committee shall present its written report which shall be included in the meeting packet sent to commissioners; additional nominations, if any, may be made by commissioners at the meeting; nominations shall thereafter be closed and the election for Vice-Chair held at that meeting.

C. Chair and Vice-Chair. In the event the office of Chair and Vice-Chair are both vacated simultaneously during their terms, the vacancy for Chair and Vice-Chair shall be filled in the same manner as the vacancy for Vice-Chair in paragraph B of this Subsection, with the ad hoc nominating committee being appointed by the Commission.

#### 2.08 Staff Officers.

A. Executive Director. The Commission shall appoint an Executive Director who shall have charge of administering the affairs of the Commission subject to the Commission's direction and policies. The Executive Director shall in turn appoint, subject to approval of the Commission, such employees as may be necessary to carry out the functions of the Commission (Resolution No. 664). The Executive Director shall designate an employee to act as Secretary of the Commission for the purpose of keeping its minutes and resolutions.

B. Legal Counsel. The Executive Director shall appoint a Legal Counsel subject to the approval of the Commission. In addition to other duties, the Legal Counsel shall have a responsibility to directly advise the Commission and commissioners in the course of their duties (Resolution Nos. 663 and 664, Appendix C).

### III. COMMISSION MEETINGS AND CONDUCT OF BUSINESS

3.01. Principal Offices. The principal offices of the Commission shall be at the-Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105, or at such other location as may be determined by Commission action.

3.02. Regular Commission Meetings. Regular Commission meetings shall be on the fourth Wednesday of each month with the exception of the month of December when the regular meeting of the Commission shall be the third Wednesday of December and with the exception of the month of August which shall not have a regular Commission meeting. Unless otherwise scheduled, meetings regularly commence at 9:30 a.m. When a regular meeting falls upon a legal holiday, the date and time of such meeting shall be determined by the Commission no later than at its preceding regular meeting. Commission meetings shall be held in the Board Room, 375 Beale Street, San Francisco, CA 94105, in alternate locations within the region that are easily available to the public and accessible to persons with disabilities; provided that, if such an alternative location is chosen, it shall be publicly announced, if possible, at the preceding regular Commission meeting.

The Chair may cancel or reschedule a regular Commission meeting if a quorum cannot be obtained, or if there is insufficient business to warrant a meeting. Notice of cancellation of a meeting shall be given, if possible, not later than seven (7) days prior to the meeting date to those persons who receive formal notice of regular meetings.

3.03. Special Commission Meetings. The Chair may call special meetings of the Commission when warranted by the business of the Commission. In addition, upon written request of ten (10) Commissioners, a special meeting shall be held upon the call of the Chair.

3.04. Notice Regarding Commission Meetings. Notice of Commission meetings shall be given as follows:

A. Regular Meetings. Notice of all regular Commission meetings shall be given in compliance with applicable provisions of the Ralph M. Brown Act (Government Code Section 54950 *et seq.*, as may be amended from time to time; hereinafter "Brown Act"). The notice shall at

a minimum specify the date, hour, and location of the meeting and may be a preliminary agenda for the meeting. The final agenda shall be posted adjacent to the front door of the Bay Area Metro Center not later than 72 hours prior to the date of the meeting.

B. Special Meetings. Notice of special meetings shall be given in compliance with applicable provisions of the Brown Act. Notice of special meetings shall specify the date, time, and location of the meeting and the matters to be considered by the Commission. No matters other than those specified in the notice of special meetings may be considered. Notice of special meetings shall be given to those persons who receive notice of regular meetings. Unless otherwise provided by the Brown Act, at least twenty-four (24) hours' written notice shall be given by electronic or U.S. postal mail or personal delivery to each commissioner and to each local newspaper of general circulation, radio or television station requesting notice in writing, and by posting such notice in the MTC library.

C. Recipients of Notice. Notice of MTC meetings may be received by any person or organization requesting notice. Designated staff shall maintain a database of persons and organizations who have requested notice or to whom, in designated staff's judgment, notice shall be sent. The database is updated on an ongoing basis.

D. Brown Act. In providing notice of Commission meetings, MTC staff shall at all times comply at least with all minimum applicable notice requirements of the Brown Act.

3.05. Open Meetings. In accordance with the provisions of the Brown Act, all meetings of the Commission shall be open to the public except matters that may be discussed in closed session pursuant to the Brown Act. Members of the public shall have an opportunity to directly address the Commission on matters before it, subject to limitations on the total amount of time allocated for public testimony on particular issues and for each individual speaker.

3.06. Quorum. A majority of the appointed, voting commissioners shall constitute a quorum for any meeting of the Commission. When 18 voting commissioners have been appointed and seated, the quorum is ten (10) commissioners. No official action shall be taken by the Commission unless a quorum is present. A majority of the commissioners present and voting shall

be required to carry any action of the Commission; provided that, no action shall be valid unless approved by at least a majority of a quorum.

3.07. Voting. Voting shall be by voice; provided that a roll call shall be taken at the Chair's discretion or upon the request of one (1) commissioner.

3.08. Conduct of Meetings. Robert's Rules of Order, as revised, except when inconsistent with these procedures, law, or specific resolutions of the Commission, shall govern the conduct of meetings of the Commission and its established committees.

3.09. Agenda. The Commission may take no action on any item not appearing on the agenda except as allowed under the Brown Act. All items on Commission agendas shall be subject to action.

A preliminary agenda shall be distributed electronically or by regular or express mail prior to the date of the meeting, consistent with the Brown Act. (See Subsection 3.04, Notice Regarding Commission Meetings.) A final agenda will be prepared and posted adjacent to the front door of the Bay Area Metro Center in accordance with the Brown Act. Copies of the final agenda will be available at the meeting.

If, in the Chair's judgment, it is necessary to maintain the orderly flow of business, public comment may be restricted by any one or a combination of the following procedures:

1. limiting the time each speaker may testify per agenda item. The limit may not be less than one (1) minute for each speaker, and may range, at the discretion of the Chair, up to three (3) minutes per speaker.
2. requiring a speaker who plans to speak on more than one agenda item to combine his or her testimony on all agenda items to one appearance. The limit for a combined appearance may not be less than three (3) minutes per speaker, and may range, at the discretion of the Chair, up to seven (7) minutes per speaker.
3. establishing the maximum amount of time available during the meeting for public comment so as to permit the meeting agenda to be completed before the loss of a quorum; provided, however, that each speaker be permitted to speak at least one (1) minute.

4. establishing a single period of time during a meeting to take all public testimony before proceeding with the agenda, when there are multiple requests to speak on multiple items on the agenda.

5. rearranging the order of items on the agenda to accommodate public testimony.

Any decision of the Chair regarding the taking of public testimony made pursuant to the Commission Procedures Manual shall govern for the meeting unless overruled by a two-thirds vote of the quorum present.

The order of agenda items may also be changed, if, in the Chair's judgment, there are other reasons to do so.

3.10. Resolutions. Resolutions may be considered by the Commission at any regular or special Commission meetings. All resolutions shall be in writing.

A summary explanation of the purpose and content of each resolution shall be prepared and attached to the proposed resolution, but shall not be considered part of such resolution. The original of a resolution adopted by the Commission is the one signed by the Chair and shall be the official text of that resolution.

3.11. Regional Transportation Plan Revisions. Revisions of the Commission's adopted Regional Transportation Plan (RTP) are prepared as the need arises. Except for revisions approved by the Commission under emergency procedures, revisions to the RTP are considered by the Commission for adoption every four years. Review of proposed Plan revisions is assigned to a standing committee of the Commission, which shall make recommendations to the full Commission for Plan revision. Notice of availability of the text of proposed revisions of the RTP shall be sent to organizations and concerned citizens on the current Commission mailing list. Not earlier than twenty (20) days after this distribution of the proposed revisions, and at a time convenient to the public, no less than (2) public hearings shall be held in the region to receive comments, suggestions, and reactions to the proposed revisions. Additional hearings may be scheduled if necessary to allow opportunity for public comment in parts of the region significantly affected by proposed revisions. These public hearings may be conducted by less than a quorum of

the Commission. A transcript or summary of the public hearings shall be provided to all commissioners prior to their acting on the Plan revisions. Notice of the public hearings shall appear in major newspapers of the region and other media as appropriate at least thirty (30) days prior to the scheduled hearings.

3.12 Public Hearings. Public hearings shall be conducted in accordance with MTC's Public Participation Plan, MTC Resolution No. 3821.

3.13. Recording of Meetings. Commission meetings shall be recorded electronically and are available on the Commission's website at no cost and are archived for meetings occurring since 2004. Copies of any recordings (in accessible formats, for persons with disabilities) shall be made available to the public upon request. Further, any citizen may record a Commission meeting or parts thereof, if such recording is done in a reasonable manner.

3.14. Minutes of Meetings. The Commission shall keep accurate minutes of all meetings and make them available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment. Minutes approved by the board at a succeeding meeting shall be the evidence of action taken at a prior meeting.

3.15. Public Information Materials. MTC staff will routinely prepare and provide all commissioners with general public informational material. Requests for specialized public information assistance for a specific commissioner will be handled on a time-available basis.

3.16 Meeting Conduct. In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the Commission may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue on matters appearing on the agenda.



#### IV. COMMISSION COMMITTEES

4.01. Types. Commission committees are designated as standing committees, special committees, or advisory committees.

4.02. Policy. It is the general policy of the Commission to receive comments from the public on specific items at committee meetings. Summaries of these comments shall be included in the committee minutes and forwarded to all commissioners.

4.03. Standing Committees. Each standing committee is charged with subject matter responsibility over specific element(s) of the Commission's overall mission and/or organizational functions. Standing committees shall be composed solely of commissioners. Non-voting commissioners may be appointed to standing committees. Notwithstanding that there may be a quorum of the Commission (10 or more commissioners commencing January 1, 2013) in attendance at a standing committee meeting, no standing committee may act for the full Commission unless the meeting is noticed, in accordance with the Brown Act, as a Commission meeting. Each standing committee shall be responsible for reviewing comments of appropriate MTC advisory committees and such comments shall accompany any standing committee recommendations to the Commission.

4.04. Special Committees. The Commission may establish special committees to supervise the development of a specific task or project. Membership of special committees is not limited to commissioners. Composition of special committees will depend upon the task to be performed and may involve the participation of private citizens or representatives of other public agencies.

4.05. Advisory Committees. Advisory committees are discussed in Section 4.14C.

4.06. Appointments to Committees.

A. Manner of Appointment. The Chair of the Commission, subject to the approval of the Commission, shall appoint members of standing committees and special committees to the extent that special committee appointments are the responsibility of MTC. The Commission Chair

shall designate the Chair and Vice-Chair of the standing committee, subject to approval of the Commission. Designation by the MTC Chair of special committee chairs and vice-chairs is subject to the approval of the Commission to the extent that these appointments are the responsibility of MTC. Appointments to advisory committees shall be made by the Commission in accordance with the Commission resolution establishing the particular advisory committee. In the event the Chair and Vice-Chair of a standing committee are not present at a standing committee meeting, the committee members present shall select a Chair Pro Tem for that meeting from among themselves.

B. Term. Subject to Section 2.04, appointments to standing committees shall be for the term of the Commission Chair. Appointments of commissioners to special committees shall be for the term of the Commission Chair. Other appointments to special committees shall be for a term dependent upon the function of the special committee as set forth in the resolution which governs the special committee. Appointments to advisory committees are for a term dependent upon the function of the advisory committee as set forth in the resolution establishing the particular advisory committee.

4.07. Quorum. The quorum for committees established by the Commission shall be a majority of the committee's non-ex-officio voting membership. If necessary to establish a quorum of a committee at a meeting, the Chair and Vice-Chair of the Commission, as ex-officio members of the committee, shall become voting members for that meeting. Unless otherwise approved by the Commission, MTC standing committees shall have eight (8) voting members, as approved by the Commission, plus the MTC Chair and Vice-Chair as ex-officio, voting members.

Every member of the Commission who is not a voting member of a standing committee is an ad hoc non-voting member. Although a quorum of the Commission may be in attendance at a meeting of a standing committee, the committee may take action only on those matters delegated to it. The committee may not take any action as the full Commission unless a meeting has been previously noticed as a Commission meeting.

An ad hoc non-voting committee member who is also a voting member of the Commission may be designated by the committee chairperson as a voting member at a particular committee meeting if an additional voting member is needed for a committee quorum.

4.08. Open Meetings. It is recognized that "legislative body" as defined in the Brown Act does not include committees composed solely of commissioners when they number less than a quorum of the Commission or a quorum of a standing committee. It is the intention of the Commission to apply the Brown Act to include all non-ad-hoc committees created by the Commission, not just those identified as advisory commissions or committees. All meetings of non-ad-hoc committees created by the Commission, with the exception of closed sessions permitted by the Brown Act, shall be open meetings properly announced in accordance with the provisions of the Brown Act.

4.09. Notice of Meetings. Notice of regular committee meetings shall be given consistent with applicable provisions of the Brown Act and posted adjacent to the front door of the Bay Area Metro Center not less than 72 hours, preceding the date of the meeting. If a special meeting is called on short notice, then notice shall comply with the requirements of Subsection 3.04 B of these procedures. The notice shall announce the date, time, and location of the meeting together with an agenda. This notice shall be sent to all commissioners and to media representatives, concerned citizens, and organizations who have filed a request for receipt of notice of committee meetings and posted in the MTC library. Special meetings of committees shall comply with the minimum notice provisions of the Brown Act. Notices of postponed or canceled committee meetings shall be posted adjacent to the front door of the Bay Area Metro Center not less than 72 hours prior to the regular date of the meeting and shall state the date, time, and location of the next committee meeting if possible. Notices of meetings held earlier than the regular meeting date shall be sent out and posted adjacent to the front door of the Bay Area Metro Center as soon as possible.

4.10. [Reserved]

4.11. Recording of Meetings. Standing and special committee meetings, if possible, shall be recorded electronically and follow the procedures as stated in Subsection 3.13 of this document.

4.12. Minutes of Committee Meetings. Minutes of all committee meetings shall be kept and made available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment.

4.13. Reimbursement and Travel Expenses. Commissioners who are members of standing or special committees shall be entitled to receive in lieu reimbursement for attendance at such committee meetings in accordance with Government Code Section 66504.1. Commissioners serving on standing and/or special committees shall also be entitled to receive necessary travel expenses in accordance with the Commission's current resolution in this regard. (See Appendix B.) Members of special committees appointed by the Commission and members of advisory committees appointed through Commission resolutions shall be reimbursed for their necessary travel expenses in accordance with the Commission's current procedures regarding this subject. (See Appendix D.)

Commissioners appointed by the Chair or the full Commission to represent MTC on committees other than those created by MTC shall be entitled to receive the MTC per diem and necessary travel expenses for attendance at such committee meetings. If the procedures of such committees require or permit the appointment of an alternate representative, MTC alternates to such committees may not claim per diem or travel expenses for any meeting at which the MTC commissioner is also present and claiming per diem.

4.14. Commission Committees.

A. Standing Committees. The current charters of the Commission's standing committees, as established by this Manual, are attached as Appendix E. Current Commission standing committees are as follows:

1. Administration Committee - is charged with the oversight of the operation and performance of the Commission staff including the development and oversight of agency personnel, financial policies, and management.

2. Programming and Allocations Committee - reviews projects seeking federal, state and regional funding approval for conformance with the Sustainable Communities Strategy/Regional Transportation Plan, adopts the region's multi-year program of funding priorities for federal, state and regional funds, and recommends allocation of various federal, state and regional funds among the various eligible claimants and applicants within the region.

3. Planning Committee - develops the region's annual transportation work program and program budget, reviews planning policies and issues, and together with ABAG, develops the Sustainable Communities Strategy, and proposes revisions to the Sustainable Communities Strategy/Regional Transportation Plan.

4. Operations Committee - establishes, oversees and evaluates transportation system management and operational activities sponsored by MTC, SAFE and others.

5. Legislation Committee - recommends Commission legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and citizen participation program.

6. Executive Committee - considers matters of urgency brought before it by the Chair between Commission meetings and other matters assigned to it by the Commission or the Chair.

B. Special Committees. Special committees are committees consisting of MTC commissioners and representatives of other organizations. Special committees are established, modified or disbanded by separate Commission action. Examples of current committees include, but are not limited to, the following:

1. Regional Airport Planning Committee - reorganized pursuant to MTC Resolution No. 3123 and is responsible for recommendations relating to the Regional Airport Element of the Regional Transportation Plan and the update of revisions relating to this element.

2. MTC/Bay Conservation and Development Commission (BCDC) Seaport Planning Advisory Committee - was established pursuant to a Memorandum of Understanding between BCDC and MTC (MTC Resolution No. 516) and is responsible for developing the

legislatively-mandated Seaport Element to the Regional Transportation Plan and recommendations for revision of the Seaport Element of the BCDC Bay Plan

3. Mega-Region Working Group – was established in 2015 through Resolution 4209 to identify issues of common interest and recommend joint activities among metropolitan planning organizations in the Northern California mega-region.

C. Advisory Committees. Advisory committees consist of members of the public and/or staff from public agencies or private organizations. Advisory committees are established, modified or disbanded by separate Commission action. When appropriate, all upcoming vacancies on MTC advisory committees shall be posted on the Commission website. Prior to making appointments to such committees, thirty days shall be allowed to receive responses from citizens who are interested in appointment. Examples of current advisory committees include, but are not limited to, the following:

1. Policy Advisory Council – This advisory committee was established in November 2009 pursuant to MTC Resolution No. 3931 to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. Its 27 members are appointed by the Commission, including 9 members, one from each Bay Area county, selected to represent interests related to the communities of color, environmental justice and low-income issues; 9 members, one from each Bay Area county, selected to represent the interests of disabled persons and seniors; and 9 members selected to represent interests related to the economy and the environment.

2. The Bay Area Partnership (The Partnership) - The Partnership is a consortium of local, state and federal agencies, including the top managers from agencies for transportation and protecting the region's environmental quality; intended to foster consensus in the implementation of TEA 21 and its successor statutes, develop agreed-upon funding and planning priorities, and implement plans and programs to better manage and operate the metropolitan transportation system.

3. Regional Transit Coordinating Council (RTCC) - Pursuant to Public Utilities Code § 29142.4, the Commission has established the RTCC to advise MTC with respect to its state and federal programs, to focus attention on transit coordination, and to encourage participation of transit operators' top management in MTC's deliberations. MTC Resolution No. 2467 establishes the RTCC.

4. Paratransit Coordinating Councils (PCCs) - established by MTC Resolution No. 468 in 1977 to require participation by counties in promoting the efficient use of limited paratransit services. Membership composition is established in MTC Resolution No. 1209.

NOTE: Special and advisory committees usually forward their recommendations to the Programming and Allocations Committee. Special issues can be referred to the appropriate MTC standing committee.

## V. MISCELLANEOUS

5.01 Authority. The Metropolitan Transportation Commission finds that these procedures are necessary to carry out the purposes of the Metropolitan Transportation Commission Act. These procedures are adopted pursuant to the Commission's authority under Government Code § 66506.

5.02 Emergency Notice Provision. In the event a postal strike or other calamity makes it impossible to give notice of meetings by mail as required in these procedures, notice of meetings of the Commission and its committees shall be given to commissioners and committee members, respectively, with such time and by such means as may be practical, which may include, but not be limited to, personal service, facsimile, email and posting at MTC's website. In such event, the general public and those requesting notice of Commission and committee meetings shall be notified, if possible, by publication of notice in a newspaper or newspapers of general circulation in the region. The timing and content of such published notice shall conform, if possible, to the requirements pertaining to mailed notice set forth in these procedures.

5.03 Severability. Should any part, term, portion, or provision of these procedures be finally decided to be in conflict with any law of the United States or the State of California or otherwise be ineffectual or unenforceable, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be affected thereby, providing such remaining portions or provisions can be construed to stand as the Commission intended.



Appendix A  
Resolution No. 1058

**Conflict of Interest Code**

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

## ABSTRACT

### Resolution No. 1198, Revised

#### Subject

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

Resolution No. 1198 supersedes Resolution No. 859.

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

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

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

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

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

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

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

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

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

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

This resolution was revised on February 26, 2020, to add the Bay Area Regional Collaborative (BARC) Director as a designated position, and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

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

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

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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

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

Attachment A - Resolution No. 1198  
Page 1 of 5

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

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

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

Attachment A - Resolution No. 1198  
Page 2 of 5

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

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

Attachment A - Resolution No. 1198  
 Page 3 of 5

## **APPENDIX A**

### **DESIGNATED POSITIONS**

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



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

Attachment A - Resolution No. 1198  
Page 4 of 5

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

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

## **OFFICIALS WHO MANAGE PUBLIC INVESTMENTS**

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

MTC Commissioners  
Chief Financial Officer  
Executive Director

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

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

Attachment A - Resolution No. 1198  
Page 5 of 5

## **APPENDIX B**

### **DISCLOSURE CATEGORIES**

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

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

This is the last page of the conflict of interest code for the **Metropolitan Transportation Commission**.



### CERTIFICATION OF FPPC APPROVAL

Pursuant to Government Code Section 87303, the conflict of interest code for the **Metropolitan Transportation Commission** was approved on 1/27/ 2020. This code will become effective on 2/26/ 2020.



\_\_\_\_\_  
John M. Feser, Jr.

Senior Commission Counsel

Fair Political Practices Commission



# 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:** [6c PAC 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

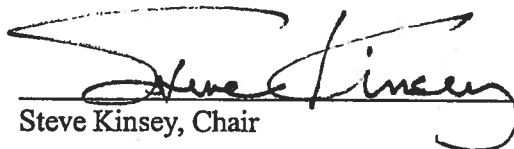
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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)

Project Title	BART to Warm Springs Extension	Project No. 31.2
Lead Sponsor	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>												
		Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
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 #:** 20-0279      **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:** [6d PAC 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

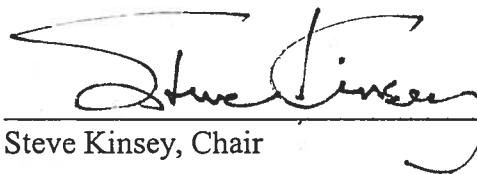
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

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)

<b>File #:</b>	20-0305	<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 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="#">6e PAC 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

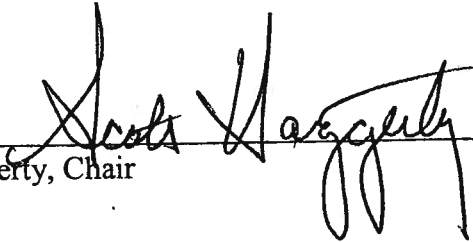
RESOLVED, that should the allocation of AB 1171 Bridge Toll Funds be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A.



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> <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>
----	---------	------	--------	-------------	----------	--

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)

<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="#">6f PAC 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

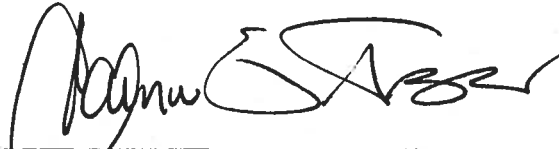
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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	<u>\$3,875,000</u>	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 re-name 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

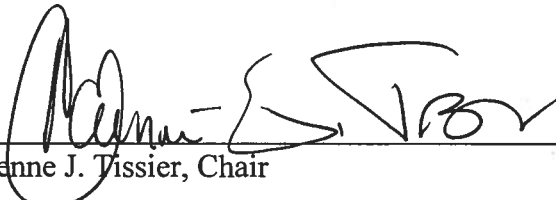
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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	\$0	\$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)

**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:** [6g PAC 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

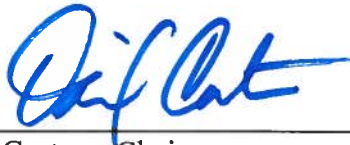
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

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**

<b>PO/Acct. Code</b>	<b>Project Sponsor</b>	<b>Project</b>	<b>East Bay Allocation</b>	<b>West Bay Allocation</b>	<b>Approval Date</b>
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
<i>Actual Apportionments</i>			479,370,309	224,379,528	238,132,825	16,857,956
<i>Previous Year Carryover</i>			15,414,000	5,874,065	7,318,897	2,221,038
<i>Funds Available for Programming</i>			494,784,309	230,253,593	245,451,722	19,078,994
<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		
<i>Total Program Set-asides and Commitments</i>			24,552,483	24,373,487	178,996	-
<i>Funds Available for Capital Programming</i>			470,231,826	205,880,106	245,272,726	19,078,994
<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 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:** [6h\\_PAC\\_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

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

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:** [6i PAC 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>				<b>\$4,108,000</b>	

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)

---

**File #:** 20-0307      **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 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.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6j\\_PAC\\_2f\\_Reso-4377\\_4381\\_MeansBasedFarePilot.pdf](#)

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

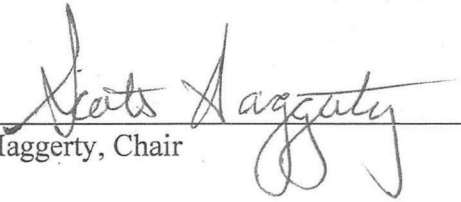
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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:** [6k PAC 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

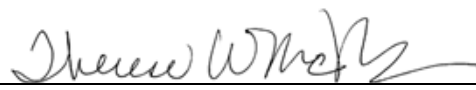
## Metropolitan Transportation Commission Programming and Allocations Committee

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

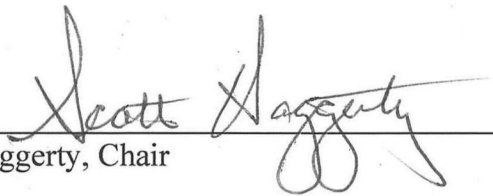
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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>				
<b>5802 - 99260A Transit - Operations</b>						
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>				
<b>5803 - 99260A Transit - Capital</b>						
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:** [6l PAC 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*

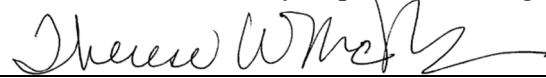
The smaller operators have drawn upon recommendations from the TDA performance audit, TSP, or other agency plans to improve productivity or lower operating costs.

