



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

*Scott Haggerty, Chair    Alfredo Pedroza, Vice Chair*

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Wednesday, April 22, 2020

9:15 AM

Board Room - 1st Floor (REMOTE)

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**\*\*\* PLEASE NOTE MEETING START TIME \*\*\***

The Metropolitan Transportation Commission is scheduled to meet on Wednesday, April 22, 2020 at 9:15 a.m. or immediately following the 9:10 a.m. BAIFA meeting, 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 on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at  
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number:

Attendee Link: <https://bayareametro.zoom.us/j/98796837022>  
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)  
Webinar ID: 987 9683 7022

Detailed instructions on participating via Zoom are available at:  
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received 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. [20-0575](#) Minutes of the March 25, 2020 meeting
- Action: Commission Approval
- Attachments: [6a 20-0575 Commission Draft Meeting Minutes 03-25-2020 v1.pdf](#)

***Consent - Contracts and Agreements***

- 6b. [20-0428](#) Funding Agreement Amendment - Regional Planning Coordination, Adapting to Rising Tides Program and Resilience Planning: Bay Conservation and Development Commission (\$29,000)
- Action: Commission Approval
- Presenter: Michael Germeraad
- Attachments: [6b 20-0428 FundingAgreement Amendment BCDC.pdf](#)
- 6c. [20-0545](#) Purchase Order Amendment - Web Services Subscription: Amazon Web Services (\$75,000)
- Action: Commission Approval
- Presenter: Kearey Smith
- Attachments: [6c 20-0545 Contract Amendment AWS.pdf](#)
- 6d. [20-0546](#) Purchase Order Amendment - Socrata Connected Government Cloud Subscription FY 2019-2020: Carahsoft Technology Corp. (Carahsoft) (\$17,000)
- Action: Commission Approval
- Presenter: Kearey Smith
- Attachments: [6d 20-0546 Contract Amendment Socrata.pdf](#)

### **Consent - Funding and Operations**

- 6e. [20-0432](#) MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.

**Action:** Commission Approval

**Presenter:** Rob Jaques

**Attachments:** [6e\\_20-0432\\_Reso-4272\\_TCP\\_Revisions.pdf](#)

- 6f. [20-0507](#) Clipper® Unregistered Inactive Funds Disbursement

**Action:** Information

**Presenter:** David Weir

**Attachments:** [6f\\_20-0507\\_Ops\\_Clipper\\_Inactive\\_Funds\\_Disbursement.pdf](#)

- 6g. [20-0508](#) Contract - Resilient State Route 37 Program: Sonoma and Marin Counties Segment A (State Route 37 between US 101 and State Route 121) Design Alternatives Assessment: T.Y. Lin International (\$600,000)

**Action:** Commission Approval

**Presenter:** Stefanie Horn

**Attachments:** [6g\\_20-0508\\_Ops\\_SR\\_37\\_Segment\\_A\\_Contract.pdf](#)

- 6h. [20-0535](#) Master Funding Agreement Supplement: Bike Lane Gap Closure, Ferry-to-Bridge-to-Greenway (F2B2G) Network: City of Richmond (\$325,000)

**Action:** Commission Approval

**Presenter:** Nicola Szibbo

**Attachments:** [6h\\_20-0535\\_Ops\\_RSRF-Funding\\_Agreement\\_City\\_of\\_Richmond\\_Bike\\_Lane\\_Gap](#)

### **7. Commission Approval**

- 7a. [20-0431](#) MTC Resolution No. 3823, Revised.

Regional Measure 2 (RM2) Project 37: Allocation of \$40.0 million in RM2 funds to the San Francisco Bay Area Rapid Transit District (BART) for procurement of rail cars.

**Action:** Commission Approval

**Presenter:** Anne Spevack

**Attachments:** [7a\\_20-0431\\_Reso\\_3823\\_RM2\\_BART\\_Replacement\\_Cars.pdf](#)

- 7b. [20-0433](#) MTC Resolution No. 3738, Revised.
- Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of \$220.1 million.
- Action:** Commission Approval
- Presenter:** Rob Jaques
- Attachments:** [7b 20-0433 Reso-3738 BART Car Exchange Account Revisions.pdf](#)
- 7c. [20-0511](#) 511 Contract Actions:
- A request for approval of two contract actions:
- i. Contract - 511/Express Lanes (EL) Operational Services: Iteris, Inc. (\$6,930,000); and
  - ii. Contract Amendment - 511 System Integrator: Iteris, Inc. (\$5,400,000)
- Action:** Commission Approval
- Presenter:** Nick Roethel
- Attachments:** [7c 20-0511 Ops 511 Contract Actions.pdf](#)
- 7d. [20-0587](#) Proposed Work Plan for AB 1487 Revenue Measure
- A presentation and request for approval of a proposed work plan to meet the requirements for placement of a regional housing revenue measure on the November 2020 ballot.
- Action:** Commission Approval
- Presenter:** Rebecca Long and Daniel Saver
- Attachments:** [7d 20-0587 BAHFA Updated Proposed Work Plan.pdf](#)
- 7e. [20-0645](#) Proposed Interim Advisory Committee for Potential November 2020 Ballot Measure
- Review of requirements for an Advisory Committee for the Bay Area Housing Finance Authority (BAHFA), and ratification of members proposed by the ABAG President and MTC Chair.
- Action:** Commission Approval
- Presenter:** Rebecca Long and Daniel Saver
- Attachments:** [7e 20-0645 Proposed Interim Advisory Committee.pdf](#)

- 7f. [20-0577](#) MTC Resolution No. 4420. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Programming of \$783,120,240 of FTA formula funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to support Bay Area transit operations in response to the COVID-19 pandemic.

**Action:** Commission Approval

**Presenter:** Rob Jaques / Bill Bacon / Kenneth Folan

**Attachments:** [7f 20-0577 Res-4420 CARES Act Emergency Transit Assistance Program](#)

- 7g. [20-0646](#) ABAG MTC Governance

Proposed ABAG MTC Committee Work Integration

**Action:** Commission Approval

**Presenter:** Therese McMillan

**Attachments:** [7g 20-0646 MTC-ABAG Governance Structure.pdf](#)

## 8. Public Comment / Other Business

## 9. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, May 27, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0575      **Version:** 1      **Name:**

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

**File created:** 3/26/2020      **In control:** Metropolitan Transportation Commission

**On agenda:** 4/22/2020      **Final action:**

**Title:** Minutes of the March 25, 2020 meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6a 20-0575 Commission Draft Meeting Minutes 03-25-2020 v1.pdf](#)

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

Minutes of the March 25, 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*

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Wednesday, March 25, 2020

9:50 AM

Board Room - 1st Floor (Remotely)

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#### Call Meeting to Order

#### 1. 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 Commissioners Present: Commissioner Giacomini, Commissioner Stracner and Commissioner Tavares

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

Chair Haggerty announced that the April Committee meetings will not take place on the 2nd Wednesday (April 8) and 2nd Friday (April 10) as currently scheduled due to the current COVID-19 precautions. It is anticipated that the Commission will meet on April 22 to address time sensitive items.

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

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

[20-0570](#) Executive Director's Report

#### 5. Commissioner Comments



**6. Consent Calendar:**

Approval of the Consent Calendar

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

**Aye:** 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

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

**Action:** Commission Approval

***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

***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

**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

**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

- 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
- 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
- 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
- 6i. [20-0262](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-33.  
**Action:** Commission Approval
- 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
- 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
- 6l. [20-0014](#) MTC Resolution No. 4397. FY 2019-20 Transportation Development Act (TDA) Productivity Improvement Program (PIP).  
**Action:** Commission Approval

## 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

**Upon the motion by Commissioner Glover and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution 4413. The motion carried by the following vote:**

**Aye:** 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

- 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

**Upon the motion by Commissioner Glover and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution 4371, Revised. The motion carried by the following vote:**

**Aye:** 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

- 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

**Upon the motion by Commissioner Glover and the second by Commissioner Liccardo, the Commission unanimously approved the contract with Summit Strategies Government Affairs LLC. The motion carried by the following vote:**

**Aye:** 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 Sperling and Commissioner Worth

**Absent:** 1 - Commissioner Slocum

## 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

**The Commission took action on agenda items 8a, 8b, and 8c together.**

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4411. The motion carried by the following vote:**

**Aye:** 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 Sperling and Commissioner Worth

**Absent:** 1 - Commissioner Slocum

**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

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4412. The motion carried by the following vote:**

**Aye:** 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

**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

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4273, Revised. The motion carried by the following vote:**

**Aye:** 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

**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

**Upon the motion by Chair Haggerty and the second by Commissioner Bruins, the Commission unanimously adopted the update to MTC Resolution No. 1058, Revised, Attachment A – Commission Procedures Manual, to incorporate as Appendix F to the Commission Procedures Manual, the Protocol Governing Amendments to Commission Procedure During Declared Emergencies. The motion carried by the following vote:**

**Aye:** 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 Sperring and Commissioner Worth

**Absent:** 1 - Commissioner Slocum

**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.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0428      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Commission Consent  
**File created:** 2/27/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** Funding Agreement Amendment - Regional Planning Coordination, Adapting to Rising Tides Program and Resilience Planning: Bay Conservation and Development Commission (\$29,000)  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6b 20-0428 FundingAgreement Amendment BCDC.pdf](#)