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>	20-0116	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Action Item	<b>Status:</b>		Commission Approval	
<b>File created:</b>	1/3/2020	<b>In control:</b>		Administration Committee	
<b>On agenda:</b>	3/11/2020	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4413 - Adoption of the Updated Small Business Enterprise (SBE) Program				

A request to refer MTC Resolution No. 4413, the updated Small Business Enterprise (SBE) Program, which combines the SBE Program for Civil Construction and the Pilot SBE Program for Professional Services, to the Commission for approval.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7a Admin 3a 20-0116 MTC SBE Program.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2020	1	Administration Committee		

**Subject:**

MTC Resolution No. 4413 - Adoption of the Updated Small Business Enterprise (SBE) Program

A request to refer MTC Resolution No. 4413, the updated Small Business Enterprise (SBE) Program, which combines the SBE Program for Civil Construction and the Pilot SBE Program for Professional Services, to the Commission for approval.

**Presenter:**

Edward Phillips

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Administration Committee****March 11, 2020****Agenda Item 3a****MTC Resolution No. 4413 – Adoption of the Updated  
Small Business Enterprise (SBE) Program**

---

**Subject:** A request to refer MTC Resolution No. 4413, the Metropolitan Transportation Commission (MTC) Small Business Enterprise (SBE) Program, which updates and combines the SBE Program for Civil Construction and the Pilot SBE Program for Professional Services, to the Commission for approval.

**Background:** Currently MTC has two SBE Programs: an adopted Construction Project SBE Program (adopted in October of 2015 under Resolution No. 4203, Revised) and a Professional Services SBE Pilot Program (approved by the MTC Administration Committee in January of 2017).

The current SBE Programs:

- Apply to non-federally funded and non-Architectural & Engineering (A&E) contracts with a budget in excess of \$25,000;
- Only accept firms that are certified by the State of California as SBEs through the Department of General Services (DGS); and
- Allow for a Bid/Proposal Evaluation Preference discount of 5% or 5 points to the total amount of a bid/proposal submitted by a Bidder/Proposer for a contract solely for the purpose of bid/proposal comparisons when determining the lowest responsive and responsible bid/proposal. The Bid/Proposal Evaluation Preference applies when a Proposer meeting specifications is a certified SBE performing at least 40% of the work, or when a non-SBE Proposer is subcontracting at least 40% of the work to an SBE.

The objectives of the proposed SBE Program include:

- To increase the number of certified SBEs participating in non-federally funded and non-A&E contracts;
- To increase overall competition on non-federally-funded and non-A&E contracts potentially allowing for the completion of projects at a lower overall cost;
- To create a level playing field on which SBEs can compete fairly on non-federally funded and non-A&E contracts;
- To ensure that only SBE firms meeting the Program's eligibility requirements are eligible for the Bid/Proposal Evaluation Preference allowed under the SBE Program;
- To help remove barriers to the participation of SBEs in non-federally funded and non-A&E contracts; and

- To identify business enterprises that are qualified as SBEs and are qualified to provide MTC with required materials, equipment, supplies and services.

To further the objectives of the SBE Programs, the proposed SBE Program being submitted to this Committee for referral to the Commission combines the two current SBE programs into one SBE program covering all non-federally funded and non-A&E procurements, broadens the acceptable certifications and expands the SBE Preference into a two-tiered program. The proposed SBE Program will create one comprehensive SBE program that would cast a wider net to SBE firms in the nine county Bay Area and would increase the number of contracts with the SBE Preference being applied.

The proposed SBE Program:

- Applies to all non-federally funded and non-A&E contracts with a budget in excess of \$25,000;
- Broadens the acceptable certifications. To be eligible for the Bid/Evaluation Preference allowed under the SBE Program, firms (prime Contractor or Subconsultant/Subcontractor/Vendor) must be certified under any of the programs outlined below:
  - California Certified Small Business as certified by the California Department of General Services (DGS)
  - A Disadvantaged Business Enterprise (DBE) as certified by the California Unified Certification Program (CUCP)
  - City and County of San Francisco Local Business Enterprise (LBE) as certified by the Contract Monitoring Division (CMD)
  - Alameda County Small Local and Emerging Business (SLEB) program as certified by the Alameda County SLEB Certification Unit; or
  - LBE/MBE/SBE/WBE certification from a formal certifying agency in the nine county Bay Area, provided that the certification can be verified through a searchable database and meets the requirements of the State of California Small Business Program.
- Allows for a two-tiered Bid/Proposal Evaluation Preference to the total amount of a bid/proposal submitted by a Bidder/Proposer for the purpose of bid/proposal comparisons when determining the lowest responsive and responsible bid or most advantageous proposal.
  - A Bid/Evaluation Preference of five percent (5%) or five (5) points will be added to the total evaluation percentage or points, when the Proposer meeting specifications commits to at least twenty-five percent (25%) SBE

participation for the work (which can be achieved by the prime, by a sub(s), or a combination of prime and sub(s) who meet the requirements).

- A Bid/Evaluation Preference of 10 percent (10%) or ten (10) points will be added to the total evaluation percentage or points, when the Proposer meeting specifications commits to forty percent (40%) or more SBE participation for the work (which can be achieved by the prime, by a sub(s), or a combination of prime and sub(s) who meet the requirements).

**Issues:** None identified.

**Recommendation:** Staff recommends that the Committee refer MTC Resolution No. 4413 Small Business Enterprise (SBE) Program, to the Commission for approval.

**Attachments:** MTC Resolution No. 4413, Metropolitan Transportation Commission (MTC) Small Business Enterprise (SBE) Program; and PowerPoint presentation



---

Therese W. McMillan



Date: March 25, 2020  
W.I.: 1150  
Referred by: Administration Committee

ABSTRACT

MTC Resolution No. 4413

This resolution adopts MTC's Small Business Enterprise (SBE) Program ("Program") to increase the number of certified SBEs participating in non-federally funded and non-architectural and engineering contracts. The Program is intended to increase overall competition, provide a level playing field on which SBEs can compete fairly, provide economic opportunity for the residents and businesses, and stimulate economic development in the San Francisco Bay region.

Resolution No. 4413 supersedes Resolution No. 4203, Revised.

Discussion of this action is contained in the Administration Committee Summary Sheet dated March 11, 2020.

Date: March 25, 2020  
W.I.: 1150  
Referred by: Administration Committee

Re: Adoption of MTC's Small Business Enterprise (SBE) Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4413

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 is the federally designated metropolitan planning organization for the San Francisco Bay Area; and

WHEREAS, MTC currently has a Construction Project Small Business Enterprise Program adopted through Resolution No. 4203 in October of 2015, as well as a Professional Services Small Business Enterprise Pilot Program that was approved by the Administration Committee in January of 2017, and

WHEREAS, this SBE Program combines the previous programs into one revised and comprehensive SBE Program; and

WHEREAS, MTC wishes to increase the number of certified Small Business Enterprise (SBE) firms participating in MTC materials, equipment, supplies, services and construction contracts, help remove barriers to the participation of SBEs, provide economic opportunity for the residents and businesses, and stimulate economic development in the San Francisco Bay Area Region; and

WHEREAS, providing assistance to SBE firms could increase the number of certified SBEs participating, and increase competition on non-federally-funded contracts potentially allowing for the completion of projects at a lower overall cost; and

WHEREAS, MTC has developed a Small Business Enterprise (SBE) Program ("Program") that applies to non-federally funded, non-architectural and engineering (A&E) materials, equipment, supplies, services and construction contracts with a budget in excess of \$25,000; and

WHEREAS, the Program would apply to any firm that is certified under any of the following certifications: State of California Department of General Services (DGS) SBE Program, California United Certification Program DBE certification; City and County of San Francisco Contract Monitoring Division Local Business Enterprise (LBE) certification; Alameda County Small Local and Emerging Business (SLEB) certification; or **Disadvantaged Veteran Business Enterprise (DVBE) / LBE / Lesbian, Gay, Bisexual, Transgender Business Enterprise (LGBTBE) / Minority Business Enterprise (MBE) / SBE / Women's Business Enterprise (WBE)** certifications from a formal certifying agency in the nine county Bay Area provided that the certification can be verified through a searchable database and meets the requirements of the State of California Small Business Program; and

WHEREAS, the Program allows for a two-tiered bid evaluation preference to be applied to materials, equipment, supplies, services and construction contracts when the requirements for participation are met; and

WHEREAS, the SBE Program describes the monitoring, compliance, oversight and enforcement requirements to ensure that SBE participation is achieved; now, therefore, be it

RESOLVED, that MTC hereby adopts the SBE Program set forth in Attachment A; and be it further

RESOLVED, that adoption of this SBE Program supersedes the Construction Project Small Business Enterprise Program adopted through Resolution No. 4203, Revised, as well as the Professional Services Small Business Enterprise Pilot Program; and be it further

RESOLVED, that the Executive Director is hereby authorized to revise the SBE Program set forth in Attachment A as may be required from time to time due to changes in law, regulation or procedures relating to the SBE Program and to take such actions as may be necessary or appropriate to implement the SBE Program; and be it further

RESOLVED, that this resolution supersedes Resolution No. 4203, Revised; and be it further

RESOLVED, that this resolution shall take effect from and after its adoption.

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 March 25, 2020.

Date: March 25, 2020  
W.I.: 1150  
Referred by: Administration Committee

Attachment A  
Resolution No. 4413

# **METROPOLITAN TRANSPORTATION COMMISSION**

## **Small Business Enterprise (SBE) Program**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

# **Metropolitan Transportation Commission Small Business Enterprise (SBE) Program**

## Table of Contents

<b>OBJECTIVES/POLICY STATEMENT .....</b>	<b>1</b>
<b>SUBPART A – GENERAL REQUIREMENTS .....</b>	<b>2</b>
A.1 Objectives.....	2
A.2 Applicability.....	2
A.3 Definitions.....	2
<b>SUBPART B - ADMINISTRATIVE REQUIREMENTS .....</b>	<b>5</b>
B.1 Program Updates .....	5
B.2 SBELO and Program Implementation .....	5
B.3 Certification Standards and SBE Directories.....	6
B.4 Record Keeping Requirements.....	7
B.5 Public Outreach .....	7
<b>SUBPART C – EVALUATION PREFERENCE AND SBE PARTICIPATION .....</b>	<b>8</b>
C.1 Evaluation Preference .....	8
C.2 Maintaining Participation .....	8
C.3 Substitution of Listed Subcontractors .....	9
C.4 Joint Venture Agreements .....	9
C.5 Counting SBE Participation .....	11
<b>SUBPART D – COMPLIANCE AND ENFORCEMENT .....</b>	<b>12</b>
D.1 Monitoring.....	12
D.2 SBE Utilization Report.....	13
D.3 SBE Program Enforcement .....	13

## **OBJECTIVES/POLICY STATEMENT**

In order to provide economic opportunity for residents and businesses, and stimulate economic development in the San Francisco Bay Area Region, the Metropolitan Transportation Commission (MTC) hereby establishes a Small Business Enterprise (SBE) Program (“SBE Program” or “Program”) to assist SBE firms in participating in MTC non-federally funded, non-architectural and engineering (A&E) materials, equipment, supplies, services and construction contracts. This Program is aimed at using the power of the public purse to stimulate economic development.

The objectives of the SBE Program include:

1. To increase the number of certified SBEs participating in non-federally funded, non-A&E contracts;
2. To increase overall competition on non-federally funded, non-A&E contracts potentially allowing for the completion of projects at a lower overall cost;
3. To create a level playing field on which SBEs can compete fairly on non-federally funded contracts;
4. To ensure that only SBE firms (prime Consultant/Contractor or Subconsultant/Subcontractor/Vendor) meeting the Program’s eligibility requirements are eligible for the Evaluation Preference allowed under the Program;
5. To help remove barriers to the participation of SBEs in non-federally funded contracts; and
6. To identify business enterprises that are qualified as SBE’s and are qualified to provide MTC with required materials, equipment, supplies and services.

The Director of Administration & Facilities Services Section (AFS) has been designated as the SBE Liaison Officer (SBELO). In that capacity, the AFS Director is responsible for implementing all aspects of the Program. Implementation of the SBE Program is intended to be consistent with the MTC Disadvantaged Business Enterprise (DBE) Program.



## **SUBPART A – GENERAL REQUIREMENTS**

### **A.1 Objectives**

The objectives are found in the policy statement on the first page of this Program.

### **A.2 Applicability**

MTC is a recipient of state and local funds. As a condition of this assistance, and in compliance with Proposition 209, MTC shall implement this Program without consideration of race, sex, or ethnicity. This Program sets forth the policies and procedures to be implemented by MTC to confirm that small businesses have the maximum opportunity to participate in MTC non-federally funded materials, equipment, supplies, services and construction contracts.

When a non-federally funded, non-A&E contract is awarded to a Consultant/Contractor/Vendor based on the Evaluation Preference described in C.1 of this Program, the Consultant/Contractor/Vendor must adhere to all the requirements included in this Program.

This Program applies solely to non-federally funded, non-A&E materials, equipment, supplies, services and construction contracts.

### **A.3 Definitions**

MTC adopts the following definitions listed below for this SBE Program:

1st Tier Subconsultant/Subcontractor/Vendor – A subconsultant or subcontractor to a Consultant or Contractor.

2<sup>nd</sup> Tier Subconsultant/Subcontractor/Vendor – A subconsultant or subcontractor to a 1<sup>st</sup> Tier subconsultant or subcontractor.

AFS – Administrative and Facilities Services Section.

Bid – The offer of the bidder for the construction project when completed and submitted in response to an IFB on the prescribed bid form.

Bid Preference – The application of a percentage discount to the total amount of a bid submitted by a Bidder for a contract solely for the purpose of bid comparisons when determining the lowest and best bid, or lowest responsible bid. The use of a bid preference for bid comparison does not alter the total amount of the bid submitted by a bidder or the contract executed based on a bid.

Business Suppliers – An individual or business entity that makes available a certain commodity for meeting demand or for purchase at a given price.

Civil Construction – Civil Construction is a segment of the broader construction industry focused on building core infrastructure such as highways, roads, bridges, telecommunications, subway tunnels, light rail transit lines and public buildings.

Commercially Useful Function (CUF) – An SBE performs a commercially useful function when it

is responsible for the execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. An SBE does not perform a CUF if it does not perform or exercise responsibility for at least 60 percent of the total cost of its contract that would be expected on the basis of normal industry practice for the type of work involved. If, in MTC's judgment, the SBE does not perform a CUF in the transaction, no Evaluation Preference will be awarded.

Community Based Organization (CBO) – A non-government agency created to provide training, employment or community assistance.

Consultant/Contractor/Vendor – The individual, partnership, corporation, joint venture or other legal entity entering into a contractual agreement with MTC.

Evaluation Preference – The application of a percentage or point preference to the total evaluation score of a Proposer for a procurement or solicitation, solely for the purpose of Proposal or SOQ comparisons when determining the highest ranked Proposal or SOQ. The use of an Evaluation Preference for Proposal or SOQ comparison will alter the total percentage or points allotted to the Proposer.

Invitation for Bid (IFB) – Invitation for Bid issued by MTC for construction services.

Manufacturer – A firm that operates or maintains a factory or establishment that produces on the premises the materials or supplies purchased.

MTC - Metropolitan Transportation Commission.

Monitoring – The system established to measure compliance with the Program.

Post Award – The meeting held between MTC and Consultants/Contractors/Vendors after the award of a Professional Services or civil construction project and before contract execution. Post award meetings occur at the request of either MTC or Consultant/Contractor/Vendor.

Professional Services – any non-public works service(s). Professional Services contracts may contain a minor public works component.

Proposer – Consultant/Contractor/Vendor submitting a Proposal or SOQ in response to a RFP or RFQ.

Proposal – An offer of a Proposer to provide Professional Services, in response to an RFP.

Request for Proposal (RFP) – RFP issued by MTC for Professional Services.

Request for Qualifications (RFQ) – RFQ issued by MTC for Professional Services.

SBE Program – The MTC SBE Program.

Small Business Enterprise (SBE) – A firm that meets the requirements set forth in Section B.3 Certification Standards and SBE Directories.

SBE Broker – An SBE Broker is a firm that is not a vendor but is providing assistance in the procurement of required materials or supplies.

SBE Dealer – An SBE Dealer is a firm that owns, operates or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the Agreement are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. The firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question.

SBE Directory – The list of firms certified under any of the programs outlined in Section B.3 Certification Standards and SBE Directories, which is used by MTC and its Consultants/Contractors/Vendors to identify potential SBE Consultants/Contractors/Vendors and Subconsultants/Subcontractors/Vendors and suppliers.

SBELO – Small Business Enterprise Liaison Officer.

SOQ – A statement of qualifications submitted by a Proposer in response to an RFQ.

Subcontract – A contract entered into between a Consultant/Contractor/Vendor with a Subconsultant/Subcontractor/Vendor.

Subconsultant/Subcontractor/Vendor – The individual, partnership, corporation or other legal entity that contracts to perform part of or all of the obligations of another's contract.

Subrecipient – Any agency that receives funds from MTC via statute, an interagency, cooperative or funding agreement.

Utilization – Percentage of total dollars of a type of work going to SBEs.

Web-based Diversity Tracking System – The diversity tracking software provided by MTC to Consultants/Contractors/Vendors accessible from any internet browser on any platform or operating system.

## **SUBPART B - ADMINISTRATIVE REQUIREMENTS**

### **B.1 Program Updates**

The SBELO or designee will provide the appropriate authorizing board with updates representing significant changes in the Program.

### **B.2 SBELO and Program Implementation**

MTC has designated the following individual as its SBE Liaison Officer (SBELO):

Director of Administration and Facilities Section (AFS)  
Metropolitan Transportation Commission 375 Beale St, Suite 800  
San Francisco, CA 94105  
Phone: (415) 778-6700  
Email: [contracts@bayareametro.gov](mailto:contracts@bayareametro.gov)

In that capacity, the SBELO is responsible for implementing all aspects of the SBE Program and ensuring that MTC complies with all provisions of the SBE Program. The SBELO has direct, independent access to the Executive Director concerning SBE Program matters.

The SBELO is responsible for developing, implementing and monitoring the SBE Program, in coordination with other appropriate officials. The SBELO has staff to assist in the administration of the SBE Program. The duties and responsibilities include the following:

1. Gathers and reports statistical data and other information as required.
2. Reviews third party contracts and purchase requisitions for compliance with the SBE Program.
3. Works with AFS staff to determine if a Proposer/Bidder has achieved the requirements for the Evaluation Preference.
4. Confirms that notices of procurement and solicitations are available to SBEs in a timely manner.
5. Identifies qualified contracts and procurements so that SBE preferences are included in all applicable procurements.
6. Analyzes MTC's progress toward SBE attainment and identifies ways to improve progress.
7. Participates in pre-proposal/pre-bid meetings.
8. Advises the Executive Director and/or the appropriate authorizing board on SBE matters and achievement.
9. Provides outreach to SBEs and CBOs to advise them of opportunities and technical assistance to SBEs to assist in Proposal, SOQ and/or bid preparation and obtaining bonding and insurance.

### B.3 Certification Standards and SBE Directories

MTC does not administer an SBE certification program. To be eligible for the Bid/Evaluation Preference allowed under the SBE Program, firms (prime Contractor or Subconsultant/Subcontractor/Vendor) must be certified under any of the programs outlined below:

- 1) *California Certified Small Business as certified by the California Department of General Services (DGS) -Procurement Division (PD) - Office of Small Business and Disabled Veteran Business Enterprise Services (OSDS)*

The State of California SBE Directory can be accessed at:

<https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx>

- 2) *A Disadvantaged Business Enterprise (DBE) as certified by the California Unified Certification Program (CUCP)*

The CUCP Directory can be accessed at:

<https://dot.ca.gov/programs/business-and-economic-opportunity>

- 3) *City and County of San Francisco Local Business Enterprise (LBE) as certified by the Contract Monitoring Division (CMD) Directory Certification Unit*

The Directory of Certified LBEs can be accessed here:

<https://sfgov.org/cmd/directory-certified-lbes>

- 4) *Alameda County Small Local and Emerging Business (SLEB) program as certified by the Alameda County SLEB Certification Unit*

The SLEB Supplier Query System Database can be accessed at:

[https://www.acgov.org/sleb\\_query\\_app/gsa/sleb/query/slebresultlist.jsp?smEmInd=C](https://www.acgov.org/sleb_query_app/gsa/sleb/query/slebresultlist.jsp?smEmInd=C)

- 5) **DVBE/LBE/LGBTBE/MBE/SBE/WBE** certification from a formal certifying agency in the nine-county Bay Area, provided that the certification can be verified through a searchable database and meets the requirements of the State of California Small Business Program<sup>1</sup>. **(Disadvantaged Veteran Business Enterprise (DVBE), Local Business Enterprise (LBE), Lesbian, Gay, Bisexual, Transgender Business Enterprise (LGBTBE), Minority Business Enterprise (MBE), Small Business Enterprise (SBE), Women Business Enterprise (WBE))**

Note:

<sup>1</sup> Per Title 2, California Code of Regulations, § 1896.12. Eligibility for Certification as a Small Business.

To be eligible for certification as a small business, a business must meet all of the following qualifying criteria:

- (1) It is independently owned and operated; and
- (2) Its principal office is located in California; and
- (3) The officers of the business (in the case of a corporation); officers and/or managers, or in the absence of officers and/or managers, all members in the case of a limited liability company; partners in the case of a partnership; or the owner(s) in all other cases, are domiciled in California; and
- (4) It is not dominant in its field of operation(s), and
- (5) It is either:

(A) A business that, together with all affiliates, has 100 or fewer employees, and annual gross receipts of fifteen million dollars (\$15,000,000) or less as averaged for the previous three (3) tax years, as biennially adjusted by the Department in accordance with Government Code § 14837(d)(3) (If the business or its affiliate(s) has been in existence for less than three (3) tax years, then the GAR will be based upon the number of years in existence); or

(B) A manufacturer as defined herein that, together with all affiliates, has 100 or fewer employees.

#### **B.4 Record Keeping Requirements**

When a non-federally funded, non-A&E contract is awarded to a Consultant/Contractor/Vendor based on the Evaluation Preference listed in Subpart C, Section C.1 of this SBE Program, AFS will monitor the contract per Subpart D, to confirm that the Consultants/Contractors/Vendors are in compliance with the requirements of the SBE Program. AFS staff will report SBE participation to the appropriate authorizing board via reports generated from the web-based diversity tracking system.

MTC will require Consultants/Contractors/Vendors to maintain records and documents of payments to all Subconsultants/Subcontractors/Vendors (SBEs and non-SBEs) for four (4) years following the completion of the contract. MTC will perform interim reviews of contract payments to SBEs. Payments to SBE Subconsultants/Subcontractors/Vendors will be reviewed to verify that the actual amount paid to SBE Subconsultants/Subcontractors/Vendors equals or exceeds the dollar amounts stated in the schedule of SBE participation included in the contract.