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

Funding Agreement Amendment - Regional Planning Coordination, Adapting to Rising Tides Program and Resilience Planning: Bay Conservation and Development Commission (\$29,000)

### Presenter:

Michael Germeraad

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 6b

## **Funding Agreement Amendment – Regional Planning Coordination, Adapting to Rising Tides Program and Resilience Planning: Bay Conservation and Development Commission (\$29,000)**

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- Subject:** This item requests Commission approval to enter into a funding agreement amendment with the Bay Conservation and Development Commission (BCDC) to add \$29,000 to conduct ongoing sea level rise adaptation research and support for Plan Bay Area 2050 for a total new contract not to exceed amount of \$761,000.
- Background:** On November 4, 2015, MTC adopted Resolution No. 4202 Revised which created the One Bay Area Grant Program. One element of the resolution included funds to support regional planning efforts. The resolution which was revised in December 2017 set aside funds for BCDC in every fiscal year through the entirety of the OBAG 2 program which runs through FY 2021-22.
- The funds are used by BCDC to provide sea level rise adaptation guidance to MTC projects and the region at whole and are used to support staff in the BCDC Adapting to Rising Tides program. The funds in FY2019/20 will be used to support the inclusion of the best available sea level rise science in Plan Bay Area 2050.
- Issues:** None
- Recommendation:** Staff recommends that the Commission authorize the Executive Director or designee to negotiate and enter into a funding agreement amendment with the Bay Conservation and Development Commission in the amount of \$29,000 for a total new contract not to exceed amount of \$761,000, to fund ongoing planning and programming activities related to sea level rise and resilience.
- Attachments:** Request for Commission Approval Summary of Proposed Funding Agreement Amendment Sheet

  
Therese W. McMillan



## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Funding Agreement Amendment

Work Item No.:	1611
Consultant:	Bay Conservation and Development Commission San Francisco, CA
Work Project Title:	Regional Planning Coordination, Adapting to Rising Tides Program and Resilience Planning
Purpose of Project:	To continue specific planning and programming activities to assist MTC in meeting the requirements of federal legislation and related State and regional planning and programming policies and guidelines.
Brief Scope of Work:	Closely collaborate on sea level rise and resilience components of Plan Bay Area 2050, support new technical and scientific studies, complete an update to the MTC/BCDC Bay Area Seaport Plan, advance more equitable regional planning, and improve environmental justice outcomes.
Project Cost Not to Exceed:	This amendment: \$29,000 Current contract amount before this amendment: \$732,000 Maximum contract amount after the amendment: \$761,000
Funding Source:	STP
Fiscal Impact:	\$29,000 is included in the FY 2019-20 Agency Budget
Motion:	That the Executive Director or designee is authorized to negotiate and enter into a funding agreement amendment with the Bay Conservation and Development Commission for planning and programming activities to assist MTC in meeting the requirements of federal legislation and related state and regional planning and programming policies and guidelines as described above and in the MTC Summary Sheet dated April 22, 2020, and the Chief Financial Officer is authorized to set aside \$29,000 for such amendment.
MTC:	<hr/> Scott Haggerty, Chair
Approved:	Date: April 22, 2019



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0545      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Commission Consent  
**File created:** 3/11/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** Purchase Order Amendment - Web Services Subscription: Amazon Web Services (\$75,000)  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6c\\_20-0545\\_Contract Amendment\\_AWS.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Purchase Order Amendment - Web Services Subscription: Amazon Web Services (\$75,000)

**Presenter:**  
Kearey Smith

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 6c

## **Purchase Order Amendment – Web Services Subscription: Amazon Web Services (\$75,000)**

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- Subject:** A request to amend the annual subscription with Amazon Web Services for fiscal year 2019-2020 to add \$75,000 to the existing purchase order, for a new total not to exceed amount of \$275,000.
- Background:** Since 2014, MTC has subscribed to the Amazon Web Services platform to support the hardware and software technical needs for mapping and data analysis work within MTC and ABAG. The Data & Visualization unit of the Regional Planning Program continues to rely on this service to develop, host and deploy web-based applications, databases and analytical tools for several key programs within the section, and for several other projects and programs across the agency.
- The sole source subscription was last renewed for \$200,000 for FY 2019-20, and before that for \$190,000 for the FY 2018-19.
- Amazon Web Services is neither a small business nor a disadvantaged business enterprise and has no subcontractors.
- Issues:** The additional costs for the procurement of cloud services with Amazon Web Services are required to complete Project Performance for Plan Bay Area 2050 on time. Additional computing resources are also required for UrbanSim Modeling runs, and other Technology Services tasks, which are covered by this subscription.
- Recommendation:** Staff recommends that the Commission authorize the Executive Director or designee to issue a purchase order amendment with Amazon Web Services by adding the amount of \$75,000 to the existing purchase order for a new total not to exceed amount of \$275,000.
- Attachments:** Request for Commission Approval Summary of Proposed Funding Agreement Amendment Sheet

  
Therese W. McMillan

## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Purchase Order Amendment

Work Item No.: 1122

Consultant: Amazon Web Services (Amazon EC2), Seattle, WA

Work Project Title: Technical Support for Web Based Projects

Purpose of Project: Support the hardware and software needs for mapping and data analysis work within MTC and ABAG.

Brief Scope of Work: Subscription to Amazon Elastic Compute Cloud (Amazon EC2) Web Services for FY 2019-20.

Project Cost Not to Exceed: \$75,000 this amendment  
\$200,000 current purchase order amount  
\$275,000 new total not to exceed amount

Funding Source: Consultant services and software budgets for WE 1122 Technical Support for Web Based Projects

Fiscal Impact: Funds for this amendment are included in the FY 2019-20 agency budget.

Motion: That the Executive Director or designee is authorized to issue a purchase order amendment with Amazon Web Services to provide services described above and in the MTC Summary Sheet dated April 22, 2020 and the Chief Financial Officer is authorized to set aside \$75,000 for such amendment.

MTC:

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Scott Haggerty, Chair

Approved: April 22, 2020



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	20-0546	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Contract	<b>Status:</b>		Commission Consent	
<b>File created:</b>	3/11/2020	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	4/22/2020	<b>Final action:</b>			
<b>Title:</b>	Purchase Order Amendment - Socrata Connected Government Cloud Subscription FY 2019-2020: Carahsoft Technology Corp. (Carahsoft) (\$17,000)				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">6d 20-0546 Contract Amendment Socrata.pdf</a>				

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

Purchase Order Amendment - Socrata Connected Government Cloud Subscription FY 2019-2020:  
Carahsoft Technology Corp. (Carahsoft) (\$17,000)

### Presenter:

Kearey Smith

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 6d

## **Purchase Order Amendment – Socrata Connected Government Cloud Subscription FY 2019-20: Carahsoft Technology Corp. (Carahsoft) (\$17,000)**

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**Subject:** A request to amend the annual subscription with Carahsoft for the Socrata Connected Government Cloud Open Data Platform for FY 2019-20 to add \$17,000 to the existing purchase order for a new total not to exceed amount of \$215,000.

**Background:** Since 2014, the Socrata Open Data Platform (ODP) has provided a cloud-based tool to store, organize and share large spatial datasets in support of several key agency initiatives such as VitalSigns, Plan Bay Area and the Residential Permits Collection effort. Since the July 1, 2017 MTC-ABAG staff consolidation, the scope of this work has significantly expanded to collecting and disseminating a diverse range of spatial datasets across the two agencies and with our regional partners. Many local jurisdiction partners in the region also use Socrata, which has enabled staff to collaborate and share data among agencies.

In FY 2018-19, staff developed a self-service single point of access online platform for all validated spatial data collected by MTC and ABAG. This greatly enhanced planning and legislative staff's capacity to efficiently and effectively respond to requests for research and analysis as well as to provide actionable insights that inform decision making by the two boards. This effort also supports the agencies' goal of greater data transparency and sharing of public resources with a broad range of stakeholders and partners in the region.

The ODP is now an integral part of the Regional Planning Program's (RPP's) Bay Area Spatial Information System Initiative, which serves not just MTC and ABAG, but also local jurisdictions and other regional agencies. While the initial rollout of the ODP has primarily supported the RPP and the Legislation and Public Affairs sections, in the next phase of deployment, it will support all sections across the agency.

The subscription, procured via a GSA group procurement, was last renewed for \$198,000 for FY 2019-20, and before that for \$156,668 for the 9-month period from October 1, 2018 to June 30, 2019.

Carahsoft is neither a small business nor a disadvantaged business enterprise and has no subcontractors.

**Issues:** Staff budgeted \$215,000 for the ODP subscription for FY 2019-20. An initial procurement of Carahsoft services for the period of July 1, 2019 through May 30, 2020 was executed for \$198,000 in June 2019. The proposed amendment would cover the subscription services for the month of June 2020.

**Recommendation:** Staff recommends that the Commission authorize the Executive Director or designee to issue a purchase order amendment to the annual subscription with Carahsoft by adding the amount of \$17,000 to the existing purchase order for a new total not to exceed amount of \$215,000.