#### **B.5 Public Outreach**

MTC will participate in outreach events with other San Francisco Bay Area transportation agencies and CBOs to leverage its efforts to assist SBE firms. MTC will also participate in Caltrans' CalMentor Protégé Program for small business development.

## **SUBPART C – EVALUATION PREFERENCE AND SBE PARTICIPATION**

### **C.1 Evaluation Preference**

MTC will allow an evaluation preference to be applied as a percentage discount to the total amount of a proposal/bid submitted by a Proposer/Bidder for a contract solely for the purpose of bid comparisons when determining the lowest and best bid, or lowest responsible bid. The use of an evaluation preference for Proposal, SOQ, or Bid comparison does not alter the total amount of the bid submitted by a bidder or the contract executed based on a bid. The SBE Program evaluation preference will be applied to all locally-funded solicitations when issued.

The Evaluation Preference applied as a percentage or point preference to the total evaluation percentage or points of a Proposal, SOQ, or Bid submitted by a Proposer/Bidder for a contract will be solely for the purpose of evaluation comparisons when determining the highest ranked Proposal or SOQ. The use of an Evaluation Preference for Proposal, SOQ or Bid comparison will alter the total evaluation percentage or points allotted to a Proposer/Bidder.

The Evaluation Preference will be applied to all non-federally funded solicitations. The Evaluation Preferences will be applied as follows after MTC verifies that the responsiveness requirements have been met:

- An Evaluation Preference of five percent (5%) or five (5) points will be added to the total evaluation percentage or points, when the Proposer meeting specifications commits to twenty-five percent (25%) SBE participation for the work (which can be achieved by the prime, by a sub(s), or a combination of prime and sub(s) who meet the requirements set forth in Section B.3 of this SBE Program), or
- An Evaluation Preference of 10 percent (10%) or ten (10) points will be added to the total evaluation percentage or points, when the Proposer meeting specifications commits to forty percent (40%) SBE participation for the work (which can be achieved by the prime, by a sub(s), or a combination of prime and sub(s) who meet the requirements set forth in Section B.3 of this SBE Program).

AFS staff will monitor MTC's SBE Program to confirm that the Consultants/ Contractors/Vendors are in compliance with the requirements of the SBE Program. The report of SBE awards, commitments and payments will be generated from the web-based diversity tracking system.

### **C.2 Maintaining Participation**

Once a project begins, it is important to achieve and maintain the level of SBE participation that allowed the Evaluation Preference. Prime Consultants/ Contractors/ Vendors must maintain the SBE percentages indicated in the Proposal, SOQ or Bid documents at the time of Proposal, SOQ or Bid submittal throughout the term of the contract.

If MTC modifies the original scope of work, the Consultant/Contractor/Vendor must make reasonable efforts to maintain the SBE participation that allowed the Evaluation Preference. In the event of amendments, AFS staff may use their discretion to allow adjustments to SBE percentages for the amended portion of the work. Upon request, MTC staff will help firms to determine methods of maintaining percentages.

Should the prime Consultant/Contractor/Vendor fail to maintain the SBE participation listed at the time of Proposal, SOQ or Bid submittal, MTC reserves the right to enforce Consultant/Contractor/Vendor compliance with this SBE Program through one or more of the remedies included in Section D.3 of this SBE Program.

### **C.3 Substitution of Listed Subcontractors**

Substitution of listed Subconsultants/Subcontractors/Vendors shall generally be made in accordance with Public Contracts Code Section 4107. In addition, the SBELO must concur in any decision to permit substitution of a SBE Subconsultant/Subcontractor/Vendor when the award was made on the basis of the Evaluation Preference listed in Section C.1 above.

### **C.4 Joint Venture Agreements**

A business that is competing for MTC contracts may associate with a certified SBE business to compete for contracts as a Joint Venture (JV). JVs receive an Evaluation Preference depending upon the SBE percentage of participation as set forth in Section C.1 of Subpart C, Evaluation Preference and SBE Participation. The parties must agree to enter into the relationship for at least the term of the project.

#### **Basic Elements of the Joint Venture Agreement**

A JV must submit a JV Management Plan and/or a JV Agreement in their Proposal or SOQ. Each agreement or management plan must include, but is not limited to the following:

- Detailed explanation of the financial contribution of each partner;
- List of the personnel and equipment used by each partner;
- Detailed breakdown of the responsibilities of each partner;
- Explanation of how the profits and losses will be distributed;
- Description of the bonding capacity of each partner; and
- Management or incentive fees available for any one of the partners (if any).

#### **Commercially Useful Functions (CUF) Performed by Joint Venture Partners**

Each JV partner must perform a “commercially useful function” as that term is defined herein. A SBE that relies on the resources and personnel of a non-SBE



firm will not be deemed to perform a CUF.

#### Joint Venture License Requirements

Each JV partner must possess qualifications, certifications, accreditations, or licenses appropriate for the discipline for which a Proposal, SOQ or Bid is being submitted. If a JV is proposing/bidding on a project requiring license or certification, at the time of Proposal, SOQ or Bid submittal, each of the JV partners must hold a JV License or Certification and possess the requisite specialty license or certification for that profession.

#### Delineation of Joint Venture Work

The SBE partner must clearly define the portion of the work to be performed during the project. This work must be of the similar type of work the SBE partner performs in the normal course of its business. The Proposal, SOQ or Bid must specify the portions of the project to be performed by each individual JV partner. Lump sum JV participation is not acceptable.

#### Responsibilities of the SBE Joint Venture Partners

The SBE partner must share in the ownership, control, management responsibilities, risks, and profits of the JV in proportion with level of participation in the project; the SBE partner must perform work that is commensurate with its experience. The SBE partner must use its own employees and equipment to perform its portion of the project. Only the portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work of the contract that the SBE performs with its own forces will be counted toward SBE participation

#### Application of Evaluation Preference for Joint Venture Agreements

To be eligible for an Evaluation Preference, at the time of Proposal, SOQ or Bid submittal, each JV partner must each have the qualification, certification, accreditation, or license that is appropriate for the project as required in the contract document of the contract award authority. Unless permission is granted by the SBELO or designee for good cause shown, based on sudden and unexpected necessity, the following actions are not permitted: i) the non-SBE partner performing work for the SBE partner; ii) leasing of equipment or property by the SBE partner from the non-SBE partner; and iii) the hiring of the non-SBE partner's employees by the SBE partner.

### Other Joint Venture Conditions

The SBELO or a designee must first approve the SBE JV Agreement/Management Plan before the JV is eligible for an Evaluation Preference. Any changes must also receive the prior approval of the SBELO or designee. In addition to any other information required by conditions specified herein, each SBE JV must provide upon request, cancelled checks and any other financial records to MTC.

### **C.5 Counting SBE Participation**

SBEs may perform as Consultants/Contractors/Vendors, 1<sup>st</sup> tier Subconsultants/Subcontractors/Vendors, or 2<sup>nd</sup> tier Subconsultants/Subcontractors/Vendors. Only the value of the work to be performed by the SBE, including materials and supplies, will be counted toward SBE participation.

A SBE must perform a commercially useful function, i.e., must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work. If an SBE 1<sup>st</sup> Tier or 2<sup>nd</sup> Tier Subconsultant/Subcontractor/Vendor does not perform or exercise responsibility for at least sixty percent (60%) of the total cost of its contract with its own work force, or if the SBE subcontracts a greater portion of work of a contract than would be expected on the basis of normal industry practice, then it will be presumed that the SBE is not performing a CUF.

Credit for an SBE Dealer of materials or supplies is limited to sixty percent (60%) of the amount to be paid to the vendor for the materials or supplies unless the vendor manufactures or substantially alters the goods. Credit for SBE Brokers is limited to only the fees and commissions portion of the amount paid. All other firms receive 100% credit, less work subcontracted by the SBE to non-SBE firms.

During the term of a contract, work performed by SBE firms whose certification has expired will continue to be counted toward the SBE participation.

## **SUBPART D – COMPLIANCE AND ENFORCEMENT**

### **D.1 Monitoring**

When a contract is awarded to a Consultant/Contractor/Vendor based on the Evaluation Preference listed in Subpart C, Section C.1 of this Program, AFS will monitor the contract per Subpart D, to confirm that the Consultants/Contractors/Vendors comply with the requirements of the Program. AFS staff will report SBE participation to the appropriate authorizing board via reports generated from the web-based diversity tracking system.

MTC will require Consultants/Contractors/Vendors to maintain records and documents of payments to all Subconsultants/Subcontractors/Vendors (SBEs and non-SBEs) for four years following the performance of the contract. MTC will perform interim reviews of contract payments to SBEs. Payments to SBE Subconsultants/Subcontractors/Vendors will be reviewed to verify that the actual amount paid to SBE Subconsultants/Subcontractors/Vendors equals or exceeds the dollar amounts stated in the schedule of SBE participation included in the contract.

Subrecipients may be required to submit verification of their eligibility for participation in the SBE Program and to provide annual reports of SBE utilization on Professional Services or Civil Construction projects achieved under the SBE Program.

MTC has implemented the following monitoring mechanisms to monitor Consultant/Contractor/Vendor compliance with Program requirements:

1. The SBELO or designee will verify that work committed to SBEs at contract award is actually performed by the SBEs.
2. The SBELO or designee will keep a running tally of actual payments to SBE firms for work committed to them at the time of contract award with the use of MTC's web-based diversity tracking system.

If a Professional Services or Construction project has a public works portion of work valued over \$1,000.00, the State's Labor Code requires Consultants/Contractors/Vendors to pay their employees in accordance with general prevailing wages that apply to that portion of the work. The prime Contractor and all Subconsultants/Subcontractors/Vendors including, if applicable, truckers and owner/operators are required to submit certified payroll records in accordance with Labor Code section 1776 upon request from MTC. Failure to submit certified payroll records could result in withholding of progress payment(s).

Upon request, Consultants/Contractors/Vendors will provide MTC with executed copies of its Subconsultant/Subcontractor/Vendor agreements to verify dollar amounts stated for all SBEs.

## **D.2 SBE Utilization Report**

Consultants/Contractors/Vendors are required to submit monthly SBE Utilization Reports electronically to MTC AFS. The Consultant/Contractor/Vendor will document the dollar value of payments to SBE firms and the percentage of the contract completed. MTC will monitor the contract for compliance with SBE requirements.

This system is web-based, accessible from any computer via the internet. Each Consultant/Contractor/Vendor and Subconsultant/Subcontractor/Vendor will receive an email providing them with Log On identification, a temporary password and instructions on how to use the system. Training will also be provided upon request. Consultant/Contractor/Vendor will include this requirement in all of its subcontracts and purchase orders when required to provide or verify SBE utilization documentation.

If the SBE Utilization Reports indicate potential problems, such as a failure to comply with the contract SBE participation, the Consultant/Contractor/Vendor shall meet with the MTC SBELO or designee to address any deficiencies and discuss appropriate corrective actions. When the Contract completion reaches 50% and the SBE participation completed is less than 50%, a detailed report of the reasons why must be submitted to MTC stating a plan to reach the SBE participation by Contract completion.

Prior to final payment, Consultant/Contractor/Vendor will be required to submit a final SBE Utilization Report by selecting the "Final Audit" reporting designation within the web-based diversity tracking system. In addition to payments to the SBEs, the final report must include payments to and other information about all other businesses, including non-SBE Subconsultants/Subcontractors/Vendors, suppliers of materials and others.

## **D.3 SBE Program Enforcement**

MTC has available several remedies to enforce compliance of the SBE Program requirements contained in its contracts, including, but not limited to, the following:

1. Breach of contract action, resulting from a violation of the terms of the RFP, RFQ or IFB and contract.
2. Assessment of a penalty of up to one and one half times the amount that should have been awarded to SBE(s).
3. Termination of Contractor's performance of work under the contract.
4. Any other remedy available to MTC in the contract or the relevant RFP, RFQ or IFB.

# Updated Small Business Enterprise (SBE) Program

Staff is proposing to combine the current two SBE programs into an updated combined program

# Current SBE Programs

## Construction Project SBE Program (adopted in October 2015)

<b>Applicable to:</b>	<b>Acceptable Certifications:</b>	<b>Bid/Evaluation Preference:</b>	<b>Statistics:</b>
Non-Federally Funded and Non-Architectural & Engineering Contracts	State of California Department of General Services (DGS) SBE Program	<b>5% bid discount</b> applied if the lowest responsive, responsible bidder is a certified SBE and is performing at least forty percent (40%) of the work or commits to subcontract with certified SBE firm(s) for at least 40% of the work	7 Civil Construction IFBs have been issued with the SBE Program applied, 3 of which were awarded based on the SBE Preference resulting in commitments to SBEs of \$6,250,726

## Professional Services SBE Pilot Program (MTC Admin Committee approval in January 2017)

<b>Applicable to:</b>	<b>Acceptable Certifications:</b>	<b>Bid/Evaluation Preference:</b>	<b>Statistics:</b>
Non-Federally Funded and Non-Architectural & Engineering Contracts	State of California Department of General Services (DGS) SBE Program	<b>5% bid discount</b> applied if the lowest responsive, responsible bidder is a certified SBE and is performing at least forty percent (40%) of the work <b>OR</b> commits to subcontract with certified SBE firm(s) for at least 40% of the work	13 RFP/RFQs have been issued with the SBE Pilot Program applied, 6 of which were awarded based on the SBE Preference resulting in commitments to SBEs of \$21,623,124.83

## Updated / Combined SBE Program

- Combine the Pilot Professional Services SBE program and the Construction Project SBE Program into one comprehensive SBE Program that applies to construction and professional services non-federally funded and non-Architectural & Engineering (A&E) procurements.
- Broaden the acceptable SBE certifications in order to cast a wider net to SBE firms in the Bay Area, including Disadvantaged Business Enterprise (DBE), Local Business Enterprise (LBE), Minority Business Enterprise (MBE) and Women Business Enterprise (WBE).
- Allows the bid/evaluation preference to be met by a combination of prime/subcontractor participation
- Revise the bid/evaluation preference into a two-tiered program, which allows:
  - **5% bid/evaluation** applied if the lowest responsive, responsible bidder or proposer commits to at least twenty-five percent (25%) SBE Participation, or
  - **10% bid discount** applied if the lowest responsive, responsible bidder or proposer commits to at least forty percent (40%) SBE Participation



## The benefits of the updated program are:

- Increase opportunity for SBEs to participate in contracts by broadening the acceptable certifications allowed in the program to remove bureaucratic certification barriers
- Providing a two-tiered Bid/Evaluation Preference
- Allowing SBE participation levels to be met by prime SBEs, subconsultant SBEs or a combination of the two

## Next Steps

- Staff will present resolutions for adoption of the updated SBE Program to the appropriate committees and/or authorities including MTC, BATA, BAIFA, BAHA and MTC SAFE
- Collaborate with stakeholders, including the Equity and Access subcommittee of the Policy Advisory Council, to identify and implement outreach strategies
- Staff training and inclusion of the program in MTC's policies and procedures

Staff recommends that the Committee refer MTC Resolution No. 4413 Small Business Enterprise (SBE) Program, to the Commission for approval

# Questions



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 20-0306      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 2/3/2020      **In control:** Administration Committee  
**On agenda:** 3/11/2020      **Final action:**  
**Title:** MTC Resolution No. 4371, Revised - FY 2019-20 MTC Operating and Capital Budgets Amendment

A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 3, approving a total increase of \$13,926,000 bringing the total operating expense to \$83,278,000.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7b Admin 3c 20-0306 Reso-4371 FY2019-20 MTC Budget Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2020	1	Administration Committee		

**Subject:**

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

A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 3, approving a total increase of \$13,926,000 bringing the total operating expense to \$83,278,000.

**Presenter:**

Brian Mayhew

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Administration Committee**

**March 11, 2020****Agenda Item 3c**

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

---

**Subject:** A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 3, approving a total increase of \$13,926,000 bringing the total operating expense to \$83,278,000.

Amendment No. 3 principally accounts for an increased transfer from ABAG of \$3.45 million to pay for staff and consulting support for the Regional Housing Need Allocation (RHNA) as well as carryover planning revenue of \$3.3 million and a \$7.0 million transfer for supplemental pension payments.

**Background:** The State of California Budget included a one-time, three-year grant program of \$125 million to assist local agencies with RHNA compliance with funds to be distributed among local agencies, including ABAG, on a population basis. The ABAG allocation is \$23.7 million. In addition, a supplemental bill, SB 113, allowed local agencies to apply for up to 25% of the total grant or \$5.9 million in the case of ABAG. The ABAG Executive Board has approved the grant application well as amended their FY 2019-20 operating budget to approve the transfers to MTC.

The ABAG budget amendment includes a \$3.45 million transfer to MTC to jumpstart the RHNA development process. The costs include

\$1.95 million – 5 term-limited staff positions to provide technical and analytical support

\$1.0 million – consulting services to assist local jurisdictions

\$500,000– consulting assistance and grants to local jurisdictions

The upfront 25% drawdown will help ABAG, MTC and other local jurisdictions to jump start local RHNA compliance.

In addition to the ABAG transfer there are several administrative adjustments staff is proposing. These adjustments include:

- \$75,000 transfer in from State Transit Assistance (STA) Regional Coordination for a “term-limited” position to support fare integration work
- \$3.3 million state and federal funds carried over from FY 2018-19
- \$7 million adjustment and additional PERS payment authorized in the 2019-20 MTC and BATA Budget Resolutions

We will be waiting on the actuarial results of the additional Pension (PERS) payment to determine its impact on the FY 2020-21 budget and beyond.

A summary of the proposed budget amendment is as follows:

<b>Transfers in:</b>	
ABAG	\$3,450,000
STA	75,000
Bay Trail (BATA 5%)	110,000
BATA	7,000,000
Planning Carryover	3,292,000
Total Revenue / Transfers:	<u>\$13,927,000</u>

<b>Expenses:</b>	
Salaries & Benefits	\$2,025,000
Additional Pension Payment	7,000,000
Contractual	1,500,000
Carryover Expenses	3,292,000
Total Expenses and Transfers	<u>\$13,817,000</u>

Revised projected ending balance is now \$199,000.

**New Program Economic Impact:**

Program: RHNA Planning and local support

Cost: \$3.45 million over three years. Funds not utilized in FY 2019-20 will be carried over and re-budgeted in FY 2020-21.

Funding: \$3.45 million – Transfer from ABAG based on state grant

Staffing: Five “term-limited”, project-based employees with expected terms employment up to three years.

Duration: Funding and program are expected to last up to three years.

**Recommendation:** Staff requests approval to submit Resolution 4371, Revised to the MTC Commission for approval.

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



---

Therese W. McMillan

Date: June 26, 2019  
W.I.: 1152  
Referred By: Administration  
Revised: 11/20/19-C  
Revised: 01/22/20-C  
Revised: 03/25/20-C

### ABSTRACT

Resolution No. 4371, Revised

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

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

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

This resolution was revised on March 25, 2020 for budget changes. The changes include the \$3,450,000 transfer-in from ABAG to cover staff and consultant costs related to the Regional Early Action Plan. \$7,000,000 was also added from BATA transfer to fund employee benefit costs. We also had \$75,000 in STA transfer to fund a project based staff to assist with the fare integration work. \$109,655 2% Bridge tolls carryover funds were also added to the budget which will be used to fund staff costs.

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 12, 2019, November 13, 2019, January 8, 2020, and March 11, 2020. A budget is attached as Attachments A, B and C.



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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4371

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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

Date: June 26, 2019  
W.I.: 1152  
Referred By: Administration  
Revised: 11/20/19-C  
Revised: 01/22/20-C  
Revised: 03/25/20-C

Attachments A, B, C  
Resolution No. 4371

## **METROPOLITAN TRANSPORTATION COMMISSION**

### **AGENCY BUDGET**

**FY 2019-20**

#### **TABLE OF CONTENTS**

	<u>Page</u>
Budget Summary	1
Revenue Detail	2
Expense Summary	3
Contractual Services	5

**METROPOLITAN TRANSPORTATION COMMISSION**

**BUDGET FY 2019-20**

**Attachment A**

**SUMMARY**

**OPERATING REVENUE-EXPENSE SUMMARY**

	Amendment 2 FY 2019-20	Amendment3 FY 2019-20	Change % Inc./(Dec)	Change \$ Inc./(Dec)
General Planning Revenue	\$29,472,937	\$32,764,504	11%	\$3,291,567
Other MTC Revenue	1,336,377	1,336,377	0%	0
Transfers from other Funds	32,893,016	43,527,671	32%	10,634,655
Local Revenue Grants	5,847,864	5,847,864	0%	0
<b>Total Operating Revenue</b>	<b>\$69,550,194</b>	<b>\$83,476,416</b>	<b>20%</b>	<b>\$13,926,222</b>
<b>Total Operating Expense</b>	<b>\$69,461,305</b>	<b>\$83,277,872</b>	<b>20%</b>	<b>\$13,816,567</b>
<b>Operating Surplus (Shortfall)</b>	<b>\$88,891</b>	<b>\$198,546</b>	<b>123%</b>	<b>\$109,655</b>
Total Operating Revenue - Prior Year	\$0	\$14,503,963	-100%	\$14,503,963
Total Operating Expense - Prior Year	\$0	\$14,503,963	-100%	\$14,503,963
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
<b>Total Operating Surplus (Shortfall)</b>	<b>\$88,891</b>	<b>\$198,546</b>	<b>123%</b>	<b>\$109,655</b>

**PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY**

Total Annual Capital Revenue	\$540,000	\$540,000	0%	\$0
Total Annual Capital Expense	\$540,000	\$540,000	0%	\$0
Capital Surplus(Shortfall)	\$0	\$0	0%	\$0
<b>TOTAL FISCAL YEAR SURPLUS (SHORTFALL)</b>	<b>\$88,891</b>	<b>\$198,546</b>	<b>123%</b>	<b>\$109,655</b>

**PART3: CHANGES IN RESERVES**

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$88,891	\$198,546	123%	\$109,655
Current Year Ending Balance	\$0	\$0		

REVENUE DETAIL				
	Amendment 2 FY 2019-20	Amendment3 FY 2019-20	Change % Inc./(Dec)	Change \$ Inc./(Dec)
<b>General Planning Revenue</b>				
FTA Section 5303	\$3,510,474	\$3,510,474	0%	\$0
FTA 5303 FY 19 carryover	0	1,350,737	#DIV/0!	\$1,350,737
FTA 5304 - Diridon Plan	0	500,000	#DIV/0!	\$500,000
FTA 5304 - BART Metro	466,559	466,559	0%	\$0
FHWA 1/2 % PL	8,209,054	8,209,054	0%	\$0
SB1 East Palo Alto & Dumbarton Bridge ( Fund Sc# 2208)	0	191	#DIV/0!	\$191
FHWA carryover FY19	0	626,663	#DIV/0!	\$626,663
SB1 - FY 2018-19 (Fund Sc# 2211)	0	321,676	#DIV/0!	\$321,676
SB1 Climate Change ( Fund Sc# 2209)	0	47,241	#DIV/0!	\$47,241
SB1 Adaptation PI Grant FY2017-18 (Fund Sc# 2210)	0	445,059	#DIV/0!	\$445,059
Sustainable Communities SB1 - Formula	2,106,140	2,106,140	0%	\$0
Sustainable Communities SB1 - FY20 Formula - Revised	64,013	64,013	0%	\$0
Sustainable Communities SB1 - Award	500,000	500,000	0%	\$0
TDA (Planning/Administrative)	14,616,697	14,616,697	0%	\$0
<b>Subtotal: General Planning Revenue</b>	<b>\$29,472,937</b>	<b>\$32,764,504</b>	11.2%	\$3,291,567
<b>Other MTC Revenue</b>				
STIP-PPM	\$701,377	\$701,377	0.0%	\$0
HOV lane fines	520,000	520,000	0.0%	0
Interest	115,000	115,000	0.0%	0
<b>Subtotal: MTC Other Revenue</b>	<b>\$1,336,377</b>	<b>\$1,336,377</b>	0.0%	\$0
<b>Operating Transfers</b>				
BATA 1%	\$8,096,994	\$8,096,994	0%	\$0
Transfer BATA RM2	3,880,000	3,880,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	980,500	980,500	0%	0
Service Authority Freeways Expressways (SAFE)	1,751,788	1,751,788	0%	0
STA Transfer	7,500,000	7,575,000	1%	75,000
2% Transit Transfers	239,000	239,000	0%	0
Bay Trail funds from MTC 5% and 2% Bridge Tolls	723,421	833,076	15%	109,655
Transfer in - Net of Membership Dues	530,000	530,000	0%	0
Transfer in - Exchange Fund	257,987	257,987	0%	0
BATA Operating for SFEP -Overhead	1,175,865	1,175,865	0%	0
ABAG Admin	100,000	100,000	0%	0
ABAG Other Programs - Overhead	840,968	840,968	0%	0
Express Lanes - Overhead	1,274,228	1,274,228	0%	0
MTC Grant Funded - Overhead	3,170,492	3,170,492	0%	0
Capital Programs - Overhead	2,371,773	2,371,773	0%	0
ABAG Regional Early Action Plan for RHNA	0	3,450,000	#DIV/0!	3,450,000
BATA Transfer for employee benefits	0	7,000,000	#DIV/0!	7,000,000
<b>Subtotal: Transfers from other funds</b>	<b>\$32,893,016</b>	<b>\$43,527,671</b>	32%	\$10,634,655
<b>MTC Total Planning Revenue</b>	<b>\$63,702,330</b>	<b>\$77,628,552</b>	22%	\$13,926,222
<b>Local Revenue Grants</b>				
Misc. Revenue (PMP Sales)	\$2,275,000	\$2,275,000	0%	\$0
TFCA (Regional Rideshare), Spare the Air.	1,000,000	1,000,000	0%	0
Motivate/Lyft	300,000	300,000	0%	0
BAAQMD	351,067	351,067	0%	0
Cities	1,921,797	1,921,797	0%	0
<b>Subtotal: Local Revenue Grants</b>	<b>\$5,847,864</b>	<b>\$5,847,864</b>	0%	\$0
<b>Total Current Year Revenue</b>	<b>\$69,550,194</b>	<b>\$83,476,416</b>	20%	\$13,926,222