**Attachments:** Request for Commission Approval Summary of Proposed Funding Agreement Amendment Sheet

  
Therese W. McMillan

## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Purchase Order Amendment

Work Item No.:	1122
Consultant:	Carahsoft Technology Corp. (Carahsoft), Reston, VA
Work Project Title:	Technical Support for Web Based Projects
Purpose of Project:	Support the software needs for mapping and data analysis work within MTC and ABAG.
Brief Scope of Work:	Subscription to Socrata Connected Government Cloud Services provided by Carahsoft for fiscal year 2019-2020.
Project Cost Not to Exceed:	\$17,000 this purchase order amendment \$198,000 current purchase order \$215,000 new purchase order not to exceed amount
Funding Source:	Consultant services budget for WE 1122 Technical Support for Web Based Projects
Fiscal Impact:	Amendment will add \$17,000 to the existing annual subscription of \$198,000, for a new total not to exceed amount of \$215,000 for fiscal year 2019-2020.
Motion:	That the Executive Director or designee is authorized to issue a purchase order amendment to Carahsoft to provide services described above and in the MTC Summary Sheet dated April 22, 2020 and the Chief Financial Officer is authorized to set aside \$17,000 for such amendment.
MTC:	

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Scott Haggerty, Chair

Approved: April 22, 2020





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0432      **Version:** 1      **Name:**

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

**File created:** 2/27/2020      **In control:** Metropolitan Transportation Commission

**On agenda:** 4/22/2020      **Final action:**

**Title:** MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6e 20-0432 Reso-4272 TCP Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.

**Presenter:**  
Rob Jaques

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 6e

## **MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions**

**Subject:** Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.

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

### **Staff proposes the following changes to the TCP program:**

Revisions to the preliminary FY2016-17 through FY2019-20 TCP program previously adopted by the Commission in order to reconcile the program with recently released final FY2019-20 FTA apportionment amounts for the Section 5339 Bus and Bus Facilities Formula Program for the region's small urbanized areas (UZAs). Balancing the program to account for differences in the final apportionments from the projections requires only minor revisions including transferring some costs between UZAs and FTA programs to keep the total amounts received by the operators at the same level where possible. The net effect to the program was an increase of \$438,472 in the Section 5339 program.

Minor revisions that are due to final FY2019-20 apportionments, affecting programming for Caltrain and the Golden Gate Bridge, Highway and Transportation District.


Reprogram \$7 million of FY2019-20 Section 5337 funds from BART's Traction Power Rehabilitation project to its Elevator Rehabilitation Program. This request is consistent with TCP policies and is part of a long-term project to rehabilitate or replace elevators throughout the BART system.

Program \$2.9 million of FY2019-20 Section 5307 funds to SMART's Preventive Maintenance project, an additional \$116,172 of FY2019-20 Section 5307 funds to Santa Rosa CityBus' Preventive Maintenance project, and an additional \$84,124 to Sonoma County Transit's Bus Procurement project. These requests are consistent with TCP policies, reflect SMART's new eligibility to receive FTA funds from the TCP program, and result from a renegotiated revenue sharing agreement (formal execution of agreement anticipated by the end of April) among the Santa Rosa UZA operators.

**Issues:** None

**Recommendation:** Staff requests the Commission approve MTC Resolution No. 4272, Revised.

**Attachments:** MTC Resolution No. 4272, Revised

  
Therese W. McMillan

Date: March 22, 2017  
W.I.: 1512  
Referred By: PAC  
Revised: 07/26/17-C 12/20/17-C  
06/27/18-C 01/23/19-C  
05/22/19-C 06/26/19-C  
09/25/19-C 12/18/19-C  
03/25/20-C 04/22/20-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.

Attachments D and E of this resolution were revised on April 22, 2020 to make revisions to reconcile the programming with final FY2019-20 FTA apportionments, add programming for Sonoma-Marin Area Rail Transit (SMART), and make other revisions at operators' request and consistent with the TCP Process and Criteria.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets 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, and the Commission summary sheet dated April 22, 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

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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.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  
 04/22/20-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>470,042,633</b>	<b>239,075,753</b>	<b>214,847,302</b>	<b>16,119,578</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>489,618,836</b>	<b>250,732,629</b>	<b>220,695,060</b>	<b>18,191,147</b>

**MTC Debt Service**

REG170023	MTC	TCP Financing Repayment Obligations	35,070,000	3,900,000	31,170,000	
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**Lifeline Set-Aside**

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439		
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**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	SoTrans	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>430,140,890</b>	<b>222,424,684</b>	<b>189,525,060</b>	<b>18,191,147</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	84,433,454	31,403,598	53,029,856	
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	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	97,987,868	97,987,868		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,171,041		13,171,041	
SM-050041	Caltrain	Comm. System/Signal Rehab.	948,354		948,354	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	441,258		441,258	
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	350,255			350,255
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	2,219,491	2,219,491		
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	214,207			214,207
SON190004	Petaluma	Purchase (2) Replacement Paratransit Vans	150,880	-		150,880
SON170017	Petaluma	AVL System Upgrades	100,000	100,000		
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528	85,432		5,096
SON190005	Petaluma	Upgrade Security System	40,000	40,000		



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  
04/22/20-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
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140	1,375,140		
SON090023	Santa Rosa	Operating Assistance	1,535,279	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	752,414	752,414		
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)	476,244			476,244
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	SCT Replacement Bus Purchase	788,099	558,389		229,710
NEW	SMART	Preventive Maintenance	2,904,588	2,904,588		
NEW	Union City	Electric Bus Procurement	4,440,960	4,440,960		
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	7,220,578	3,521,503		3,699,075
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 MTA 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	Network & 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>413,124,813</b>	<b>213,736,612</b>	<b>185,596,038</b>	<b>13,792,163</b>
<b>Total Programmed</b>			<b>472,602,758</b>	<b>242,044,557</b>	<b>216,766,038</b>	<b>13,792,163</b>
<b>Fund Balance</b>			<b>17,016,077</b>	<b>8,688,072</b>	<b>3,929,022</b>	<b>4,398,984</b>

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

1	Program is based on final apportionments as as provided by FTA and Caltrans (Small UZA Section 5339 amounts). Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCCGP) projects, proportionately, according to the CCCGP 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 CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17 through FY2019-20. Additionally, CCCGP 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).
24	In April 2020, programming for SMART added, consistent with TCP Policy. Requests from operators in Santa Rosa UZA for FY20 funds are able to be fully programmed with available funding. An updated revenue sharing agreement is expected to be executed between Santa Rosa UZA operators for FTA Section 5307 funds apportioned to that UZA.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0507      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 3/4/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** Clipper® Unregistered Inactive Funds Disbursement  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6f\\_20-0507\\_Ops\\_Clipper\\_Inactive\\_Funds\\_Disbursement.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Clipper® Unregistered Inactive Funds Disbursement

**Presenter:**  
David Weir

**Recommended Action:**  
Information

**Attachments:**

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 6f

## Clipper® Unregistered Inactive Funds Disbursement

- Subject:** Disbursement of money, representing balances on unregistered inactive Clipper cards, from the Clipper Float Account to the Clipper Operating Budget while also setting aside funds within the Float Account as a reserve to cover past and potential future use of inactive Clipper cards.
- Background:** The Clipper Cardholder Agreement defines “Inactive Funds” as funds on a card, whether registered or unregistered, which have not been used for at least the past three years. Inactive Funds, like all money paid by customers to load cash value onto their Clipper cards, are held in the Clipper Float Account until that cash value is used to ride transit.
- Two distributions from the Clipper Float Account of amounts representing Inactive Funds on unregistered cards have already occurred. These distributions have not impacted cardholders’ use of their Clipper cards. The prior distributions of Inactive Funds have been, after setting aside a 10% reserve to cover any renewed card activity, applied to the Clipper Operating Budget, providing an influx of \$5,456,614 of funding to the Budgets for FYs 2018 and 2019.
- Between November 2018 and November 2019, 181,348 unregistered Clipper cards became “inactive” because their last use was between November 2015 and November 2016. \$1,994,747 of cash value was on these unregistered cards; this cash value constitutes the “2019 Inactive Funds.”
- Also between November 2018 and November 2019, just less than 10,000 Clipper cards which had not been used since at least November 2015 were used again. The total balances on those “re-activated” cards were \$174,603.
- At the February 8, 2019 Operations Committee meeting, this Committee authorized the Executive Director or designee to make “annual distributions of Inactive Funds from the Clipper Float Account to offset Clipper Program operating costs, maintaining a 10% reserve covering all distributions of Inactive Funds,” if the distributions had been approved by the Clipper Executive Board.
- On February 24, 2020, the Clipper Executive Board approved a distribution of \$1,638,130 of the 2019 Inactive Funds from the Clipper Float Account to the FY 2019-20 Clipper Operating Budget to be applied toward Clipper operating costs. The Clipper Executive Board further has approved retention within the Float Account of the remaining \$356,617 of the 2019 Inactive Funds to fully fund a 10% reserve to cover potential future activity on any “inactive” Clipper cards. See Attachment A for detailed calculations.
- Recommendation:** Not applicable. This item is for information only.
- Attachments:** Attachment A: Calculations for Disbursement of 2019 Inactive Funds