**MTC Prior Year Project Revenue**

**Prior Year Project Revenue - Federal/State**

FTA 5303 (Fund Sc# 1602)  
 FHWA PL (Fund sc# 1109)  
 FHWA - SP&R (Fund Sc# 1304) (closed)  
 SB1 East Palo Alto & Dumbarton Bridge ( Fund Sc# 2208)  
 SB1 Climate Change ( Fund Sc# 2209)  
 SB1 Adaptation PI Grant FY2017-18 (Fund Sc# 2210)  
 SB1 - FY 2018-19 (Fund Sc# 2211)  
 SB1 - Sus Comm. (Fund Sc# 2213)  
**Sub Total:**

470,212
47,068
0
161,648
154,876
203,985
231,323
308,601
<b>1,577,712</b>

**Prior Year Project Revenue - Local**

General Fund  
 California State Transportation Agency (CalSTA)  
 Transportation Fund for Clean Air (TFCA)  
 SAFE  
 BATA RM2  
 Transit 2%  
 STIP PPM  
 STA  
 Pavement Management (PTAP)  
 PMS Software  
 AC Transit  
 Miscellaneous  
 California Air Resource Board

3,087,898
4,923,200
257,954
744,534
851,943
54,204
26,235
985,703
209,016
207,139
36,670
661,496
880,259

**Sub Total:**

<b>12,926,251</b>
-------------------

**Total Prior Year Project Revenue**

<b>14,503,963</b>
-------------------

	Amendment 2 FY 2019-20	Amendment 3 FY 2019-20	Change % Inc./(Dec)	Change \$ Inc./(Dec)
<b>Operating Expense</b>				
I. Salaries and Benefits	\$33,296,426	\$42,321,426	27%	\$9,025,000
MTC Staff - Regular	\$32,479,347	\$41,504,347	28%	\$9,025,000
Temporary Staff	765,881	765,881	0%	0
Hourly /Interns	51,198	51,198	0%	0
II. Travel and Training	\$590,419	\$590,419	0%	\$0
III. Printing, Repro. & Graphics	\$137,700	\$137,700	0%	\$0
IV. Computer Services	\$3,506,550	\$3,506,550	0%	\$0
V. Commissioner Expense	\$150,000	\$150,000	0%	\$0
VI. Advisory Committees	\$15,000	\$15,000	0%	\$0
VII. General Operations	\$3,310,988	\$3,310,988	0%	\$0
Subtotal Staff Cost	\$41,007,083	\$50,032,083	22%	\$9,025,000
IX. Contractual Services	\$28,454,222	\$33,245,789	17%	\$4,791,567

Total Operating Expense	\$69,461,305	\$83,277,872	20%	\$13,816,567
IX. Contractual Services - Prior Year	\$0	\$14,503,963	0%	\$14,503,963

# CAPITAL PROJECTS

	Amendment 2 FY 2019-20	Amendment 3 FY 2019-20	Change % Inc./Dec)	Change \$ Inc./Dec)
Annual Transfer from Reserve to Capital	\$540,000	\$540,000	0%	\$0
Legal reserve	\$0	\$0	0%	\$0
Annual Capital Expense	\$540,000	\$540,000	0%	\$0

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



# BAY AREA FORWARD PROJECT

	Adopted FY 2019-20	C/O FY2018-19 FY 2019-20 Amendment #3	Total FY 2019-20
<b>Revenue</b>			
STP	9,038,923	15,966,076	\$25,004,999
CMAQ	7,499,000	5,135	\$7,504,135
STA	\$0	\$0	\$0
BATA REHAB	600,000	\$0	\$600,000
RM2 Capital	12,800,000	1,931,742	\$14,731,742
SAFE Capital	975,000	47,874	\$1,022,874
Exchange	\$0	2,590,781	\$2,590,781
Local- Cities	2,802,151	\$0	\$2,802,151
<b>Total Revenue</b>	<b>\$33,715,074</b>	<b>\$20,541,608</b>	<b>\$54,256,682</b>
<b>Expense</b>			
<b>Staff</b>	<b>\$1,411,811</b>		<b>\$1,411,811</b>
<b>Consultants</b>		<b>\$20,541,608</b>	<b>\$20,541,608</b>
Design Alternative Assessments/Corridor Studies	\$2,000,000		\$2,000,000
Vehicle Occupancy Enforcement Program	\$1,000,000		\$1,000,000
Richmond Access to Richmond bridge	0		\$0
Bay/Dumbarton/Richmond-San Rafael Bridges	0		\$0
Napa Forward	1,100,000		\$1,100,000
Bay Bridge Forward Implementation	11,526,112		\$11,526,112
Bay Bridge Forward ICM/Sterling Street / Other	6,100,000		\$6,100,000
SR 37 Interim project/Richmond-San Rafael Access Improv	652,151		\$652,151
SR Interim Project & Early Ecological Enhancement	225,000		\$225,000
Freeway Performance Impl. US 101	3,000,000		\$3,000,000
Freeway Performance Impl. I-580	2,500,000		\$2,500,000
Freeway Performance Impl. SR-37 / Other	1,000,000		\$1,000,000
Performance Monitoring & Tools	450,000		\$450,000
Freeway Performance Impl. I-680	0		\$0
Freeway Performance Impl I-880	2,750,000		\$2,750,000
Freeway Performance Impl. SR 84	0	\$0	\$0
<b>Total Expense</b>	<b>\$33,715,074</b>	<b>\$20,541,608</b>	<b>\$54,256,682</b>

**RACTUAL SERVICES DETAIL**  
**Actual and Professional Services**

Work Element	Description/Purpose	Amendment 2 FY 2019-20	Amendment 3 FY 2019-20	Change \$ Inc./Dec
1111	<b>Support Commission Standing Committees</b>			
	Governance Study	\$0	\$0	\$0
	Planning Programs - Other	200,000	200,000	0
	TOTAL	\$200,000	\$200,000	\$0
1112	<b>Implement Public Information Program</b>			
	LWV Monitor	\$0	\$0	\$0
	Photography services for MTC/BATA	75,000	75,000	0
	Design & Production Services	150,000	150,000	0
	On-call Facilitation and Outreach	40,000	40,000	0
	Digital Promotion & Analysis	60,000	60,000	0
	On call Video Services	50,000	50,000	0
	Social Media Consultants	75,000	75,000	0
	Climate Initiatives	0	2,000	2,000
	Awards Program	45,000	45,000	0
	MTC web integration/portal	0	0	0
	Bike to Work	50,000	50,000	0
	Hub Outreach and Promotion	0	0	0
	Public Records Management System	30,000	30,000	0
	Transit Connectivity	15,000	15,000	0
	Regional Transit Mapping Project	1,280,000	1,280,000	0
	Website Maintenance for Bay Bridge Info	37,000	37,000	0
	YES Conference and BTWD Promo	25,000	25,000	0
	TOTAL	\$1,932,000	\$1,934,000	\$2,000
1121	<b>Plan Bay Area</b>			
	Horizon Public Engagement Program	\$200,000	\$200,000	\$0
	Public Opinion/Revenue Poll - CASA	0	0	0
	Horizon digital Engagement Program	0	128,628	128,628
	Y-PLAN/CBO Engagement	150,000	150,000	0
	Horizon Poll	100,000	100,000	0
	PBA Website: Development & Maintenance	50,000	50,000	0
	Blue Sky Planning	0	0	0
	Needs Assessment Assistance	0	0	0
	CALCOG MPO Coordination	40,000	40,000	0
	Horizon/PBA 2050 Digital Tool Launch/Maintenance	50,000	50,000	0
	PBA 2050 Social Media Promotion	30,000	30,000	0
	Preferred Scenario- Resilience/ED Assistance	75,000	75,000	0
	Environmental Impact Report	150,000	150,000	0
	Support for RHNA	200,000	200,000	0
	Plan Document Design	25,000	25,000	0
	TOTAL	\$1,070,000	\$1,198,628	\$128,628
1122	<b>Analyze Regional Data using GIS and Travel Models</b>			
	Travel Model Research	\$200,000	\$200,000	\$0
	Land use Model Research	175,000	175,000	0
	Travel Model Assistance	35,000	35,000	0
	Technical Support for Web Based Projects	150,000	150,000	0
	Consolidated household travel	202,000	202,000	0
	Regional Transit on Board	600,000	600,000	0
	Future Mobility Research Program	0	488,113	441,045
	Bay Area Spatial Info. System	175,000	175,000	0
	TOTAL	\$1,537,000	\$2,025,113	\$441,045
1126	<b>Resiliency (Sea Level Rise/Adaption) Planning</b>			
	Sustainable Transportation Planning - Sea level Rise	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1124	<b>Regional Goods Movement Plan</b>			
	Northern California Megaregional Study	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1125	<b>Active Transportation</b>			
	Bike share Low Income Community Outreach	\$0	\$0	\$0
	Bay Area Bike Share Expansion	0	0	0
	Bike share Liquidated Damages	300,000	300,000	0
	Complete Streets Workshop	0	0	0
	Bike/Ped Counts	0	0	0
	Active Transportation Plan	150,000	150,000	0
	Bike-Ped Counter Purchase/Installation Pilot	150,000	150,000	0
	Total	\$600,000	\$600,000	\$0
1127	<b>Regional Trails</b>			
	Bay Trail Cartographic Services	\$15,000	\$15,000	\$0
	Bay Trail Outreach & Promotion	0	0	0
	Economic Benefits of the Bay Trail Report	0	0	0
	Bay Trail Signage Installer	0	0	0
	Assessment of Existing Bay Trail Conditions/O&M/Funding Strategy	75,000	75,000	0
	TOTAL	\$90,000	\$90,000	\$0
1128	<b>Resilience and Hazards Planning</b>			
	Integrate BAM resilience-staffing	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1129	<b>Economic Development and Forecasting</b>			
	Data Management and Engagement	\$0	\$250,000	\$250,000
	Research Support for Economic Program	0	0	0
	Data and Research for forecasting	50,000	50,000	0
	Data and reports for economic analysis	50,000	50,000	0
	TOTAL	\$100,000	\$350,000	\$250,000
1132	<b>Advocacy Coalitions</b>			
	Legislative advocates - Sacramento	\$150,000	\$150,000	\$0
	Legislative advocates - Washington D.C.	325,000	325,000	0
	TOTAL	\$475,000	\$475,000	\$0
1152	<b>Agency Financial Management</b>			
	Financial Audit	\$448,166	\$448,166	\$0
	OPEB Actuary	30,000	30,000	\$0
	Financial System Evaluation/RFP	100,000	100,000	\$0
	Financial System Maintenance	10,000	10,000	\$0
	TOTAL	\$588,166	\$588,166	\$0

Work Element	Description/Purpose	Amendment 2 FY 2019-20	Amendment 3 FY 2019-20	Change \$ Inc./Dec)
1153	<b>Administrative Services</b>			
	Organizational and Compensation	\$200,000	\$200,000	\$0
	Mineta Transportation Institute	100,000	100,000	0
	Ergonomics	50,000	50,000	0
	SBE Pilot Program	150,000	150,000	0
	Internship Program	200,000	200,000	0
	TOTAL	\$700,000	\$700,000	\$0
1161	<b>Information Technology Services</b>			
	Data Security Improvements	\$75,000	\$75,000	\$0
	Web/DB Application Development/Integration	70,000	70,000	0
	Network Assistance	50,000	50,000	0
	Business Process ID - Planning	325,000	325,000	0
	Process Improvements - automated forms/app	100,000	100,000	0
	Change training	25,000	25,000	0
	Website Operations Maintenance and Enhancement (AlyshaN)	250,000	250,000	0
	Information Management & Governance	50,000	50,000	0
	Regional Map	325,000	325,000	0
	Salesforce Development	650,000	650,000	0
	TOTAL	\$1,920,000	\$1,920,000	\$0
1212	<b>Performance Measuring and Monitoring</b>			
	Vital Signs Website Development	\$250,000	\$250,000	\$0
	Federal Performance Monitoring	0	0	0
	TOTAL	\$250,000	\$250,000	\$0
1222	<b>Regional Rideshare Program</b>			
	511 Ridesharing Program Operations	\$0	\$0	\$0
	Regional Vanpool Support Program	750,000	750,000	0
	Regional Carpool Program	250,000	250,000	0
	TOTAL	\$1,000,000	\$1,000,000	\$0
1223	<b>Operational Support for Regional Programs</b>			
	TMC Asset Upgrade and Replacement	\$421,000	\$421,000	\$0
	Regional ITS Architecture Update	0	0	0
	TMS Program Strategic Plan	125,000	125,000	0
	TOTAL	\$546,000	\$546,000	\$0
1224	<b>Regional Traveler Information</b>			
	511 Transit system	\$0	\$0	\$0
	511 Communications	10,000	10,000	0
	511 Alerting	100,000	100,000	0
	511 Web Hosting	50,000	50,000	0
	511 Innovation Lab	300,000	300,000	0
	TOTAL	\$460,000	\$460,000	\$0
1233	<b>Transportation Asset Management</b>			
	Software Development and Maintenance	\$1,750,000	\$1,750,000	\$0
	Transit Capital Inventory	0	254,549	254,549
	Software Training Support	300,000	300,000	0
	PTAP Projects	407,297	407,297	0
	Quality Assurance Program	75,000	75,000	0
	StreetSaver Software Development	300,000	300,000	0
	Regional Transit Asset Management Initiatives	250,000	250,000	0
	TOTAL	\$3,082,297	\$3,336,846	\$254,549
1234	<b>Arterial Operations</b>			
	Program for Arterial System	\$0	\$0	\$0
	Arterial Operations Pass	600,000	600,000	0
	Arterial Operations IDEA CAT 1&2	700,000	700,000	0
	TOTAL	\$1,300,000	\$1,300,000	\$0
1235	<b>Incident Management</b>			
	Incident Management Concept of Operations	\$175,000	\$175,000	\$0
	Regional Communication Infrastructure	0	0	0
	Incident Management Task Force	0	0	0
	Incident Analytics Module	175,000	175,000	0
	TOTAL	\$350,000	\$350,000	\$0
1238	<b>Technology-Based Operations &amp; Mobility</b>			
	Connected Vehicles/Tech.-Based Op. & Mob.	\$0	\$0	\$0
	Commute Challenge	\$2,000,000	\$2,000,000	\$0
	TOTAL	\$2,000,000	\$2,000,000	\$0
1310	<b>Planning for Lifeline Transportation Program</b>			
	Coordinated Plan Implementation Activities	\$20,000	\$20,000	\$0
	TOTAL	\$20,000	\$20,000	\$0
1311	<b>Means Based Fare Program</b>			
	Means Based Fare Program	\$6,000,000	\$6,000,000	\$0
	Coordinated Technology Platform for Paratransit Trips	0	0	0
	TOTAL	\$6,000,000	\$6,000,000	\$0
1313	<b>Climate Resilience for people with disabilities</b>			
	Culture of Health Leaders Cohort Three	\$0	\$0	\$0
	Climate Resilience for people with disabilities	0	0	0
	TOTAL	\$0	\$0	\$0
1413	<b>Climate Initiative</b>			
	Global Climate Summit	\$0	\$0	\$0
	EV Strategic Council	35,000	35,000	0
	Off-Model Climate Program analysis/Plan Bay Area	150,000	150,000	0
	Parking program development/implementation	100,000	100,000	0
	TOTAL	\$285,000	\$285,000	\$0

Work Element	Description/Purpose	Amendment 2 FY 2019-20	Amendment 3 FY 2019-20	Change \$ Inc./Dec)
1415	<b>Road Maintenance &amp; Rehabilitation Adaption PI.</b> East Palo Alto and Dumbarton Bridge Resiliency Study TOTAL	\$40,000 \$40,000	\$40,191 \$40,191	\$191 \$191
1416	<b>State Routes 37 Res. Corridor Program</b> State Routes 37 Res. Corridor Program for Marin & Sonoma	\$600,000 \$600,000	\$600,000 \$600,000	\$0 \$0
1514	<b>Regional Assistance Programs</b> TDA Clims/Fund Estimate online Migration and Reporting Performance audits - TDA audit & RM2 Oversight TOTAL	\$0 274,000 \$274,000	\$0 274,000 \$274,000	\$0 0 \$0
1515	<b>State Programming, Monitoring and STIP Dev.</b> FMS Developer TOTAL	\$187,200 \$187,200	\$187,200 \$187,200	\$0 \$0
1517	<b>Transit Sustainability</b> Transit Sustainability Planning Fare Integration Southern Alameda County Integrated Rail Transit Core Capacity Phase 2 Planning/Implementation SRTP TOTAL	\$224,000 600,000 0 0 360,000 \$1,184,000	\$224,000 600,000 883,887 0 360,000 \$2,067,887	\$0 0 883,887 0 0 \$883,887
1520	<b>BART Metro 2030 and Beynd</b> BART Metro 2030 and Beynd	\$529,559 \$529,559	\$529,559 \$529,559	\$0 \$0
1615	<b>Connecting Housing and Transportation</b> CASA Facilitation TOTAL	\$0 \$0	\$2,052,811 \$2,052,811	\$2,052,811 \$2,052,811
1616	<b>RAMP</b> Regional Advance Mitigation projects TOTAL	\$0 \$0	\$43,495 \$43,495	\$43,495 \$43,495
1617	<b>Technical Asstance Strategic Planning</b> Technical Asstance Strategic Planning TOTAL	\$0 \$0	\$1,000 \$1,000	\$1,000 \$1,000
1619	<b>Diridon Concept Plan</b> Diridon Concept Plan TOTAL	\$0 \$0	\$500,000 \$500,000	\$500,000 \$500,000
1611	<b>Transportation and Land Use Coordination</b> Rail Volution Transportation and Land Use Project PDA Implementation TOD Policy Update PDA Assessment Bay Area Framework Guidelines Planning Regional Catalyst Projects analysis TOTAL	\$25,000 0 0 250,000 150,000 50,000 0 \$475,000	\$25,000 0 0 250,000 150,000 50,000 186,720 \$661,720	\$0 0 0 0 0 0 186,720 \$186,720
1613	<b>Road Maintenance &amp; Rehab Acct</b> Local & Regional climate change TOTAL	\$0 \$0	\$47,241 \$47,241	\$47,241 \$47,241
1618	<b>Affordable Mobility Pilot Program</b> Affordable Mobility Pilot Program TOTAL	\$0 \$0	\$0 \$0	\$0 \$0
1612	Climate Adaption Consulting (BARC)	\$121,000	\$121,000	\$0
106	<b>Legal Services</b>	\$538,000	\$538,000	\$0
	<b>Total consultant contracts:</b>	<b>\$28,454,222</b>	<b>\$33,292,857</b>	<b>\$4,791,567</b>



## LTD Federal Grants Budget

## Attachment B

		1	2	3 = (1-2)				
STP Grants		LTD Grant	LTD Actual & Enc	Balance	New Grant	staff budget	Consultant budget	Balance
		thru FY 2018	thru FY 2019	thru FY 2019	FY 2019-20	FY 2019-20	FY 2019-20	FY 2019-20
Grant # / Fund Source #	Project Description							
6084-175 1801	MTC Regional Planning	\$51,629,000	\$51,535,245	\$93,755				\$93,755
6084-176 1803	511 Grant	32,500,000	32,487,662	12,338				12,338
6084-179 1806	Pavement Management	6,000,000	5,965,814	34,186				34,186
6084-180 1809	FPI	4,000,000	3,925,000	75,000				75,000
6084-186 1812	OBAG Regional PDA	8,740,305	8,740,305	-				-
6084-193 1816	Arterial Operations	2,500,000	2,497,517	2,483				2,483
6084-198 1818	Pavement Management	6,000,000	4,043,644	1,956,356		1,900,000		56,356
6084-199 1819	511 Traveler Information	8,750,000	8,634,911	115,089				115,089
6084-201 1820	Freeway Performance Initiative	3,480,000	3,480,000	-				-
6084-205 1822	Pavement Management	1,847,000	721,007	1,125,993				1,125,993
6160-027 1823	Incident Management	517,000	480,300	36,700				36,700
6084-206 1826	CMA Planning	56,932,000	55,732,000	1,200,000			0	1,200,000
6084-207 1827	MTC Planning	9,555,000	2,930,865	6,624,135	35,000	2,310,533	206,467	4,142,135
6084-213 1833	511 Next Generation	11,226,000	6,239,204	4,986,796			4,406,000	580,796
6084-212 1834	TMS Program	2,910,000	447,818	2,462,182		531,068		1,931,114
6084-222 1835	Incident Management	4,160,000	531,028	3,628,972		655,439		2,973,533
6084-225 1836	TMC Asset	1,150,000	11,475	1,138,525			430,000	708,525
6084-228 1838	Freeway Performance - SR 84	1,000,000	275,000	725,000				725,000
6084-232 1839	PDA Planning & Implementation	8,550,000	2,389,923	6,160,077		500,000	5,600,000	60,077
6084-226-1841	Active Operational Management	12,250,000	3,717,297	8,532,703	2,000,000	2,576,056	2,450,000	5,506,647
6084-227-1842	Enhance Arterial: CAT1	7,000,000	6,211,608	788,392	3,915,000		3,915,000	788,392
6084-230 1843	Commuter Parking O&M	2,500,000	72,888	2,427,112	-		2,427,112	-
6084-231 1844	Freeway Performance - I-880 Corridor	3,000,000	250,000	2,750,000			2,750,000	-
6084-233 1845	Freeway Performance - I-680 Corridor	14,000,000	14,000,000	-			0	-
6084-235 1846	I-880 Communications Infrastructure	2,500,000	8,108	2,491,892			2,200,000	291,892
New	511 Implementation				5,700,000	1,504,410		4,195,590
New	Connected Automated Vehicles Projects				2,500,000		2,500,000	-
New	Commute Challenge				6,000,000		6,000,000	-
New	Transportation Management Systems				3,000,000		3,000,000	-
New	Bikeshare Program (New STP)				700,000	257,987		442,013
6084-241 1847	Shared Use Mobility				2,500,000		2,500,000	-
		\$262,696,305	\$215,328,620	\$47,367,684	\$26,350,000	\$8,335,493	\$40,284,579	\$25,097,612
<b>CMAQ Grants</b>								
6084-160 1589	Arterial Operations	\$10,750,000	\$10,541,843	\$208,157	\$0	\$0	\$0	\$208,157
6160-018 1596	Freeway Performance	8,608,000	8,510,904	97,097				97,097
6084-176 1804	511 Grant	16,270,000	16,270,000	-				-
6084-188 1814	Regional Bicycle Program	394,636	313,982	80,654		67,000		13,654
6084-202 1824	Climate Initiatives	1,300,000	704,610	595,390			200,000	395,390
6084-209 1825	Operate Car Pool Program	8,000,000	2,295,219	5,704,781		218,910	1,550,000	3,935,871
6084-211 1828	Commuter Benefits Implementation	1,379,000	470,803	908,197		128,105	240,000	540,092
6084-210-1829	Incident Management	19,478,000	2,198,799	17,279,201			17,200,000	79,201
6084-215 1830	Spare the Air Youth Program	2,463,000	2,451,768	11,232				11,232
6084-216 1831	Arterial/Transit Performance/Rideshare	5,000,000	1,812,750	3,187,250			3,000,000	187,250
6084-208 1832	Vanpool Program	2,000,000	251,000	1,749,000			500,000	
6084-220 1837	I-880 ICM Central Segment	1,142,000	14,235	1,127,765			1,127,765	0
6084-219 1840	BBF West Grand TSP	1,000,000	1,000	999,000			999,000	-
6084-243 1849	Targeted Transportation Alternatives			325,000			325,000	-
New	Freeway Performance Impl. I-580				5,000,000		2,500,000	2,500,000
New	Freeway Performance Impl. SR-37 / Other				18,000,000		1,000,000	17,000,000
New	I880 Central Segment Project Study				8,840,000		1,000,000	7,840,000
6084-242 1848	Regional Car Sharing			1,200,411			1,200,411	-
New	Freeway Performance Impl. US 101				3,000,000		3,000,000	-
New	Climate Initiatives			10,875,000			10,875,000	-
		\$77,784,636	\$45,836,913	\$44,348,134	\$34,840,000	\$414,015	\$44,717,176	\$32,807,944
<b>FTA GRANTS</b>								
CA57-X023 1623	New Freedom	\$1,545,232	\$1,462,654	\$82,578	\$0	\$0	\$0	\$82,578
CA37-X104 1625	JARC	2,654,120	2,654,120	(0)	-	-	-	(0)
CA37-X133 1627	JARC	1,004,559	874,366	130,193	-	-	-	130,193
CA37-X164 1629	JARC	805,190	805,190	0	-	-	-	0
CA37-X177 1630	JARC	2,430,952	1,868,961	561,991	-	-	300,000	261,991
CA34-X001 1631	FTA 5339 - Bus Purchases	10,506,277	10,506,277	-	-	-	-	-
CA57-X109 1632	New Freedom	1,383,631	1,283,375	100,256	-	-	-	100,256
CA34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	11,962,726	277,289	-	-	-	277,289
CA34-0032 1634	FTA 5339 - Bus Purchases	11,515,172	11,242,155	273,017	-	-	-	273,017
		\$44,085,148	\$42,659,824	\$1,425,324	\$0	\$0	\$300,000	\$1,125,324
<b>Other Grants</b>								
SHA 6084-184 1112	FHWA - SHRP2	\$700,000	\$692,354	\$7,646	\$0		\$0	\$7,646
16-X065-00 1635	FTA 5310	347,000	247,000	100,000			100,000	-
G16AP00172 1312	USCS National Grant - G16AC00172	42,031	33,884	8,147				8,147
G15AP00118 1313	USCS National Grant - G15AC00118	12,500	11,812	688				688
G17AC00239 1315	USCS National Grant - G17AC00136	50,000	48,868	1,132				1,132
G140CG0318P 1316	USCS National Grant - G140G0318P0151	24,400	24,400	-				-
BF-99T455 1340	Environmental Protection Agency (EPA)	1,074,579	516,989	557,590		-		557,590
CA000007-01 1342	Environmental Protection Agency (EPA)	1,200,000	457,600	742,400		250,000		492,400
EMF2016 1372	Federal Emergency Management Agency	299,221	183,077	116,144				116,144
CARB 2404	California Air Resources Board	2,250,000	973,820	1,276,180				1,276,180
14-003 2800	Coastal Conservancy	726,931	485,536	241,395	21,992		263,387	-
10-092 2801	Coastal Conservancy	1,314,909	749,142	565,767		175,000	185,000	205,767
North Bay 5007	Rockefeller Philanthropy Advisors			3,961				3,961
New	LCTOP - Cap. & Trade				4,800,000		4,800,000	-
New	SSARP Planning Grant			500,000			500,000	-
New	State Coastal Conservancy Prop. 68				1,400,000		1,400,000	-
New	State Coastal Conservancy Prop. 68				600,000		600,000	-
New	FEMA			300,000		175,000	100,000	25,000
New	USGS National Grant			75,000		-	-	75,000
		\$8,041,571	\$4,424,482	\$4,496,050	\$6,821,992	\$600,000	\$7,948,387	\$2,769,655
<b>Total Federal Grants Budget</b>		<b>\$392,607,660</b>	<b>\$308,249,839</b>	<b>\$97,637,193</b>	<b>\$68,011,992</b>	<b>\$9,349,508</b>	<b>\$93,250,142</b>	<b>\$61,800,535</b>