  
Therese W. McMillan

**Calculations for Disbursement of 2019 Inactive Funds**

<u>\$7,883,042</u>	Total Inactive Funds to present (including 2019 and net of any re-activity)
\$742,963	Total set-asides and replenishments of reserve, prior to 2019
<u>\$311,276</u>	Less: Depletions of reserve through renewed card activity
\$431,687	Balance of reserve as of November 2019
\$788,304	Amount of desired fully-funded 10% reserve
<u>\$431,687</u>	Less: Balance of reserve as of November 2019
\$356,617	Deficiency in reserve
\$1,994,747	2019 Inactive Funds
<u>\$356,617</u>	Less: Replenishment of reserve deficiency
<b>\$1,638,130</b>	<b>2019 Inactive Funds to be disbursed from Float Account</b>



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	20-0508	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Contract	<b>Status:</b>		Commission Consent	
<b>File created:</b>	3/4/2020	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	4/22/2020	<b>Final action:</b>			
<b>Title:</b>	Contract - Resilient State Route 37 Program: Sonoma and Marin Counties Segment A (State Route 37 between US 101 and State Route 121) Design Alternatives Assessment: T.Y. Lin International (\$600,000)				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">6g_20-0508_Ops_SR_37_Segment_A_Contract.pdf</a>				

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

Contract - Resilient State Route 37 Program: Sonoma and Marin Counties Segment A (State Route 37 between US 101 and State Route 121) Design Alternatives Assessment: T.Y. Lin International (\$600,000)

### Presenter:

Stefanie Hom

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 6g

## **Contract – Resilient State Route 37 Program: Sonoma and Marin Counties Segment A (State Route 37 between US 101 and State Route 121) Design Alternatives Assessment: T.Y. Lin International (\$600,000)**

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**Subject:** Contract to conduct the Design Alternatives Assessment (DAA) for the Resilient State Route 37 (SR 37) Program for Segment A in Sonoma and Marin Counties.

**Background:** MTC received a grant from the California Department of Transportation (Caltrans) Senate Bill 1 (SB 1) Adaptation Planning Grant Program to deliver the Resilient SR 37 Program (Resilient SR 37) for Sonoma and Marin Counties. In 2016, MTC, Caltrans, the Transportation Authority of Marin (TAM), the Sonoma County Transportation Authority (SCTA), the Napa Valley Transportation Authority (NVTa), and the Solano Transportation Authority (STA) formed a partnership to address SR 37's most critical issues: traffic congestion, vulnerability to flooding and sea level rise, and environmentally sensitive areas. Together, this partnership developed Resilient SR 37 to identify corridor-wide improvements.

The corridor is divided into three segments: Segment A (US 101 in Novato to SR 121 in Sonoma); Segment B (SR 121 to Mare Island in Vallejo); and Segment C (Mare Island to I-80 in Vallejo). The first phase of Resilient SR 37 focused on Segment B, as it has been identified as the most vulnerable to sea level rise. Through a collaborative process – that included engagement with environmental specialists, stakeholders, and the community – operational improvements and roadway design alternatives were identified.

For Segment A, the DAA will replicate the same process to develop conceptual roadway design alternatives and ensure there is a single, cohesive vision for the entire corridor that meets the overall objectives of Resilient SR 37. The project team will include MTC, Caltrans, SCTA, TAM, and the Bay Conservation and Development Commission (BCDC). Additionally, the project will coordinate with other activities being conducted by Caltrans in response to the recent flooding events in Segment A in 2017 and 2019.

On December 10, 2019, MTC issued a Request for Proposal (RFP) to hire a consultant to conduct a DAA for the Resilient SR 37 Program for Marin and Sonoma Counties for a period of one year with an option to extend up to an additional three years. On January 29, 2020, MTC received proposals from three firms: AECOM Technical Services, Inc., CSW/Stuber-Stroeh Engineering Group, Inc., and T.Y. Lin International (T.Y. Lin). A panel comprised of staff from MTC, SCTA, TAM, and the California State Coastal Conservancy reviewed the proposals and determined more information was needed from all three proposers. Discussions were held on February 19, 2020, and a request for a Best and Final Offer was issued on March 2, 2020 to all three firms. The panel evaluated the revised proposals based on their understanding of the project, qualifications, cost

effectiveness, and presentation. Based upon this evaluation, staff recommends the selection of T.Y. Lin.