## AL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Amendment 2 FY 2019-20	Amendment 3 FY 2019-20	Change \$ Inc./Dec)
1112	<b>Implement Public Information Program</b>			
	Bike to Work Day	\$200,000	\$200,000	\$0
	TOTAL	\$200,000	\$200,000	\$0
1125	<b>Non-Motorized Transportation</b>			
	Active Transportation Plan	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1127	<b>Regional Trails</b>			
	Water Trail Environmental Services	\$0	\$0	\$0
	Goodrick Ave Bay Trail construction Project	130,000	130,000	0
	Carquinez Strait Scenic Loop Trail Feasibility Study Project	133,387	133,387	0
	Water Trail Block Grant #1	185,000	185,000	0
	San Francisco Bay Trail Block Grant #6	1,400,000	1,400,000	0
	Water Trail Block Grant #2	600,000	600,000	0
	TOTAL	\$2,448,387	\$2,448,387	\$0
1128	<b>Resilience and Hazards Planning</b>			
	Environmental Protection Task	\$0	\$0	\$0
	Hazard Resilience Policy & planning	100,000	100,000	0
	TOTAL	\$100,000	\$100,000	\$0
1222	<b>Regional Rideshare Program</b>			
	511 Program Operations	\$0	\$0	\$0
	Turn key vanpool services in Bay Area	500,000	500,000	0
	Rideshare: Employer Services (CMAs)	0	0	0
	SB 1128	240,000	240,000	0
	Regional Carpool Program	1,550,000	1,550,000	0
	TOTAL	\$2,290,000	\$2,290,000	\$0
1223	<b>Operational Support for Regional Programs</b>			
	1-880 Communications Upgrade	\$2,200,000	\$2,200,000	\$0
	Transportation Management Systems	3,000,000	3,000,000	0
	TMC programs and related infrastructure	430,000	430,000	0
	TOTAL	\$5,630,000	\$5,630,000	\$0
1224	<b>Regional Traveler Information</b>			
	511 Web Services	\$1,322,000	\$1,322,000	\$0
	511 System Integrator	1,942,000	1,942,000	0
	Technical Advisor Services	25,000	25,000	0
	511 Communications	122,000	122,000	0
	511 TIC Operations	995,000	995,000	0
	511 ETC Removal	0	0	0
	TOTAL	\$4,406,000	\$4,406,000	\$0
1233	<b>Pavement Management System</b>			
	Software Training Support	\$300,000	\$300,000	\$0
	P-TAP Projects	1,600,000	1,600,000	0
	Safety / Asset Management Planning	500,000	500,000	0
	TOTAL	\$2,400,000	\$2,400,000	\$0
1234	<b>Arterial and Transit Performance</b>			
	Program for Arterial System	\$0	\$0	\$0
	Arterial Operations Pass	3,000,000	3,000,000	0
	Arterial Operations IDEA CAT 1&2	3,915,000	3,915,000	0
	TOTAL	\$6,915,000	\$6,915,000	\$0
1235	<b>Incident Management</b>			
	I-880 Central Segment Project Study Report	\$1,127,765	\$1,127,765	\$0
	I-880 ICM	18,200,000	18,200,000	0
	TOTAL	\$19,327,765	\$19,327,765	\$0
1238	<b>Technology-Based Operations &amp; Mobility</b>			
	Technology-Based Operations & Mobility	\$0	\$0	\$0
	Commute Challenge	6,000,000	6,000,000	0
	Connected Automated Vehicles Projects	2,500,000	2,500,000	0
	Shared Use Mobility	2,500,000	2,500,000	0
	TOTAL	\$11,000,000	\$11,000,000	\$0
1310	<b>Implement Lifeline Transportation Program</b>			
	Coordinated Plan Implementation Activities	\$100,000	\$100,000	\$0
	Lifeline transportation project	300,000	300,000	0
	TOTAL	\$400,000	\$400,000	\$0
1311	<b>Planning for Lifeline Transportation Program</b>			
	Coordinated Plan Implementation Activities	\$0	\$0	\$0
	Means Based Fare Program	4,800,000	4,800,000	0
	TOTAL	\$4,800,000	\$4,800,000	\$0
1413	<b>Climate Initiative</b>			
	Climate Initiatives OBAG 2	\$10,875,000	\$10,875,000	\$0
	Targeted Transportation Alternatives Project	325,000	325,000	0
	Regional Car Sharing	1,200,411	1,200,411	0
	TOTAL	\$12,400,411	\$12,400,411	\$0
1512	<b>Federal TIP Development</b>			
	Busses replacements	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1618	<b>Affordable Mobility Pilot Program</b>			
	Affordable Mobility Pilot Program	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0
1611	<b>Transportation and Land Use Coordination</b>			
	BCDC STP	206,467	206,467	\$0
	CMAs - STP	0	0	0
	PDA Implementation Studies	500,000	500,000	0
	PDA Planning Grant	5,100,000	5,100,000	0
	TOTAL	\$5,806,467	\$5,806,467	\$0
1612	<b>Climate Adaption Consulting (BARC)</b>			
		\$0	\$0	\$0
	<b>Total Federal funded Consultants before BBF</b>	<b>\$78,124,030</b>	<b>\$78,124,030</b>	<b>\$0</b>
1237	<b>BAY AREA FORWARD PROJECT</b>			
	Performance Monitoring & Tools	\$450,000	\$450,000	\$0
	Richmond Access to Richmond bridge	0	0	0
	Bay/Dumbarton/Richmond-San Rafael Bridges	0	0	0
	Bay Bridge Forward Commuter Parking Initiative	2,427,112	2,427,112	0
	Design Alternative Assessments/Corridor Studies	2,000,000	2,000,000	0
	Bay Bridge Forward Implementation	999,000	999,000	0
	Freeway Performance Implementation	9,250,000	9,250,000	0
	<b>Total Bay Bridge Forward</b>	<b>\$15,126,112</b>	<b>\$15,126,112</b>	<b>\$0</b>
	<b>Total Federal funded Consultants after BBF</b>	<b>\$93,250,142</b>	<b>\$93,250,142</b>	<b>\$0</b>

**Clipper Operating:**

	Amendment 2 FY 2019-20	Prior Year Enc.	Amended #3 BUDGET FY 2019-20		Change \$ Inc./Dec
<b>Revenue:</b>					
RM2	\$3,000,000	\$469,614	\$3,469,614	16%	\$469,614
STA	9,645,579	\$101,540	9,747,119	1%	101,540
Inactive Accounts	2,960,359	0	2,960,359	0%	0
Transit Operators	22,057,500	1,715,881	23,773,381	8%	1,715,881
Total clipper operating Revenue	\$37,663,438	\$2,287,035	\$39,950,473	6%	\$2,287,035
<b>Expenses:</b>					
Staff cost	\$1,152,346		\$1,152,346	0%	0
Travel & Other General Ops.	93,233		93,233	0%	0
Promotion/Outreach/Fare Inc.	3,000,000		3,000,000	0%	0
Clipper Operations	33,417,859	2,287,035	35,704,894	7%	2,287,035
Total clipper operating Expense	\$37,663,438	\$2,287,035	\$39,950,473	6%	\$2,287,035

**Clipper 1 Capital:**

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

**Clipper 2 Capital:**

	LTD Budget Thru FY2019-20	Amended #3 BUDGET FY 2019-20	LTD Budget Thru FY2019-20
<b>Revenue:</b>			
STP	\$4,569,554	\$0	\$4,569,554
FTA	10,078,133	\$0	10,078,133
Toll Bridge	23,000,000	\$0	23,000,000
OBAG 2	34,000,000	\$0	34,000,000
Prop 1B/LCTOP	4,000,000	\$0	4,000,000
FTA Funds	22,684,772	\$0	22,684,772
FTA Funds shifted from C1 to C2	13,140,784	\$0	13,140,784
CMAQ Funds shifted from C1 to C2	2,034,320	\$0	2,034,320
STP Funds shifted from C1 to C2	5,747,333	\$0	5,747,333
Transit Operators Funds shifted C1 to C2	4,077,563	\$0	4,077,563
Projected FTA/FHWA Funds	88,000,000	\$0	88,000,000
Golden Gate Pass through	5,000,000	\$0	5,000,000
Low Carbon Transit Operations (LCTOP)	0	\$0	0
BATA	260,000	\$0	260,000
Transfer in SGR	0	\$0	0
STA	2,410,841	\$0	2,410,841
Total Clipper 2 Revenue	\$219,003,300	\$0	\$219,003,300
<b>Expense:</b>			
Staff Costs	\$8,914,278	\$852,863	\$9,767,141
Equipment	7,591,903	0	7,591,903
Consultants	175,776,496	0	175,776,496
Sales Taxes	4,250,000	0	4,250,000
Contingency	22,470,623	(852,863)	21,617,760
Total Clipper 2 Expense	\$219,003,300	\$0	\$219,003,300

CONTRACTUAL SERVICES DETAIL

Prior Year Contractual and Professional Services

Work Element	Description/Purpose	Prior year BUDGET FY 2018-19
1111	Placeworks Timothy Papandreou Portland State University	7,187.50 18,000.00 10,000.00 <b>\$35,188</b>
1112	Daily Journal Corp. SPUR City Id Ltd Visual Strategies Symmetrical Designs Lowercase Productions International Effectiveness Craft & Commercial LLP Civic Repsonse Group League of Women Voters Visions Plus Circlepoint	79,383.18 10,000.00 138,453.74 117,111.92 26,630.00 7,027.71 5,740.30 51,257.60 1,472.44 25,000.00 10,728.37 76,651.67 <b>\$549,457</b>
1121	Thomas Law Group San Jose State University Management Partners Exygy Inc CA Association of Council Govt. Aecom Technical Services Inc Visual Strategies Bay Area Council Institute LeSar Development Consultants Civic Edge, LLC Economic and Planning Systems EMC Research Trust for Conservation Aecom Technical Services Inc Sacred Heart School Community Resources For Inde West Oakland Environmental Lighthouse for the Blind Urban Institute Press Brown and Caldwell	45,545.88 48,715.94 848.21 84,578.70 804.00 45,000.00 8,600.00 20,000.00 23,020.73 33,615.93 29,970.00 110,000.00 0.00 1,076.67 2,000.00 0.00 0.00 8,000.00 87,026.04 15,342.02 <b>\$562,144</b>
1122	Parsons Brinkerhoff Resource Systems Group, Inc. Sam Shwartz Engineering Resource Systems Group, Inc. Redhill Group Corey, Canapary Urbanism, Inc. ETC Institute Parsons Brinkerhoff	11,374.49 299,386.10 1,206.86 205,092.90 55,499.68 47,068.48 17,050.00 79,338.33 40.00 <b>\$716,057</b>
1124	Cambridge Systematics	<b>\$50,705</b>
1125	PlaceWorks Vertiba, LLC	85,355 49,875 <b>\$135,230</b>
1126	Bay Area Conservation	<b>\$2,406</b>
1128	Visual Strategies Rutherford & Chekene	7,906 80,290 <b>\$88,196</b>
1129	Center for Continuing Study of the CA Economy Bay Area Council Economic Institute SfMADE INC	24,875 10,000 5,500 <b>\$40,375</b>
1212	Exygy Inc	<b>\$155,861</b>
1222	WSP (Parsons Brinkerhoff) WSP (Parsons Brinkerhoff) Enterprise Rent-A-Car	8,374 84,341 173,613 <b>\$266,328</b>
1223	Iteris, Inc. Delcan	71,763 83,763 <b>\$155,526</b>
1224	Iteris, Inc. Civic Resource Group Kimley Horn Iteris, Inc.	30,838 33,534 2,029 109,071 <b>\$175,472</b>
1229	URS	<b>\$55,151</b>



		Prior year BUDGET FY 2018-19
1233	Capitol Asset & Pavement Quality Engineering Solutions Fugro Roadware, Inc. Nichols Consulting Pavement Engineering, Inc. Harris & Associates AMS Consulting LLC DevMecca.com Bellecci & Associates Nichols Consulting	34,961 25,062 23,887 47,993 28,446 24,410 34,169 26,235 8,488 207,139 <b>\$460,789</b>
1234	DKS Iteris South San Francisco, City of Hayward, City of San Rafael, City of Pleasanton, City of	14,748 152,118 95,764 53,554 207,844 47,644 <b>\$571,672</b>
1235	Iteris Inc Symmetrical Designs Circlepoint Kimley Horn and Associates Fremont, City of My Sidewalk	47,000 2,600 63,650 33,403 7,286 96,931 <b>\$250,870</b>
1311	Resource Development Vertiba LLC	80,719 795,109 <b>\$875,828</b>
1313	World Institute on Disability	<b>\$308,601</b>
1415	AECOM	<b>\$161,648</b>
1514	Pierlotti & Associates	<b>\$40,000</b>
1517	Nelson Nygaard WSP (Parsons Brinckerhoff) ARUP North America Ltd UCLA Regents Sonoma County Transportation HDR Engineering, Inc. Golden Gate Bridge Hwy Peninsula Corridor Joint Pwrs Western Contra Costa Transit Authority Sonoma County Transit Marin Transit LAVTA Union City SFMTA	6,840 103,240 3,684 21,667 32,538 4,919,517 42,857 42,857 30,000 30,000 30,000 30,000 30,000 30,000 42,857 <b>\$5,366,056</b>
1611	Placeworks Fehr & Peers Santa Clara, City of Urban Planning Partners CA Housing Partnership	35,015 19,873 60,000 17,353 12,750 <b>\$144,992</b>
1612	Consensus Building Institute Ariel Rubissow-Okamoto Visual Strategies San Francisco Estuary	808 25 7,551 25,000 <b>\$33,384</b>
1613	Bay Conservation Leader, Tom Hassell Design, Ltd. State Coastal Conservancy	30,000 110,404 115,041 30,000 <b>\$285,445</b>
1615	Transight Enterprise Community Partners Youth United for Community SV@Home Joshua Abrams	80,994 14,505 6,000 25,000 23,500 <b>\$149,999</b>
1616	The Nature Conservancy	<b>\$50,000</b>
1617	Estolano Lesar	<b>\$41,428</b>
1618	Transform CA	<b>\$1,128,537</b>
	<b>Total Fund 105</b>	<b>\$12,857,342</b>
1152	Pricewaterhouse Nelson Staffing	1,754 273,382 <b>\$275,136</b>

		Prior year BUDGET FY 2018-19
1153	Koff & Associates Carl Warren Civic Edge MANAGEMENT PARTNERS, INC. Pathways for Students The Solis Group Keenan & Associates	98,229 87,050 325 3,502 128,068 21,852 10,333 <b>\$349,359</b>
1161	Management Partners Inc. Informatix Ruben, Marcia T SSP Data SSP Data	74,536 45,539 5,653 39,956 33,137 <b>\$198,821</b>
1998	Willne Networks Network Television TOM TOM NORTH AMERICA INC. VISUAL STRATEGIES Pathways for Students Civic Resource Group Walls & Associates Bay Nature Institute Softwareone, Inc. Insight Public Marcia Ruben Employment Screening	2,400 42,006 70,040 52,874 35,000 1,472 3,750 1,900 5,028 7,585 8,329 1,848 <b>\$232,232</b>
1999	Sungard Bitech	<b>\$30,323</b>
	<b>Total Fund 101</b>	<b>\$1,085,871</b>
1809	Thomas Law Group	<b>\$117,015</b>
0000	Rene Sloan Holtzman Saka LLP Thomas Law Group Hanson Bridgett Glynn & Finley LLP Meyers Nave Best Best & Krieger LLP Glynn & Finley LLP Farella Braun and Martelli LLP Rene Public Law Group LLP	217,706 16,000 15,087 43,334 32,883 35,385 8,980 20,000 54,360 <b>\$443,735</b>
	<b>Total Fund 106</b>	<b>\$560,750</b>
	<b>TOTAL CARRYOVER FROM FY2018-19</b>	<b>\$14,503,963</b>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0121      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Committee Approval  
**File created:** 1/3/2020      **In control:** Administration Committee  
**On agenda:** 3/11/2020      **Final action:**  
**Title:** Contract - Washington, D.C. Legislative Representative: Summit Strategies Government Affairs LLC (\$900,000)

A request for approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [7c Admin 3d 20-0121 Federal Lobbying Contract Commission v5.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2020	1	Administration Committee		

### Subject:

Contract - Washington, D.C. Legislative Representative: Summit Strategies Government Affairs LLC (\$900,000)

A request for approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years.

### Presenter:

Randy Rentschler

### Recommended Action:

Commission Approval

## Metropolitan Transportation Commission Administration Committee

March 11, 2020

Agenda Item 3d

### Contract – Washington, D.C. Legislative Representative: Summit Strategies Government Affairs LLC (\$900,000)

---

**Subject:** A request for Committee approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years.

**Background:** MTC has been represented in Washington, D.C. by Tom Bulger, President, Government Relations, Inc. for nearly 40 years. Mr. Bulger in 2019 informed staff of his plan to retire and the Commission acted to extend his current contract until October 31, 2020 as part of a transition plan.

In December 2019, MTC issued a Request for Qualifications (RFQ) for federal legislative advocacy services for an initial three-year contract with an option to extend for an additional three years. In order to ensure a smooth transition prior to Mr. Bulger's departure, the new contract would commence in March 2020. The RFQ indicated the contract budget would be approximately \$300,000 each fiscal year, which is slightly less than the current \$325,000 in this year's budget and on par with the amount transportation agencies in the Bay Area and across California are paying for federal lobbying services.

#### *Procurement Process*

The RFQ was posted through MTC's online procurement system. Recipients included more than 40 known federal lobbyists and hundreds of public agency and private sector partners who work on legislative issues in order to ensure wide distribution to potential proposers. There was initial interest from a number of contract candidates—357 firms opened the consultant contact email and 24 downloaded the RFQ. MTC received proposals from the following four teams: Alcalde & Fay, Nossaman LLP, Summit Strategies Government Affairs LLC (Summit Strategies), and Tai Ginsberg & Associates. The proposals were reviewed by an evaluation panel of MTC staff based on the following factors:

1. Firm and team qualifications (50%)
2. Demonstrated knowledge of federal transportation policy and funding issues (20%)
3. Potential conflicts of interest representing MTC and other clients (20%)
4. Annual rates and cost to MTC (10%)

Though each team met the minimum qualifications and had strong experience, two—Summit Strategies and Nossaman LLP—scored much

higher than the others in our initial staff evaluation. The other two firms had direct conflicts of interest, which were concerning to the evaluation panel and resulted in much lower scores. Even without those conflicts, those firms' average scores were lower than the other two. Given this, staff invited Summit Strategies and Nossaman LLP for interviews.

Interviews with both firms were completed on February 14, 2020. The evaluation panel included MTC staff as well participation by MTC Chair Scott Haggerty, Commissioner Jim Spering and Tom Bulger. Vice Chair Pedroza and Legislation Committee Chair Mackenzie planned to participate but were unable due to schedule conflicts.

*Evaluation Criteria—Team Comparison*

Summit Strategies proposed a team approach bringing together six individuals into a syndicate arrangement that impressed with a strong team with both broad and deep qualifications. The team collectively has many years of experience, as members have served in senior roles in the U.S. House of Representatives and U.S. Senate on transportation authorizing and appropriations committees, worked at the U.S. Department of Transportation, and advocated on behalf of transportation clients. The team's existing relationships with key committee staff will be particularly important in the coming years, given the upcoming transportation reauthorization and the ever-expanding role of the Appropriations Committee in policy decisions with the dissolution of earmarks. Importantly, the team has a deep knowledge of MTC and the Bay Area, with Jason Pavluchuk having worked for a decade with MTC's longtime advocate, Tom Bulger, organizing MTC's annual March visits to Washington and advocating for MTC priorities. Nossaman LLP also had strong relationships in Washington, D.C., but that firm's familiarity with MTC and the Bay Area was limited.

On the second evaluation factor, demonstrated knowledge of federal transportation policy, both firms again had strong qualifications. However, while Summit Strategies had depth and breadth of expertise across all transportation modes, Nossaman LLP's experience was primarily highway with very limited exposure and experience related to the Bay Area.

Neither firm held direct conflicts of interest with Bay Area transportation agencies. However, Nossaman LLP represents both Los Angeles Metro and the Port of Los Angeles, which could create an advocacy conflict, particularly with our Senate delegation, in the event that the Bay Area's priorities differ from our Southern California partners.

On the cost factor, which was weighted at 10 percent, the Summit Strategies proposal came in at \$300,000/year (the funding level listed in

the RFQ) while Nossaman LLP proposed \$150,000/year for a smaller, less experienced team.

The Summit Strategies team—which includes Summit Strategies, O’Keeffe Shahmoradi Strategies (OS Strategies), Pavluchuk & Associates, and Capitol Transportation Consulting—does not include small business or disadvantaged business enterprises. The team has no subcontractors.

**Discussion:**

Based on the evaluation panel review of submitted proposals and subsequent interview, we are confident that the Summit Strategies team—comprised of Mark Dedrick and Jim Kolb of Summit Strategies, James O’Keeffe and Heideh Shahmoradi of OS Strategies, Jason Pavluchuk of Pavluchuk and Associates, and Devon Barnhart of Capitol Transportation Consulting—is well-suited to serve as MTC’s legislative advocate in Washington, D.C.

The team understands the importance of maintaining and growing MTC’s well-earned reputation as one of the most creative and effective metropolitan planning organizations in the nation and is well positioned to support us in securing the resources and policy priorities set forth in our advocacy program. Collectively the team will provide MTC with top-notch access to the Bay Area Congressional Delegation legislators and staff, U.S. House of Representatives and U.S. Senate committee staff with jurisdiction over transportation issues, and Administration officials at the United States Department of Transportation and other relevant agencies. Importantly, the Summit Strategies team’s in-depth knowledge of MTC and the Bay Area ensures that they will be able to hit the ground running.

**Recommendation:**

Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a three-year contract with Summit Strategies not to exceed \$300,000/year for federal legislative advocacy services, subject to the agency’s operating budget approval process, with an option to extend for another three years, subject to the parties’ agreement on renewal terms.



---

Therese W. McMillan

## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Contract

Work Item No.:	1132
Consultant:	Summit Strategies Government Affairs LLC
Work Project Title:	Federal Legislative Advocacy Services
Purpose of Project:	To provide lobbying services in Washington, D.C.
Brief Scope of Work:	Represent MTC's interests at the federal level before the United States Congress, United States Department of Transportation and other Administration officials, and with national transportation partners.
Project Cost Not to Exceed:	\$900,000 \$100,000 for the remainder of FY 2019-20 \$300,000 for FY 2020-21 \$300,000 for FY 2021-22 \$200,000 for FY 2022-23 through February 28, 2022
Funding Source:	TDA, STA
Fiscal Impact:	Funds for FY 2019-20 are programmed in FY 2019-20 adopted agency budget; future fiscal years are subject to the agency budget approval process.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract with Summit Strategies Government Affairs LLC for lobbying services as described above and in the Administration Committee Summary Sheet dated March 11, 2020 and the Legislation Committee Summary dated March 13, 2020, and the Chief Financial Officer is directed to set aside funds as specified above for such a contract, subject to the agency budget approval process in future fiscal years.
Administration Committee:	<hr/> Federal Glover, Chair
Date Approved:	March 11, 2020
Legislation Committee:	<hr/> Jake Mackenzie, Chair
Date Approved:	March 13, 2020



# 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.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8a PAC 3a11 Reso 4411 RM3 Programmatic Categories - Goods Movement.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2020	1	Programming and Allocations Committee		

**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)**

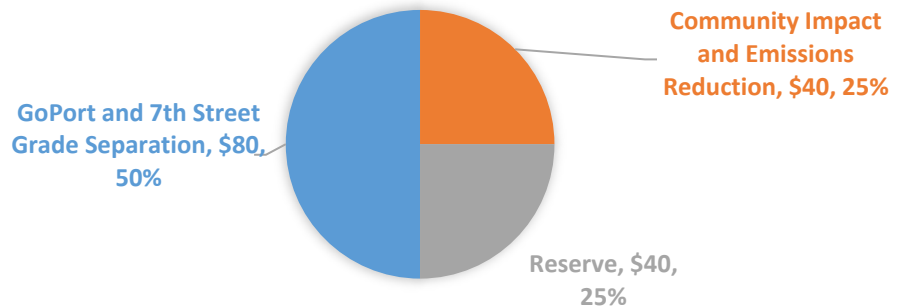
RM3 includes \$160 million in toll funds to "reduce truck traffic congestion and mitigate its environmental effects." As identified in statute, MTC staff consulted and coordinated with the Alameda County Transportation Commission (ACTC) to identify a framework for programming these funds. ACTC is expected 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 #:** 20-0284      **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. 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:** [8b\\_PAC\\_3aiv\\_Reso-4412\\_RM3\\_LONP\\_WETA.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2020	1	Programming and Allocations Committee		

**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

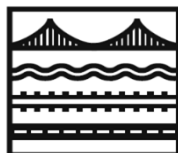
RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to the project sponsor.

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.

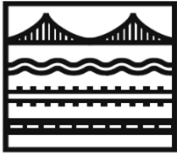


## Regional Measure 3

### 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:** Passed  
**File created:** 1/30/2020      **In control:** Programming and Allocations Committee  
**On agenda:** 3/11/2020      **Final action:** 3/11/2020  
**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:** [8c\\_PAC\\_4a\\_Reso-4273\\_FY2019-20\\_CapTrade\\_LowCarbonTransit.pdf](#)

Date	Ver.	Action By	Action	Result
3/11/2020	1	Programming and Allocations Committee		

**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 Operat</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.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0537      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 3/9/2020      **In control:** Executive Committee  
**On agenda:** 3/13/2020      **Final action:**  
**Title:** Commission Business Procedures for Declared Emergencies

A proposal to establish Commission business procedures for declared emergencies.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9a Commission Business Procedures for Declared Emergencies.pdf](#)

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

**Subject:**

Commission Business Procedures for Declared Emergencies

A proposal to establish Commission business procedures for declared emergencies.

**Presenter:**

Therese McMillan

**Recommended Action:**

Commission Approval



**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC Executive Committee and ABAG Administrative Committee**

March 13, 2020

Agenda Item 3

---

**Commission Business Procedures for Declared Emergencies**

---

**Subject:** A proposal to establish Commission business procedures for declared emergencies.

As you know, the emergent and changing environment surrounding the Corona Virus has raised numerous questions for the greater Bay Area community, including employers and their staffs. For public agencies like MTC, it is important to consider as well how the business of serving the public is maintained.

MTC seeks to conduct its on-going business in a consistent and transparent fashion. That said, given the fluid nature of public health driven responses to the Corona virus (COVID-19) MTC needs to be prepared for extraordinary circumstances in an emergency situation—this one and others that may present themselves in the future.

Attachment A outlines the protocol that we are asking the Executive Committee to approve, that would assign the Chair of the Commission the capacity to temporarily permit remote participation by Commissioners to conduct essential Commission business during times of a declared emergency. Upon approval by the Executive Committee of this protocol, the Commission will amend an amendment to the Commission Procedures Manual, to be considered at the end of this month, incorporating this protocol as an Appendix F. Between March 13 and the date of the next full Commission meeting the protocol if approved by the Executive Committee, will apply if circumstances necessitate its implementation during such interim period.

**Attachments:** Attachment A – Protocol Governing Amendments to Commission Procedure During Declared Emergencies

  
Therese W. McMillan

### Attachment A

#### Protocol Governing Amendments to Commission Procedure During Declared Emergencies

- a) Should the Governor impose any emergency order related to a natural or man-made disaster (e.g. earthquake, terrorist attack, pandemic or other health related event), that would impact the Bay Area Region, and by extension impact the ability to conduct the regular business of the Commission, the Executive Committee extends to the Chair the ability to accommodate remote enabled Commissioner participation in Committee and Commission meetings:
- Only on an interim basis;
  - Only for purposes to accommodate the declared emergency order; and
  - Only for limited and essential actions, as deemed by the Chair.
- b) Any subsequent directives or guidance issued by the Governor related to the declared emergency will be considered, implemented into process and procedures covered in paragraph a) above, and responded to accordingly.
- b)c) \_\_\_\_\_ Under such circumstances the Executive Director is directed to work with staff to put procedural steps in place, as soon as possible, to accommodate the Chair's directive, if and when that may occur, consistent with this protocol.

**EXECUTIVE DEPARTMENT  
STATE OF CALIFORNIA**

**EXECUTIVE ORDER N-25-20**

**WHEREAS** on March 4, 2020, I proclaimed a State of Emergency to exist in California as a result of the threat of COVID-19; and

**WHEREAS** despite sustained efforts, the virus remains a threat, and further efforts to control the spread of the virus to reduce and minimize the risk of infection are needed; and

**WHEREAS** state and local public health officials may, as they deem necessary in the interest of public health, issue guidance limiting or recommending limitations upon attendance at public assemblies, conferences, or other mass events, which could cause the cancellation of such gatherings through no fault or responsibility of the parties involved, thereby constituting a force majeure; and

**WHEREAS** the Department of Public Health is maintaining up-to-date guidance relating to COVID-19, available to the public at <http://cdph.ca.gov/covid19>; and

**WHEREAS** the State of California and local governments, in collaboration with the Federal government, continue sustained efforts to minimize the spread and mitigate the effects of COVID-19; and

**WHEREAS** there is a need to secure numerous facilities to accommodate quarantine, isolation, or medical treatment of individuals testing positive for or exposed to COVID-19; and

**WHEREAS**, many individuals who have developmental disabilities and receive services through regional centers funded by the Department of Developmental Services also have chronic medical conditions that make them more susceptible to serious symptoms of COVID-19, and it is critical that they continue to receive their services while also protecting their own health and the general public health; and

**WHEREAS** individuals exposed to COVID-19 may be temporarily unable to report to work due to illness caused by COVID-19 or quarantines related to COVID-19 and individuals directly affected by COVID-19 may experience potential loss of income, health care and medical coverage, and ability to pay for housing and basic needs, thereby placing increased demands on already strained regional and local health and safety resources such as shelters and food banks; and

**WHEREAS** in the interest of public health and safety, it is necessary to exercise my authority under the Emergency Services Act, specifically Government Code section 8572, to ensure adequate facilities exist to address the impacts of COVID-19; and

**WHEREAS** under the provisions of Government Code section 8571, I find that strict compliance with various statutes and regulations specified in this order would prevent, hinder, or delay appropriate actions to prevent and mitigate the effects of the COVID-19 pandemic.

**NOW, THEREFORE, I, GAVIN NEWSOM**, Governor of the State of California, in accordance with the authority vested in me by the State Constitution and statutes of the State of California, and in particular, Government Code sections 8567, 8571 and 8572, do hereby issue the following order to become effective immediately:

**IT IS HEREBY ORDERED THAT:**

1. All residents are to heed any orders and guidance of state and local public health officials, including but not limited to the imposition of social distancing measures, to control the spread of COVID-19.
2. For the period that began January 24, 2020 through the duration of this emergency, the Employment Development Department shall have the discretion to waive the one-week waiting period in Unemployment Insurance Code section 2627(b)(1) for disability insurance applicants who are unemployed and disabled as a result of the COVID-19, and who are otherwise eligible for disability insurance benefits.
3. For the period that began January 24, 2020 through the duration of this emergency, the Employment Development Department shall have the discretion to waive the one-week waiting period in Unemployment Insurance Code section 1253(d) for unemployment insurance applicants who are unemployed as a result of the COVID-19, and who are otherwise eligible for unemployment insurance benefits.
4. Notwithstanding Health and Safety Code section 1797.172(b), during the course of this emergency, the Director of the Emergency Medical Services Authority shall have the authority to implement additions to local optional scopes of practice without first consulting with a committee of local EMS medical directors named by the EMS Medical Directors Association of California.
5. In order to quickly provide relief from interest and penalties, the provisions of the Revenue and Taxation Code that apply to the taxes and fees administered by the Department of Tax and Fee Administration, requiring the filing of a statement under penalty of perjury setting forth the facts for a claim for relief, are suspended for a period of 60 days after the date of this Order for any individuals or businesses who are unable to file a timely tax return or make a timely payment as a result of complying with a state or local public health official's imposition or recommendation of social distancing measures related to COVID-19.
6. The Franchise Tax Board, the Board of Equalization, the Department of Tax and Fee Administration, and the Office of Tax Appeals shall use their administrative powers where appropriate to provide those individuals and businesses impacted by complying with a state or local public health official's imposition or recommendation of social

distancing measures related to COVID-19 with the extensions for filing, payment, audits, billing, notices, assessments, claims for refund, and relief from subsequent penalties and interest.

7. The Governor's Office of Emergency Services shall ensure adequate state staffing during this emergency. Consistent with applicable federal law, work hour limitations for retired annuitants, permanent and intermittent personnel, and state management and senior supervisors, are suspended. Furthermore, reinstatement and work hour limitations in Government Code sections 21220, 21224(a), and 7522.56(b), (d), (f), and (g), and the time limitations in Government Code section 19888.1 and California Code of Regulations, title 2, sections 300-303 are suspended. The Director of the California Department of Human Resources must be notified of any individual employed pursuant to these waivers.
8. The California Health and Human Services Agency and the Office of Emergency Services shall identify, and shall otherwise be prepared to make available—including through the execution of any necessary contracts or other agreements and, if necessary, through the exercise of the State's power to commandeer property – hotels and other places of temporary residence, medical facilities, and other facilities that are suitable for use as places of temporary residence or medical facilities as necessary for quarantining, isolating, or treating individuals who test positive for COVID-19 or who have had a high-risk exposure and are thought to be in the incubation period.
9. The certification and licensure requirements of California Code of Regulations, Title 17, section 1079 and Business and Professions Code section 1206.5 are suspended as to all persons who meet the requirements under the Clinical Laboratory Improvement Amendments of section 353 of the Public Health Service Act for high complexity testing and who are performing analysis of samples to test for SARS-CoV-2, the virus that causes COVID-19, in any certified public health laboratory or licensed clinical laboratory.
10. To ensure that individuals with developmental disabilities continue to receive the services and supports mandated by their individual program plans threatened by disruptions caused by COVID-19, the Director of the Department of Developmental Services may issue directives waiving any provision or requirement of the Lanterman Developmental Disabilities Services Act, the California Early Intervention Services Act, and the accompanying regulations of Title 17, Division 2 of the California Code of Regulations. A directive may delegate to the regional centers any authority granted to the Department by law where the Director believes such delegation is necessary to ensure services to individuals with developmental disabilities. The Director shall describe the need justifying the waiver granted in each directive and articulate how the waiver is necessary to protect the public health or safety from the threat of COVID-19 or necessary to ensure that services to individuals with developmental disabilities are not disrupted. Any waiver granted by a directive shall expire 30 days from the date of its issuance. The Director may grant one or more 30-day extensions if the waiver continues to be necessary

to protect health or safety or to ensure delivery of services. The Director shall rescind a waiver once it is no longer necessary to protect public health or safety or ensure delivery of services. Any waivers and extensions granted pursuant to this paragraph shall be posted on the Department's website.

11. Notwithstanding any other provision of state or local law, including the Bagley-Keene Act or the Brown Act, a local legislative body or state body is authorized to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to attend and to address the local legislative body or state body, during the period in which state or local public officials impose or recommend measures to promote social distancing, including but not limited to limitations on public events. All requirements in both the Bagley-Keene Act and the Brown Act expressly or impliedly requiring the physical presence of members, the clerk or other personnel of the body, or of the public as a condition of participation in or quorum for a public meeting are hereby waived.

In particular, any otherwise-applicable requirements that

- (i) state and local bodies notice each teleconference location from which a member will be participating in a public meeting;
- (ii) each teleconference location be accessible to the public;
- (iii) members of the public may address the body at each teleconference conference location;
- (iv) state and local bodies post agendas at all teleconference locations;
- (v) at least one member of the state body be physically present at the location specified in the notice of the meeting; and
- (vi) during teleconference meetings, at least a quorum of the members of the local body participate from locations within the boundaries of the territory over which the local body exercises jurisdiction

are hereby suspended, on the conditions that:

- (i) each state or local body must give advance notice of each public meeting, according to the timeframe otherwise prescribed by the Bagley-Keene Act or the Brown Act, and using the means otherwise prescribed by the Bagley-Keene Act or the Brown Act, as applicable; and
- (ii) consistent with the notice requirement in paragraph (i), each state or local body must notice at least one publicly accessible location from which members of the public shall have the right to observe and offer public comment at the public meeting, consistent with the public's rights of access and public comment otherwise provided for by the Bagley-Keene Act and the Brown Act, as applicable (including, but not limited to, the requirement that such rights of access and public comment be made available in a manner consistent with the Americans with Disabilities Act).

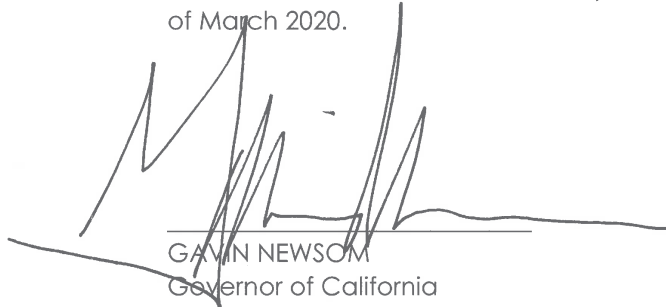


In addition to the mandatory conditions set forth above, all state and local bodies are urged to use sound discretion and to make reasonable efforts to adhere as closely as reasonably possible to the provisions of the Bagley-Keene Act and the Brown Act, and other applicable local laws regulating the conduct of public meetings, in order to maximize transparency and provide the public access to their meetings.

**IT IS FURTHER ORDERED** that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

**IN WITNESS WHEREOF** I have  
hereunto set my hand and caused  
the Great Seal of the State of  
California to be affixed this 12th day  
of March 2020.



GAVIN NEWSOM  
Governor of California

**ATTEST:**

\_\_\_\_\_  
ALEX PADILLA  
Secretary of State

Date: 11/25/81  
W.I.: 11.1.1.0  
Referred by: A&O  
Revised: 10/27/82 11/24/82  
11/27/85 02/25/87  
09/23/87 04/26/89  
09/18/89 09/26/90  
06/26/91 11/25/92  
01/27/93 12/15/93  
05/24/95 02/26/97  
12/16/98 07/28/99  
11/17/99 02/26/03  
07/23/03 04/28/04  
01/25/06 04/26/06  
12/19/12 05/22/13  
01/28/15 03/25/15  
09/28/16 09/27/17  
06/27/18 07/24/19  
03/25/20

### ABSTRACT

#### Resolution No. 1058, Revised

This resolution adopts the Commission Procedures Manual as revised and dated November 25, 1981. Resolution No. 1058 supersedes Resolution No. 745. Resolution No. 745 previously superseded Resolution No. 358.

Appendix A to the Commission Procedures Manual (MTC's Conflict of Interest Code) was revised by the Commission on October 27, 1982.

The Commission Procedures Manual was revised by the Commission on November 24, 1982 to amend the election of the Commission Chair and Vice-Chair to terms that begin in February of odd-numbered years.

The Commission Procedures Manual was revised by the Commission on November 27, 1985 to clarify some minor parliamentary procedures, to update information, and to revise Appendices B, D, and E so that those appendices supersede MTC Resolution Nos. 208, 348, 291, and 1057.

The Commission Procedures Manual was revised on February 25, 1987 to require all agendas to be posted at least 72 hours prior to meetings, special meeting agendas to be posted at least 24 hours prior to the meeting, to provide additional information on public comment, to clarify the approval authority of GR&AC and WPPRC Committees, and to allow flexibility in selection of the first meeting date of each new Commission term.



The Commission Procedures Manual was revised on September 23, 1987 to state that items on Commission and committee agendas are all subject to action.

The Commission Procedures Manual was revised on April 26, 1989 to revise the membership of standing committees, to add the Vice-Chair as an ex-officio member of all standing committees, and to allow per diem payments to any Commissioner attending any committee meeting.

The Commission Procedures Manual was revised on September 18, 1989 to clarify certain expense provisions in Appendix B.

Appendix E to the Commission Procedures Manual was revised by the Commission on September 26, 1990 to clarify certain delegations between the Grant Review and Allocations Committee and the Work Program and Plan Revision Committee.

The Commission Procedures Manual was revised on June 26, 1991 to change the membership of standing committees; to eliminate the Transportation Finance standing committee and change the name of the Work Program and Plan Revision Committee to the Work Program Committee; to update and clarify standing committee delegations and descriptions of special and advisory committees; and to update references.

Appendix D to the Commission Procedures Manual was revised on November 25, 1992 to add the Blue Ribbon Advisory Council to the list of Citizen Advisory Committees eligible for expense reimbursement.

The Commission Procedures Manual was revised on January 27, 1993 to delete provisions for reimbursement for meals of citizen advisors.

The Commission Procedures Manual was revised on December 15, 1993 to amend Section 3.08 to include further guidance regarding public comment at MTC meetings.

The Commission Procedures Manual was revised on May 24, 1995 to incorporate new MTC responsibilities, update references and committee information, make editorial changes, and delete Appendices F, G, H, and I. The revisions are summarized in the General Counsel's memorandum to the A&O Committee dated May 3, 1995.

The Commission Procedures Manual was revised on February 26, 1997 to amend the regular meeting date and times of MTC's standing committees.

The Commission Procedures Manual was revised on December 16, 1998 to update references, update special and advisory committees, add language regarding the designation of ad hoc committee members, and revise MTC's Conflict of Interest Code (Attachment A).

Appendix E to the Commission Procedures Manual was revised by the Commission on July 28, 1999 to rename: the Administration and Oversight Committee to the Administration Committee; the Grant Review and Allocations Committee to the Programming and Allocations Committee; the Legislation and Public Affairs Committee to the Legislation Committee; and the Work Program and Plan Revision Committee to the Planning and Operations Committee; and to restructure and clarify certain delegations among and between them.

Section 1.07 of the Commission Procedures Manual was revised on November 17, 1999 to allow commissioners to be reimbursed for up to five meetings in one day.

Appendix D to the Commission Procedures Manual was revised on February 26, 2003, to revise the reimbursement policy for advisors appointed by the Commission serving on the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee.

The Commission Procedures Manual was revised on July 23, 2003 to update references, update committees, and incorporate MTC's revised Conflict of Interest Code (Attachment A).

Appendix D to the Commission Procedures Manual was revised on April 28, 2004, to clarify that members of the Advisory Council, the Minority Citizens Advisory Committee, and the Elderly and Disabled Advisory Committee may seek reimbursement for attending meetings of working groups with MTC staff formed at the direction of the Commission to provide input into Commission decisions.

Section 4.14 Commission Committees, and Appendix E to the Commission Procedures Manual were revised on January 25, 2006, to rename the Planning and Operations Committee as the Planning Committee and to add the Operations Committee to replace the SAFE Committee.

The Commission Procedures Manual was revised on April 26, 2006 to revise Appendix E to delegate specific contract, personal services agreement, and purchase order approval authority to the Operations Committee.

The Commission Procedures Manual was revised on December 19, 2012 to update provisions relating to AB57, SB375, MAP 21, the development of the Commission's Public Participation Plan, the creation of the Policy Advisory Council, the creation of the Bay Area Infrastructure Financing Authority and the Bay Area Headquarters Authority, clarify ex-officio voting capacity, incorporate MTC's revised Conflict of Interest Code, and to update provisions to conform to current practice (Attachment A, Appendices A, B, D and E).

The Commission Procedures Manual was revised on May 22, 2013 to incorporate MTC's revised Conflict of Interest Code as approved by the California Fair Political Practices Commission (FPPC) on April 17, 2013 to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on January 28, 2015 to update and revise the Travel Policy contained in Appendix B.

The Commission Procedures Manual was revised on March 25, 2015 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on February 2, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Attachment A).

The Commission Procedures Manual was revised on September 28, 2016 to provide for the appointment of one or more public transportation representatives in accordance with provisions contained in MAP 21 as amended by the FAST Act and to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on June 30, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure (Appendix A to Attachment A), and to add a MTC special committee.

Appendix E to the Commission Procedures Manual was revised on September 27, 2017 to change the composition of the MTC Executive Committee to add the Association of Bay Area Governments (ABAG) Representative.

The Commission Procedures Manual was revised on June 27, 2018 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on March 29, 2018, to revise the designated positions to reflect the MTC-Association of Bay Area Governments staff consolidation, MTC's staffing of the Advancing California Financing Authority, and MTC's current organizational structure (Appendix A to Attachment A).

Appendix B to the Commission Procedures Manual was revised on July 24, 2019 to substitute the updated Meeting and Travel Expense Claim Form for the prior version of the Meeting and Travel Expense Claim Form as the attachment to Appendix B.

The Commission Procedures Manual was revised on March 25, 2020 to incorporate MTC's revised Conflict of Interest Code, as approved by the California Fair Political Practices Commission (FPPC) on January 27, 2020, to revise the designated positions to reflect MTC's affiliation with the Bay Area Regional Collaborative and MTC's current organizational structure (Appendix A to Attachment A); to add a new Section 5.03 regarding meeting protocol in declared emergencies; and to incorporate as Appendix F the Protocol Governing Amendments to Commission Procedure During Declared Emergencies.

Date: 11/25/81  
W.I.: 99.1.20  
Referred by: A&O

Re: Commission Procedures Manual.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 1058

WHEREAS, by Resolution No. 358 and 746 the Metropolitan Transportation Commission (Commission) adopted the Commission Procedures Manual relating to the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and Commission committees; and

WHEREAS, the Commission now desires to revise the Procedures Manual to clarify and reflect current practice as well as make revisions to the duties of the Commission resulting from recent State legislation; now, therefore, be it

RESOLVED, that the Metropolitan Transportation Commission adopts its Commission Procedures Manual as revised and dated November 25, 1981, a copy of which is attached hereto and marked Attachment A and incorporated by reference; and, be it further

RESOLVED, that MTC Resolution No. 1058 supersedes Resolution No. 746.

METROPOLITAN TRANSPORTATION COMMISSION

/s/ William R. "Bill" Lucius  
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on November 25, 1981.

W.I.: 1111  
Referred by: A&O  
Revised: See below

Attachment A  
Resolution No. 1058

## METROPOLITAN TRANSPORTATION COMMISSION

### COMMISSION PROCEDURES MANUAL

Adopted September 22, 1976  
Revised December 19, 1979  
Adopted and Revised November 25, 1981  
Revised October 27, 1982  
Revised November 24, 1982  
Revised November 27, 1985  
Revised February 25, 1987  
Revised September 23, 1987  
Revised April 26, 1989  
Revised September 18, 1989  
Revised September 26, 1990  
Revised June 26, 1991  
Revised November 25, 1992  
Revised January 27, 1993  
Revised December 15, 1993  
Revised May 24, 1995  
Revised February 26, 1997  
Revised December 16, 1998  
Revised July 28, 1999  
Revised November 17, 1999  
Revised February 26, 2003  
Revised July 23, 2003  
Revised April 28, 2004  
Revised January 25, 2006  
Revised April 26, 2006  
Revised December 19, 2012  
Revised May 22, 2013  
Revised January 28, 2015  
Revised March 25, 2015  
Revised September 28, 2016  
Revised September 27, 2017  
Revised June 27, 2018  
Revised July 24, 2019  
Revised March 25, 2020

# METROPOLITAN TRANSPORTATION COMMISSION

## COMMISSION PROCEDURES MANUAL

### Table of Contents

### Page

#### INTRODUCTION 1

#### I. THE COMMISSION AND COMMISSIONERS

1.01.	Commissioners	9
1.02.	Selection	10
1.03.	Term of Office	10
1.04.	Oath of Office	10
1.05.	Conflict of Interest Code	10
1.06.	Alternates	11
1.07.	Reimbursement	11
1.08.	Travel Expenses	11
1.09.	Orientation for New Commissioners	11

#### II. OFFICERS

2.01.	Commission Officers	12
2.02.	Term	12
2.03.A	Nomination/Election of Commission Officers (New Commission Term)	12
2.03.B	Nomination/Election of Commission Officers (Mid-Commission Term)	13
2.04.	Duties of Chair	13
2.05.	Duties of Vice-Chair	14
2.06.	Chair Pro Tem	14
2.07.	Vacancies During Term of Office	14
2.08.	Staff Officers	15

#### III. COMMISSION MEETINGS AND CONDUCT OF BUSINESS

3.01.	Principal Offices	16
3.02.	Regular Commission Meetings	16
3.03.	Special Commission Meetings	16
3.04.	Notice Regarding Commission Meetings	16
3.05.	Open Meetings	17
3.06.	Quorum	17
3.07.	Voting	18
3.08.	Conduct of Meetings	18

3.09.	Agenda	18
3.10.	Resolutions	19
3.11.	Regional Transportation Plan Revisions	19
3.12.	Public Hearings	20
3.13.	Recording of Meetings	20
3.14.	Minutes of Meetings	20
3.15.	Public Information Materials	20
3.16.	Meeting Conduct	20

#### IV. COMMISSION COMMITTEES

4.01.	Types	21
4.02.	Policy	21
4.03.	Standing Committees	21
4.04.	Special Committees	21
4.05.	Advisory Committees	21
4.06.	Appointments to Committees	21
4.07.	Quorum	22
4.08.	Open Meetings	23
4.09.	Notice of Meetings	23
4.10.	[Reserved]	23
4.11.	Recording of Meetings	23
4.12.	Minutes of Committee Meetings	24
4.13.	Reimbursement and Travel Expenses	24
4.14.	Commission Committees	24

#### V. MISCELLANEOUS

5.01.	Authority	28
5.02.	Emergency Notice Provision	28
5.03.	Meeting Protocol in Declared Emergencies	28
5.04.	Severability	28



## APPENDICES

### Appendix A

Resolution No. 1198  
(Last revised 03/25/20)

Conflict of Interest Code

### Appendix B

(Last revised 07/24/19)

Travel Reimbursement to Commissioners and MTC Staff

### Appendix C

Resolution Nos. 663 and 664  
(Adopted 05/23/79)

MTC Legal Counsel

### Appendix D

(Last revised 12/19/12)

Travel Reimbursement Rates for Citizens on Advisory Committees

### Appendix E

(Last revised 09/27/17)

Standing Committees' Structure

### Appendix F

(Last revised 03/25/20)

Protocol Governing Amendments to Commission Procedure During  
Declared Emergencies

METROPOLITAN TRANSPORTATION COMMISSION,  
METROPOLITAN TRANSPORTATION COMMISSION SERVICE AUTHORITY FOR  
FREEWAYS AND EXPRESSWAYS, BAY AREA TOLL AUTHORITY, BAY AREA  
INFRASTRUCTURE FINANCING AUTHORITY AND BAY AREA HEADQUARTERS  
AUTHORITY  
PROCEDURES MANUAL

INTRODUCTION

The Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for that area of California comprising the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (Government Code § 66500 *et seq.*). These nine counties of the Bay Area cover an area of approximately 7,000 square miles and have a population of approximately 7.2 million (2010 census). Within the structure of California governmental agencies, MTC is classified as a local area planning agency and not as part of the executive branch of the state government.

In accordance with its legislative mandate, MTC adopted a Regional Transportation Plan (RTP) in June 1973. Thereafter, the Commission has regularly reviewed and revised the RTP in compliance with the statutory requirement of continuing plan review. The enactment of Senate Bill 375 (Steinberg) in 2008 requires MTC to adopt a Sustainable Communities Strategy (SCS) together with its RTP to strive to reach greenhouse gas (GHG) reduction targets. The first SCS/RTP is scheduled for adoption in 2013.

The Commission is charged with certain responsibilities for implementation of the SCS/RTP, as well as the RTP standing alone. Applications of local agencies for grants of certain state and federal transportation funds are subject to MTC review and approval as to their compatibility with the RTP. Generally, the state must conform to the RTP in allocating funds for construction on the state highway system within the MTC region.

Legislation passed in 1997 gave MTC increased decision-making authority over the selection of project and allocation of funds for the State Transportation Improvement Program (STIP). MTC is the agency responsible for allocation of local transportation funds among qualified claimants

under the Transportation Development Act (TDA) (Public Utilities Code § 99200 *et seq.*). The TDA statute provides MTC with a role in fulfilling fiscal and performance audit requirements with respect to claimants of TDA funds.

Under AB 1107 (Public Utilities Code § 29142.2), MTC allocates among eligible claimants one-fourth of the one-half cent Bay Area Rapid Transit District (BART) sales tax in Alameda, Contra Costa and San Francisco counties. Under AB 664 (Streets and Highways Code § 30880 *et seq.*), MTC is responsible for allocation of net revenues of state toll bridges located within the region. Pursuant to Streets and Highways Code § 30889, MTC may establish tolls for such bridges in order to generate net revenues provided that net revenues may not exceed the average net revenues available during fiscal year 1977-78 and 1978-79, except as may be adjusted annually according to the appropriate inflationary index as adopted by MTC. SB 620 (Public Utilities Code § 99310 *et seq.*) provides MTC with authority to allocate the regional share of the State Public Transportation Account.

MTC is responsible for meeting state and federal Transportation Improvement Program (TIP) requirements for the Bay Region. (Government Code § 65080 *et seq.* and 23 Code of Federal Regulations Section 450 Subpart B.) The Commission is the region's Metropolitan Planning Organization (MPO) and conducts the continuing, comprehensive, cooperative planning program necessary to maintain this region's eligibility for federal transportation funding. (23 Code of Federal Regulations Section 450 Subpart A.) MTC is the designated recipient of large urbanized area Federal Transit Administration (FTA) formula funds, such as 5307, 5339, and 5337. MTC is also designated other responsibilities for FTA funds by the California Department of Transportation (Caltrans), such as the 5303 planning funds, 5311, and 5310.

Through state law, MTC has programming responsibilities for Federal Highway Administration (FHWA) funds such as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ). MTC is also responsible for submitting a Regional Transportation Improvement Program to the California Transportation Commission and Caltrans every two years.

MTC has conducted special planning studies at a multi-regional and subregional level. Examples include the Transit Connectivity Plan, the Transit Sustainability Project, and the Regional Goods Movement Study. MTC is jointly responsible with the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD) for air quality planning to meet the requirements of the federal Clean Air Act, as amended, and shares with the BAAQMD the responsibility for air quality transportation control measures under the state Clean Air Act, as amended. MTC shares with ABAG the responsibility for preparing the SCS.

The Metropolitan Transportation Commission Service Authority for Freeways and Expressways (“MTC SAFE”) was created by legislation effective January 1, 1988 (Streets and Highways Code § 2550 *et seq.*), which authorized the creation of an MTC SAFE to provide for implementation, maintenance and operation of motorist-aid services through a call box program linked directly to the California Highway Patrol and a fleet of roving tow truck patrols, the Freeway Service Patrol. Under the law, MTC oversees the regional SAFE, which was officially convened in mid-1988.

The Bay Area Toll Authority (“BATA”) was created by legislation effective January 1, 1998 (Streets & Highways Code § 30950 *et seq.*) to administer the base \$1 toll on the San Francisco Bay Area’s seven state-owned toll bridges. Pursuant to additional legislation including SB 60, AB 1171, AB 144 and AB 1175 and voter-approved toll increases, tolls in addition to the \$1.00 base toll are collected and administered. Under the law, MTC serves as BATA.

In July, 2012 AB 57 (Beall) was chaptered. AB 57 amended Sections 66503 and 66504 of the Government Code to add, effective January 1, 2013, two additional voting seats on the commission and impose certain other requirements on commissioner appointments as further outlined in Part I of this Commission Procedures Manual.

In 2015 Congress enacted, and the President signed into law the FAST Act (23 U.S.C. §101). Title 23 U.S.C. §134 (d)(2) provides that a metropolitan planning organization shall consist of local officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation, and appropriate

State officials. Title 23 U.S.C. §134 (d)(3)(B) provides that, subject to the bylaws or enabling statute of the metropolitan planning organization, a representative of a provider of public transportation may also serve as a representative of a local municipality.

For the purposes of this Commission Procedures Manual, the term “MTC” includes the three agencies: the Metropolitan Transportation Commission, the Metropolitan Transportation Commission Service Authority for Freeways and Expressways and the Bay Area Toll Authority. It also includes two joint powers authorities formed by MTC and BATA: the Bay Area Infrastructure Financing Authority (BAIFA), and the Bay Area Headquarters Authority (BAHA).

## I. THE COMMISSION AND COMMISSIONERS

1.01. Commissioners. Effective January 1, 2013, there are eighteen voting commissioners. The City and County of San Francisco and the Counties of Contra Costa and San Mateo, each have two commissioners, and the Counties of Alameda and Santa Clara each have three commissioners, appointed as follows: the Board of Supervisors of each county appoints one commissioner; in San Francisco, the Mayor appoints one commissioner; in each of the remaining counties, the City Selection Committee appoints one commissioner; and in the Counties of Alameda and Santa Clara, the Mayors of the Cities of Oakland and San Jose shall be self-appointed or shall appoint a member of their respective City Councils to serve as the third commissioner . The Counties of Marin, Napa, Solano, and Sonoma each have one commissioner who is appointed by the county's Board of Supervisors from a list of three nominees furnished by the Mayor's Selection Committee. The Association of Bay Area Governments appoints one commissioner who shall not be from the Counties of Alameda or Santa Clara or from the City and County of San Francisco. The San Francisco Bay Conservation and Development Commission appoints one commissioner, who shall be a resident of the City and County of San Francisco approved by the Mayor of San Francisco. All appointments are subject to Section 1.02.

Effective September 28, 2016, any sitting commissioner who also serves on the board of a public transit agency shall be deemed to be a representative of a provider of public transportation within the meaning of the FAST Act ("Transit Representative"). Subsequent to September 28, 2016, at the beginning of each Commission term, the Chair shall designate and the Commission shall approve any sitting commissioner who also serves on the board of a public transit agency as a Transit Representative. Upon a vacancy occurring during a Commission term of a commissioner then serving as a Transit Representative, the Chair shall designate, and the Commission shall approve, one or more representatives not then currently designated, if any, from the commissioners then currently on the board who are also serving on a board of a transit agency as a Transit Representative.

The Commission's enabling legislation provides for three non-voting members, one appointed by the Secretary of the Business, Transportation and Housing Agency, and one each appointed by the United States Department of Transportation, and the United States Department of Housing and Urban Development.

1.02. Selection. The basis for selection of a commissioner is special familiarity with the problems and issues in the field of transportation. Elected or appointed public officers may serve as commissioners during their terms of public office. The effect of this is that such public officers are not prohibited from being commissioners; i.e., the two positions are not necessarily incompatible. No more than three voting members of the Commission shall be residents of the same county.

1.03. Term of Office. The term of office of a commissioner is four years. Since the initial term for commissioners commenced February 10, 1971, the organizational meeting date of the Commission, the four-year terms of commissioners shall commence quadrennially from that date. The current appointment term began February 10, 2011. Except as provided in the next sentence, the next appointment dates are February 10, 2015 and February 10, 2019. The commissioners appointed by the Mayors of the Cities of Oakland and San Jose shall have an initial term of office commencing January 1, 2013 and ending in February 2015. Appointments to fill a resignation or vacancy during a term shall be only for the balance of such term. Commissioners shall continue to serve as such until reappointed or until their successor is appointed; provided that, where a commissioner has been appointed as a public officer, the commissioner must vacate his/her Commission seat upon ceasing to hold such public office, unless the appointing authority consents to completion of the commissioner's term (Government Code Section 66504).

1.04. Oath of Office. Commissioners shall complete oath of office forms when they are appointed to the Commission, which are then notarized. The original is kept on file at the MTC offices.

1.05. Conflict of Interest Code. The Commission adopted a conflict of interest code by Resolution No. 1198, Revised (Appendix A), which was subsequently approved by the State of

California Fair Political Practices Commission. Commissioners are required to file annual statements of economic interest and within thirty days of assuming or leaving office.

1.06. Alternates. There is no provision for voting alternates for the voting commissioners. Substitutes may sit on behalf of non-voting commissioners.

1.07. Reimbursement. Commissioners serve without compensation. Commissioners are entitled to receive reimbursement for actual and necessary expenses incurred in connection with the performance of their duties. In lieu of such reimbursement for attendance at Commission or committee meetings, each commissioner shall receive one hundred dollars (\$100.00) per meeting for a maximum of five (5) such meetings in any one calendar month, plus necessary travel expenses as authorized by the Commission pursuant to the rates and terms set forth in Appendix B to this manual. Commissioners may be reimbursed a separate per diem for each such meeting in any one day up to the monthly maximum reimbursement number of meetings. The monthly maximum is calculated and applied separately to MTC and BATA. BAIFA and BAHA meeting per diem is applied and counts toward the BATA monthly maximum. No reimbursement applies to MTC SAFE meetings.

1.08. Travel Expenses. Commissioners shall be paid necessary traveling expenses as may be authorized from time to time by the Commission. The Commission policy for travel expenses is set forth in Appendix B to this manual. The policy applies to all MTC employees as well.

1.09. Orientation for New Commissioners. When a new commissioner is appointed to the Commission, the Secretary to the Commission will provide the commissioner, along with administrative materials, copies of the current major MTC, BATA, MTC SAFE, BAIFA and BAHA documents and an overview of the content of these documents. The Secretary will also arrange an orientation session for the new commissioner with the Executive Director and section managers.



## II. OFFICERS

2.01. Commission Officers. There are two (2) Commission officers: a Chair and a Vice-Chair. Any voting commissioner is eligible to hold the office of Chair or Vice-Chair. Non-voting commissioners are ineligible for such offices.

2.02. Term. The Chair and Vice-Chair shall serve two-year terms commencing upon elections at the regular Commission meeting in February of odd numbered years. A commissioner may serve as Chair or Vice-Chair without restriction as to number of terms. The Chair and Vice-Chair shall serve as such until their successors are elected.

2.03A. Nomination/Election of Commission Officers (New Commission Term). In years when new Commission terms begin, the following procedure for the nomination and election of Commission officers shall be followed:

- a. The Commission shall meet on February 10, or within five working days thereof, for a special meeting. The meeting date shall be set by the prior Commission.
- b. The existing Chair, if reappointed, or if not reappointed, the Vice-Chair, if reappointed, or if not reappointed, the reappointed commissioner with the longest continuous length of service, shall preside over the meeting, and is the Acting Chair until the election of new officers.
- c. The Acting Chair shall at this special meeting appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission.
- d. The Ad Hoc Nominating Committee shall meet and send its report in writing to the Commission with the packet for the regular February meeting.
- e. The Acting Chair shall convene the regular February meeting, usually the fourth Wednesday of the month, at which the Ad Hoc Nominating Committee shall give its report as the first order of business. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the March meeting.
- f. The Commission shall elect a Chair and Vice-Chair at its regular February meeting, or as soon thereafter as possible after nominations are closed.
- g. Upon the election of new officers, the new Chair shall take over the gavel and conduct the remaining business of the meeting.

2.03B. Nomination/Election of Commission Officers (Mid-Commission Term.) The Chair shall appoint an Ad Hoc Nominating Committee of commissioners subject to the confirmation of the Commission at the regular Commission meeting in December of even-numbered years. The Ad Hoc Nominating Committee shall send its report in writing to the Commission with the packet for the regular January Commission meeting. Additional nominations may be offered after the Committee report. Thereafter, nominations may be closed; but, if not closed, nominations shall remain open until the February Commission meeting. The Commission shall elect a Chair and Vice-Chair at its regular February meeting as the first order of business, or as soon thereafter as possible.

2.04. Duties of Chair. The Chair shall preside at all meetings of the Commission, state each question for vote, announce the decision, and decide all questions of order subject to appeal to the Commission. The Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Chair shall vote only when necessary to attain a quorum of voting members of a committee. The Chair shall execute all resolutions adopted by the Commission, the approved minutes, and any other documents that may require the signature of the Chair.

The Chair shall appoint, subject to approval of the Commission, members of standing committees, and subsequent to September 28, 2016, the Chair shall designate, subject to approval of the Commission, the Transit Representative(s). In making committee and Transit Representative appointments/designations, the Chair shall, as much as possible, attempt to balance the representation of various areas of the region. The Chair shall select the Chair and Vice-Chair of each committee subject to approval of the Commission. The Chair should request individual commissioners to submit their preferences and areas of interest regarding appointment to committees. The Chair shall also appoint, subject to the approval of the Commission, Commission members of special committees.

In years when a new Chair is elected, then current committee members, chairs, and vice chairs shall continue to serve as such until the new Chair makes new committee appointments. To

the extent necessary to carry out committee business, the Chair may appoint temporary committee chairs, vice-chairs, and members, pending confirmation of committee appointments at the regular March Commission meeting.

The Chair shall approve, within the limits of the approved budget, commissioner's attendance and expenses at an out-of-region conference or any conference in which MTC has a substantial interest in being represented.

The Chair shall perform such functions as may be delegated by action of the Commission. Where circumstances warrant, the Chair may, in the absence of existing policy, act as necessary for the Commission between its scheduled meetings and shall report that action at the next Commission meeting.

The Chair shall select a temporary chair of a committee when that committee's chair and vice-chair are both unable to attend that committee's meeting(s).

2.05. Duties of Vice-Chair. The Vice-Chair shall assume the Chair's duties in his/her absence. In addition, the Vice-Chair is a voting ex-officio member of all standing committees of the Commission. In such capacity the Vice-Chair shall vote only when necessary to attain a quorum of voting members of a committee.

2.06. Chair Pro Tem. If both the Chair and Vice-Chair are or will be absent from a Commission meeting or other functions, or duties of the Chair must be performed (including, but not limited to, the execution of documents), the most senior member of the Commission shall perform such functions and duties.

2.07. Vacancies During Term of Office.

A. Chair. In the event the office of Chair is vacated during the term, the vacancy shall be filled for the unexpired balance of the term by the Vice-Chair.

B. Vice-Chair. In the event the office of Vice-Chair is vacated during the term, the vacancy may be filled for the unexpired balance of the term by a special election. If the vacancy is to be filled, an ad hoc nominating committee shall be appointed by the Chair, subject to the approval of the Commission at the next regular Commission meeting. At the Commission meeting

following the meeting approving the ad hoc nominating committee, the ad hoc nominating committee shall present its written report which shall be included in the meeting packet sent to commissioners; additional nominations, if any, may be made by commissioners at the meeting; nominations shall thereafter be closed and the election for Vice-Chair held at that meeting.

C. Chair and Vice-Chair. In the event the office of Chair and Vice-Chair are both vacated simultaneously during their terms, the vacancy for Chair and Vice-Chair shall be filled in the same manner as the vacancy for Vice-Chair in paragraph B of this Subsection, with the ad hoc nominating committee being appointed by the Commission.

#### 2.08 Staff Officers.

A. Executive Director. The Commission shall appoint an Executive Director who shall have charge of administering the affairs of the Commission subject to the Commission's direction and policies. The Executive Director shall in turn appoint, subject to approval of the Commission, such employees as may be necessary to carry out the functions of the Commission (Resolution No. 664). The Executive Director shall designate an employee to act as Secretary of the Commission for the purpose of keeping its minutes and resolutions.

B. Legal Counsel. The Executive Director shall appoint a Legal Counsel subject to the approval of the Commission. In addition to other duties, the Legal Counsel shall have a responsibility to directly advise the Commission and commissioners in the course of their duties (Resolution Nos. 663 and 664, Appendix C).

### III. COMMISSION MEETINGS AND CONDUCT OF BUSINESS

3.01. Principal Offices. The principal offices of the Commission shall be at the-Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105, or at such other location as may be determined by Commission action.

3.02. Regular Commission Meetings. Regular Commission meetings shall be on the fourth Wednesday of each month with the exception of the month of December when the regular meeting of the Commission shall be the third Wednesday of December and with the exception of the month of August which shall not have a regular Commission meeting. Unless otherwise scheduled, meetings regularly commence at 9:30 a.m. When a regular meeting falls upon a legal holiday, the date and time of such meeting shall be determined by the Commission no later than at its preceding regular meeting. Commission meetings shall be held in the Board Room, 375 Beale Street, San Francisco, CA 94105, in alternate locations within the region that are easily available to the public and accessible to persons with disabilities; provided that, if such an alternative location is chosen, it shall be publicly announced, if possible, at the preceding regular Commission meeting.

The Chair may cancel or reschedule a regular Commission meeting if a quorum cannot be obtained, or if there is insufficient business to warrant a meeting. Notice of cancellation of a meeting shall be given, if possible, not later than seven (7) days prior to the meeting date to those persons who receive formal notice of regular meetings.

3.03. Special Commission Meetings. The Chair may call special meetings of the Commission when warranted by the business of the Commission. In addition, upon written request of ten (10) Commissioners, a special meeting shall be held upon the call of the Chair.

3.04. Notice Regarding Commission Meetings. Notice of Commission meetings shall be given as follows:

A. Regular Meetings. Notice of all regular Commission meetings shall be given in compliance with applicable provisions of the Ralph M. Brown Act (Government Code Section 54950 *et seq.*, as may be amended from time to time; hereinafter "Brown Act"). The notice shall at

a minimum specify the date, hour, and location of the meeting and may be a preliminary agenda for the meeting. The final agenda shall be posted adjacent to the front door of the Bay Area Metro Center not later than 72 hours prior to the date of the meeting.

B. Special Meetings. Notice of special meetings shall be given in compliance with applicable provisions of the Brown Act. Notice of special meetings shall specify the date, time, and location of the meeting and the matters to be considered by the Commission. No matters other than those specified in the notice of special meetings may be considered. Notice of special meetings shall be given to those persons who receive notice of regular meetings. Unless otherwise provided by the Brown Act, at least twenty-four (24) hours' written notice shall be given by electronic or U.S. postal mail or personal delivery to each commissioner and to each local newspaper of general circulation, radio or television station requesting notice in writing, and by posting such notice in the MTC library.

C. Recipients of Notice. Notice of MTC meetings may be received by any person or organization requesting notice. Designated staff shall maintain a database of persons and organizations who have requested notice or to whom, in designated staff's judgment, notice shall be sent. The database is updated on an ongoing basis.

D. Brown Act. In providing notice of Commission meetings, MTC staff shall at all times comply at least with all minimum applicable notice requirements of the Brown Act.

3.05. Open Meetings. In accordance with the provisions of the Brown Act, all meetings of the Commission shall be open to the public except matters that may be discussed in closed session pursuant to the Brown Act. Members of the public shall have an opportunity to directly address the Commission on matters before it, subject to limitations on the total amount of time allocated for public testimony on particular issues and for each individual speaker.

3.06. Quorum. A majority of the appointed, voting commissioners shall constitute a quorum for any meeting of the Commission. When 18 voting commissioners have been appointed and seated, the quorum is ten (10) commissioners. No official action shall be taken by the Commission unless a quorum is present. A majority of the commissioners present and voting shall

be required to carry any action of the Commission; provided that, no action shall be valid unless approved by at least a majority of a quorum.

3.07. Voting. Voting shall be by voice; provided that a roll call shall be taken at the Chair's discretion or upon the request of one (1) commissioner.

3.08. Conduct of Meetings. Robert's Rules of Order, as revised, except when inconsistent with these procedures, law, or specific resolutions of the Commission, shall govern the conduct of meetings of the Commission and its established committees.

3.09. Agenda. The Commission may take no action on any item not appearing on the agenda except as allowed under the Brown Act. All items on Commission agendas shall be subject to action.

A preliminary agenda shall be distributed electronically or by regular or express mail prior to the date of the meeting, consistent with the Brown Act. (See Subsection 3.04, Notice Regarding Commission Meetings.) A final agenda will be prepared and posted adjacent to the front door of the Bay Area Metro Center in accordance with the Brown Act. Copies of the final agenda will be available at the meeting.

If, in the Chair's judgment, it is necessary to maintain the orderly flow of business, public comment may be restricted by any one or a combination of the following procedures:

1. limiting the time each speaker may testify per agenda item. The limit may not be less than one (1) minute for each speaker, and may range, at the discretion of the Chair, up to three (3) minutes per speaker.
2. requiring a speaker who plans to speak on more than one agenda item to combine his or her testimony on all agenda items to one appearance. The limit for a combined appearance may not be less than three (3) minutes per speaker, and may range, at the discretion of the Chair, up to seven (7) minutes per speaker.
3. establishing the maximum amount of time available during the meeting for public comment so as to permit the meeting agenda to be completed before the loss of a quorum; provided, however, that each speaker be permitted to speak at least one (1) minute.

4. establishing a single period of time during a meeting to take all public testimony before proceeding with the agenda, when there are multiple requests to speak on multiple items on the agenda.

5. rearranging the order of items on the agenda to accommodate public testimony.

Any decision of the Chair regarding the taking of public testimony made pursuant to the Commission Procedures Manual shall govern for the meeting unless overruled by a two-thirds vote of the quorum present.

The order of agenda items may also be changed, if, in the Chair's judgment, there are other reasons to do so.

3.10. Resolutions. Resolutions may be considered by the Commission at any regular or special Commission meetings. All resolutions shall be in writing.

A summary explanation of the purpose and content of each resolution shall be prepared and attached to the proposed resolution, but shall not be considered part of such resolution. The original of a resolution adopted by the Commission is the one signed by the Chair and shall be the official text of that resolution.

3.11. Regional Transportation Plan Revisions. Revisions of the Commission's adopted Regional Transportation Plan (RTP) are prepared as the need arises. Except for revisions approved by the Commission under emergency procedures, revisions to the RTP are considered by the Commission for adoption every four years. Review of proposed Plan revisions is assigned to a standing committee of the Commission, which shall make recommendations to the full Commission for Plan revision. Notice of availability of the text of proposed revisions of the RTP shall be sent to organizations and concerned citizens on the current Commission mailing list. Not earlier than twenty (20) days after this distribution of the proposed revisions, and at a time convenient to the public, no less than (2) public hearings shall be held in the region to receive comments, suggestions, and reactions to the proposed revisions. Additional hearings may be scheduled if necessary to allow opportunity for public comment in parts of the region significantly affected by proposed revisions. These public hearings may be conducted by less than a quorum of



the Commission. A transcript or summary of the public hearings shall be provided to all commissioners prior to their acting on the Plan revisions. Notice of the public hearings shall appear in major newspapers of the region and other media as appropriate at least thirty (30) days prior to the scheduled hearings.

3.12 Public Hearings. Public hearings shall be conducted in accordance with MTC's Public Participation Plan, MTC Resolution No. 3821.

3.13. Recording of Meetings. Commission meetings shall be recorded electronically and are available on the Commission's website at no cost and are archived for meetings occurring since 2004. Copies of any recordings (in accessible formats, for persons with disabilities) shall be made available to the public upon request. Further, any citizen may record a Commission meeting or parts thereof, if such recording is done in a reasonable manner.

3.14. Minutes of Meetings. The Commission shall keep accurate minutes of all meetings and make them available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment. Minutes approved by the board at a succeeding meeting shall be the evidence of action taken at a prior meeting.

3.15. Public Information Materials. MTC staff will routinely prepare and provide all commissioners with general public informational material. Requests for specialized public information assistance for a specific commissioner will be handled on a time-available basis.

3.16 Meeting Conduct. In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the Commission may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue on matters appearing on the agenda.

#### IV. COMMISSION COMMITTEES

4.01. Types. Commission committees are designated as standing committees, special committees, or advisory committees.

4.02. Policy. It is the general policy of the Commission to receive comments from the public on specific items at committee meetings. Summaries of these comments shall be included in the committee minutes and forwarded to all commissioners.

4.03. Standing Committees. Each standing committee is charged with subject matter responsibility over specific element(s) of the Commission's overall mission and/or organizational functions. Standing committees shall be composed solely of commissioners. Non-voting commissioners may be appointed to standing committees. Notwithstanding that there may be a quorum of the Commission (10 or more commissioners commencing January 1, 2013) in attendance at a standing committee meeting, no standing committee may act for the full Commission unless the meeting is noticed, in accordance with the Brown Act, as a Commission meeting. Each standing committee shall be responsible for reviewing comments of appropriate MTC advisory committees and such comments shall accompany any standing committee recommendations to the Commission.

4.04. Special Committees. The Commission may establish special committees to supervise the development of a specific task or project. Membership of special committees is not limited to commissioners. Composition of special committees will depend upon the task to be performed and may involve the participation of private citizens or representatives of other public agencies.

4.05. Advisory Committees. Advisory committees are discussed in Section 4.14C.

4.06. Appointments to Committees.

A. Manner of Appointment. The Chair of the Commission, subject to the approval of the Commission, shall appoint members of standing committees and special committees to the extent that special committee appointments are the responsibility of MTC. The Commission Chair

shall designate the Chair and Vice-Chair of the standing committee, subject to approval of the Commission. Designation by the MTC Chair of special committee chairs and vice-chairs is subject to the approval of the Commission to the extent that these appointments are the responsibility of MTC. Appointments to advisory committees shall be made by the Commission in accordance with the Commission resolution establishing the particular advisory committee. In the event the Chair and Vice-Chair of a standing committee are not present at a standing committee meeting, the committee members present shall select a Chair Pro Tem for that meeting from among themselves.

B. Term. Subject to Section 2.04, appointments to standing committees shall be for the term of the Commission Chair. Appointments of commissioners to special committees shall be for the term of the Commission Chair. Other appointments to special committees shall be for a term dependent upon the function of the special committee as set forth in the resolution which governs the special committee. Appointments to advisory committees are for a term dependent upon the function of the advisory committee as set forth in the resolution establishing the particular advisory committee.

4.07. Quorum. The quorum for committees established by the Commission shall be a majority of the committee's non-ex-officio voting membership. If necessary to establish a quorum of a committee at a meeting, the Chair and Vice-Chair of the Commission, as ex-officio members of the committee, shall become voting members for that meeting. Unless otherwise approved by the Commission, MTC standing committees shall have eight (8) voting members, as approved by the Commission, plus the MTC Chair and Vice-Chair as ex-officio, voting members.

Every member of the Commission who is not a voting member of a standing committee is an ad hoc non-voting member. Although a quorum of the Commission may be in attendance at a meeting of a standing committee, the committee may take action only on those matters delegated to it. The committee may not take any action as the full Commission unless a meeting has been previously noticed as a Commission meeting.

An ad hoc non-voting committee member who is also a voting member of the Commission may be designated by the committee chairperson as a voting member at a particular committee meeting if an additional voting member is needed for a committee quorum.

4.08. Open Meetings. It is recognized that "legislative body" as defined in the Brown Act does not include committees composed solely of commissioners when they number less than a quorum of the Commission or a quorum of a standing committee. It is the intention of the Commission to apply the Brown Act to include all non-ad-hoc committees created by the Commission, not just those identified as advisory commissions or committees. All meetings of non-ad-hoc committees created by the Commission, with the exception of closed sessions permitted by the Brown Act, shall be open meetings properly announced in accordance with the provisions of the Brown Act.

4.09. Notice of Meetings. Notice of regular committee meetings shall be given consistent with applicable provisions of the Brown Act and posted adjacent to the front door of the Bay Area Metro Center not less than 72 hours, preceding the date of the meeting. If a special meeting is called on short notice, then notice shall comply with the requirements of Subsection 3.04 B of these procedures. The notice shall announce the date, time, and location of the meeting together with an agenda. This notice shall be sent to all commissioners and to media representatives, concerned citizens, and organizations who have filed a request for receipt of notice of committee meetings and posted in the MTC library. Special meetings of committees shall comply with the minimum notice provisions of the Brown Act. Notices of postponed or canceled committee meetings shall be posted adjacent to the front door of the Bay Area Metro Center not less than 72 hours prior to the regular date of the meeting and shall state the date, time, and location of the next committee meeting if possible. Notices of meetings held earlier than the regular meeting date shall be sent out and posted adjacent to the front door of the Bay Area Metro Center as soon as possible.

4.10. [Reserved]

4.11. Recording of Meetings. Standing and special committee meetings, if possible, shall be recorded electronically and follow the procedures as stated in Subsection 3.13 of this document.

4.12. Minutes of Committee Meetings. Minutes of all committee meetings shall be kept and made available to the public. Minutes shall include a record of attendance, a summary of motions, resolutions, consensus items, discussion on motions receiving a split vote and/or resulting in a direction to staff or a Commission committee, other business, and public comment.

4.13. Reimbursement and Travel Expenses. Commissioners who are members of standing or special committees shall be entitled to receive in lieu reimbursement for attendance at such committee meetings in accordance with Government Code Section 66504.1. Commissioners serving on standing and/or special committees shall also be entitled to receive necessary travel expenses in accordance with the Commission's current resolution in this regard. (See Appendix B.) Members of special committees appointed by the Commission and members of advisory committees appointed through Commission resolutions shall be reimbursed for their necessary travel expenses in accordance with the Commission's current procedures regarding this subject. (See Appendix D.)

Commissioners appointed by the Chair or the full Commission to represent MTC on committees other than those created by MTC shall be entitled to receive the MTC per diem and necessary travel expenses for attendance at such committee meetings. If the procedures of such committees require or permit the appointment of an alternate representative, MTC alternates to such committees may not claim per diem or travel expenses for any meeting at which the MTC commissioner is also present and claiming per diem.

4.14. Commission Committees.

A. Standing Committees. The current charters of the Commission's standing committees, as established by this Manual, are attached as Appendix E. Current Commission standing committees are as follows:

1. Administration Committee - is charged with the oversight of the operation and performance of the Commission staff including the development and oversight of agency personnel, financial policies, and management.

2. Programming and Allocations Committee - reviews projects seeking federal, state and regional funding approval for conformance with the Sustainable Communities Strategy/Regional Transportation Plan, adopts the region's multi-year program of funding priorities for federal, state and regional funds, and recommends allocation of various federal, state and regional funds among the various eligible claimants and applicants within the region.

3. Planning Committee - develops the region's annual transportation work program and program budget, reviews planning policies and issues, and together with ABAG, develops the Sustainable Communities Strategy, and proposes revisions to the Sustainable Communities Strategy/Regional Transportation Plan.

4. Operations Committee - establishes, oversees and evaluates transportation system management and operational activities sponsored by MTC, SAFE and others.

5. Legislation Committee - recommends Commission legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and citizen participation program.

6. Executive Committee - considers matters of urgency brought before it by the Chair between Commission meetings and other matters assigned to it by the Commission or the Chair.

B. Special Committees. Special committees are committees consisting of MTC commissioners and representatives of other organizations. Special committees are established, modified or disbanded by separate Commission action. Examples of current committees include, but are not limited to, the following:

1. Regional Airport Planning Committee - reorganized pursuant to MTC Resolution No. 3123 and is responsible for recommendations relating to the Regional Airport Element of the Regional Transportation Plan and the update of revisions relating to this element.

2. MTC/Bay Conservation and Development Commission (BCDC) Seaport Planning Advisory Committee - was established pursuant to a Memorandum of Understanding between BCDC and MTC (MTC Resolution No. 516) and is responsible for developing the

legislatively-mandated Seaport Element to the Regional Transportation Plan and recommendations for revision of the Seaport Element of the BCDC Bay Plan

3. Mega-Region Working Group – was established in 2015 through Resolution 4209 to identify issues of common interest and recommend joint activities among metropolitan planning organizations in the Northern California mega-region.

C. Advisory Committees. Advisory committees consist of members of the public and/or staff from public agencies or private organizations. Advisory committees are established, modified or disbanded by separate Commission action. When appropriate, all upcoming vacancies on MTC advisory committees shall be posted on the Commission website. Prior to making appointments to such committees, thirty days shall be allowed to receive responses from citizens who are interested in appointment. Examples of current advisory committees include, but are not limited to, the following:

1. Policy Advisory Council – This advisory committee was established in November 2009 pursuant to MTC Resolution No. 3931 to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. Its 27 members are appointed by the Commission, including 9 members, one from each Bay Area county, selected to represent interests related to the communities of color, environmental justice and low-income issues; 9 members, one from each Bay Area county, selected to represent the interests of disabled persons and seniors; and 9 members selected to represent interests related to the economy and the environment.

2. The Bay Area Partnership (The Partnership) - The Partnership is a consortium of local, state and federal agencies, including the top managers from agencies for transportation and protecting the region's environmental quality; intended to foster consensus in the implementation of TEA 21 and its successor statutes, develop agreed-upon funding and planning priorities, and implement plans and programs to better manage and operate the metropolitan transportation system.

3. Regional Transit Coordinating Council (RTCC) - Pursuant to Public Utilities Code § 29142.4, the Commission has established the RTCC to advise MTC with respect to its state and federal programs, to focus attention on transit coordination, and to encourage participation of transit operators' top management in MTC's deliberations. MTC Resolution No. 2467 establishes the RTCC.

4. Paratransit Coordinating Councils (PCCs) - established by MTC Resolution No. 468 in 1977 to require participation by counties in promoting the efficient use of limited paratransit services. Membership composition is established in MTC Resolution No. 1209.

NOTE: Special and advisory committees usually forward their recommendations to the Programming and Allocations Committee. Special issues can be referred to the appropriate MTC standing committee.



## V. MISCELLANEOUS

5.01 Authority. The Metropolitan Transportation Commission finds that these procedures are necessary to carry out the purposes of the Metropolitan Transportation Commission Act. These procedures are adopted pursuant to the Commission's authority under Government Code § 66506.

5.02 Emergency Notice Provision. In the event a postal strike or other calamity makes it impossible to give notice of meetings by mail as required in these procedures, notice of meetings of the Commission and its committees shall be given to commissioners and committee members, respectively, with such time and by such means as may be practical, which may include, but not be limited to, personal service, facsimile, email and posting at MTC's website. In such event, the general public and those requesting notice of Commission and committee meetings shall be notified, if possible, by publication of notice in a newspaper or newspapers of general circulation in the region. The timing and content of such published notice shall conform, if possible, to the requirements pertaining to mailed notice set forth in these procedures.

5.03 Meeting Protocol in Declared Emergencies. In the event the Governor imposes an emergency order related to a natural or man-made disaster, the provisions of Appendix F shall apply.

5.04 Severability. Should any part, term, portion, or provision of these procedures be finally decided to be in conflict with any law of the United States or the State of California or otherwise be ineffectual or unenforceable, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be affected thereby, providing such remaining portions or provisions can be construed to stand as the Commission intended.

Appendix F  
Resolution No. 1058

**Protocol Governing Amendments to Commission Procedure  
During Declared Emergencies**

PROTOCOL GOVERNING AMENDMENTS TO COMMISSION PROCEDURE  
DURING DECLARED EMERGENCIES

- a) Should the Governor impose any emergency order related to a natural or man-made disaster (e.g. earthquake, terrorist attack, pandemic or other health related event), that would impact the Bay Area Region, and by extension impact the ability to conduct the regular business of the Commission, the Executive Committee extends to the Chair the ability to accommodate remote enabled Commissioner participation in Committee and Commission meetings:
  - Only on an interim basis;
  - Only for purposes to accommodate the declared emergency order; and
  - Only for limited and essential actions, as deemed by the Chair.
- b) Any subsequent directives or guidance issued by the Governor related to the declared emergency will be considered, implemented into process and procedures covered in paragraph a) above, and responded to accordingly.
- c) Under such circumstances the Executive Director is directed to work with staff to put procedural steps in place, as soon as possible, to accommodate the Chair's directive, if and when that may occur, consistent with this protocol.

**EXECUTIVE DEPARTMENT  
STATE OF CALIFORNIA**

**EXECUTIVE ORDER N-29-20**

**WHEREAS** on March 4, 2020, I proclaimed a State of Emergency to exist in California as a result of the threat of COVID-19; and

**WHEREAS** despite sustained efforts, the virus continues to spread and is impacting nearly all sectors of California; and

**WHEREAS** the threat of COVID-19 has resulted in serious and ongoing economic harms, in particular to some of the most vulnerable Californians; and

**WHEREAS** time bound eligibility redeterminations are required for Medi-Cal, CalFresh, CalWORKs, Cash Assistance Program for Immigrants, California Food Assistance Program, and In Home Supportive Services beneficiaries to continue their benefits, in accordance with processes established by the Department of Social Services, the Department of Health Care Services, and the Federal Government; and

**WHEREAS** social distancing recommendations or Orders as well as a statewide imperative for critical employees to focus on health needs may prevent Medi-Cal, CalFresh, CalWORKs, Cash Assistance Program for Immigrants, California Food Assistance Program, and In Home Supportive Services beneficiaries from obtaining in-person eligibility redeterminations; and

**WHEREAS** under the provisions of Government Code section 8571, I find that strict compliance with various statutes and regulations specified in this order would prevent, hinder, or delay appropriate actions to prevent and mitigate the effects of the COVID-19 pandemic.

**NOW, THEREFORE, I, GAVIN NEWSOM**, Governor of the State of California, in accordance with the authority vested in me by the State Constitution and statutes of the State of California, and in particular, Government Code sections 8567 and 8571, do hereby issue the following order to become effective immediately:

**IT IS HEREBY ORDERED THAT:**

1. As to individuals currently eligible for benefits under Medi-Cal, CalFresh, CalWORKs, the Cash Assistance Program for Immigrants, the California Food Assistance Program, or In Home Supportive Services benefits, and to the extent necessary to allow such individuals to maintain eligibility for such benefits, any state law, including but not limited to California Code of Regulations, Title 22, section 50189(a) and Welfare and Institutions Code sections 18940 and 11265, that would require redetermination of such benefits is suspended for a period of 90 days from the date of this Order. This Order shall be construed to be consistent with applicable federal laws, including but not limited to Code of Federal Regulations, Title 42, section 435.912, subdivision (e), as interpreted by the Centers for Medicare and Medicaid Services (in guidance issued on January 30, 2018) to permit the extension of



otherwise-applicable Medicaid time limits in emergency situations.

2. Through June 17, 2020, any month or partial month in which California Work Opportunity and Responsibility to Kids (CalWORKs) aid or services are received pursuant to Welfare and Institutions Code Section 11200 et seq. shall not be counted for purposes of the 48-month time limit set forth in Welfare and Institutions Code Section 11454. Any waiver of this time limit shall not be applied if it will exceed the federal time limits set forth in Code of Federal Regulations, Title 45, section 264.1.
3. Paragraph 11 of Executive Order N-25-20 (March 12, 2020) is withdrawn and superseded by the following text:

Notwithstanding any other provision of state or local law (including, but not limited to, the Bagley-Keene Act or the Brown Act), and subject to the notice and accessibility requirements set forth below, a local legislative body or state body is authorized to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the local legislative body or state body. All requirements in both the Bagley-Keene Act and the Brown Act expressly or impliedly requiring the physical presence of members, the clerk or other personnel of the body, or of the public as a condition of participation in or quorum for a public meeting are hereby waived.

In particular, any otherwise-applicable requirements that

- (i) state and local bodies notice each teleconference location from which a member will be participating in a public meeting;
- (ii) each teleconference location be accessible to the public;
- (iii) members of the public may address the body at each teleconference conference location;
- (iv) state and local bodies post agendas at all teleconference locations;
- (v) at least one member of the state body be physically present at the location specified in the notice of the meeting; and
- (vi) during teleconference meetings, at least a quorum of the members of the local body participate from locations within the boundaries of the territory over which the local body exercises jurisdiction

are hereby suspended.

A local legislative body or state body that holds a meeting via teleconferencing and allows members of the public to observe and address the meeting telephonically or otherwise electronically, consistent with the notice and accessibility requirements set forth below, shall have satisfied any requirement that the body allow

members of the public to attend the meeting and offer public comment. Such a body need not make available any physical location from which members of the public may observe the meeting and offer public comment.

**Accessibility Requirements:** If a local legislative body or state body holds a meeting via teleconferencing and allows members of the public to observe and address the meeting telephonically or otherwise electronically, the body shall also:

- (i) Implement a procedure for receiving and swiftly resolving requests for reasonable modification or accommodation from individuals with disabilities, consistent with the Americans with Disabilities Act and resolving any doubt whatsoever in favor of accessibility; and
- (ii) Advertise that procedure each time notice is given of the means by which members of the public may observe the meeting and offer public comment, pursuant to subparagraph (ii) of the Notice Requirements below.

**Notice Requirements:** Except to the extent this Order expressly provides otherwise, each local legislative body and state body shall:

- (i) Give advance notice of the time of, and post the agenda for, each public meeting according to the timeframes otherwise prescribed by the Bagley-Keene Act or the Brown Act, and using the means otherwise prescribed by the Bagley-Keene Act or the Brown Act, as applicable; and
- (ii) In each instance in which notice of the time of the meeting is otherwise given or the agenda for the meeting is otherwise posted, also give notice of the means by which members of the public may observe the meeting and offer public comment. As to any instance in which there is a change in such means of public observation and comment, or any instance prior to the issuance of this Order in which the time of the meeting has been noticed or the agenda for the meeting has been posted without also including notice of such means, a body may satisfy this requirement by advertising such means using "the most rapid means of communication available at the time" within the meaning of Government Code, section 54954, subdivision (e); this shall include, but need not be limited to, posting such means on the body's Internet website.

All of the foregoing provisions concerning the conduct of public meetings shall apply only during the period in which state or local public health officials have imposed or recommended social distancing measures.



All state and local bodies are urged to use sound discretion and to make reasonable efforts to adhere as closely as reasonably possible to the provisions of the Bagley-Keene Act and the Brown Act, and other applicable local laws regulating the conduct of public meetings, in order to maximize transparency and provide the public access to their meetings.

**IT IS FURTHER ORDERED** that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

**IN WITNESS WHEREOF** I have  
hereunto set my hand and caused  
the Great Seal of the State of  
California to be affixed this 17th day  
of March 2020.



\_\_\_\_\_  
GAVIN NEWSOM  
Governor of California

**ATTEST:**

\_\_\_\_\_  
ALEX PADILLA  
Secretary of State