T.Y. Lin's proposal outlined an approach that demonstrated a stronger understanding of the needs of the project, including initiating an established process (the Planning Environmental Linkages process) adopted by the Federal Highway Administration for collaborative and integrated transportation decision making and identifying comprehensive outreach strategies to users from disadvantaged communities. The firm's team has extensive experience working on large-scale transportation projects in the region, including the San Francisco-Oakland Bay Bridge New East Span project. The table below provides the final ranking based upon panel evaluations:

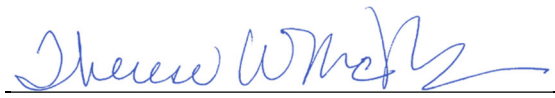
Consultant	Ranking
1) T.Y. Lin International	1
2) AECOM Technical Services, Inc.	2
3) CSW/Stuber-Stroeh Engineering Group, Inc.	3

Attachment A includes a summary of T.Y. Lin and its subcontractors' small business enterprise (SBE) and disadvantaged business enterprise (DBE) status.

**Issues:** None identified.

**Recommendation:** Staff recommends that the Commission authorize the Executive Director or designee to negotiate and enter into a contract with T.Y. Lin International in an amount not to exceed \$600,000 for the above-described work.

**Attachments:** Attachment A: T.Y. Lin International and its Subcontractors' DBE / SBE Status; and Request for Commission Approval Summary of Proposed Funding Agreement Amendment Sheet



Therese W. McMillan



		DBE* Firm			SBE** Firm		
Firm Name		Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	T.Y. Lin International			N			N
Subcontractor	CAL Engineering & Geology			N	Y	23143	
	Circlepoint			N	Y	40528	
	Environmental Science Associates			N			N
	Fehr & Peers			N			N
	Towill, Inc.			N	Y	2013590	

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.

## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Contract

Work Item No.:	1416
Consultant:	T.Y. Lin International Oakland, CA
Work Project Title:	State Route 37 Resilient Corridor Program for Marin and Sonoma Counties Design Alternatives Assessment
Purpose of Project:	To develop conceptual design alternatives for SR 37 in Marin and Sonoma Counties between US 101 and SR 121 that address traffic congestion, vulnerability to flooding and sea level rise, and environmentally sensitive areas.
Brief Scope of Work:	Conduct a Design Alternatives Assessment that includes: engagement with environmental specialists, stakeholders, and the community; development of conceptual roadway design alternatives; environmental evaluation and alternatives assessment; and development of an implementation plan.
Project Cost Not to Exceed:	\$600,000
Funding Source:	Caltrans SB 1 Adaptation Planning Grant Program, BATA
Fiscal Impact:	Funding is included in the FY 2019-20 MTC Budget
Motion:	That the Executive Director or designee is authorized to negotiate and enter into a contract with T.Y. Lin International for the State Route 37 Resilient Corridor Program for Marin and Sonoma Counties Design Alternatives Assessment described above and in the MTC Summary Sheet dated April 22, 2020 and that the Chief Financial Officer is authorized to set aside \$600,000 for such contract.
MTC:	<hr/> Scott Haggerty, Chair
Approved:	April 22, 2020



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0535      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Consent  
**File created:** 3/6/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** Master Funding Agreement Supplement: Bike Lane Gap Closure, Ferry-to-Bridge-to-Greenway (F2B2G) Network: City of Richmond (\$325,000)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6h 20-0535 Ops RSRF-Funding Agreement City of Richmond Bike Lane Gap Closure F2B2G.pdf](#)

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

Master Funding Agreement Supplement: Bike Lane Gap Closure, Ferry-to-Bridge-to-Greenway (F2B2G) Network: City of Richmond (\$325,000)

### Presenter:

Nicola Szibbo

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 6h

## Master Funding Agreement Supplement: Bike Lane Gap Closure, Ferry-to-Bridge-to-Greenway (F2B2G) Network: City of Richmond (\$325,000)

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**Subject:** Approval of a master funding agreement supplement with the City of Richmond for implementation of improvements to improve connectivity in the regional bicycle network and to the Richmond-San Rafael (RSR) Bridge Trail.

**Background:** The City of Richmond plans to implement near-term bicycle and pedestrian network improvements that focus on connecting the RSR Bridge Trail to existing bicycle and pedestrian facilities, as well as to public transit services in Richmond. Improvements will consist of providing a Class IV bicycle facility on Harbour Way. The scope of work includes minor civil work, such as engineering, striping and signage, and the removal/relocation of on-street parking where necessary.

In March 2014, the Bay Area Toll Authority (BATA) began development of the I-580 RSR Bridge Access Improvement Project. The first phase of that project opened the Peak Period Use Lane (3<sup>rd</sup> Lane) in the eastbound direction of the bridge in April 2018. The second phase opened the Bicycle-Pedestrian Path on the RSR Bridge's upper deck adjacent to westbound traffic in November 2019.

In November 2018, the Commission approved approximately \$1.2 million in MTC Exchange funds for use in RSR Forward (MTC Resolution No. 3989). The RSR Forward initiative implements a range of improvements to: 1) manage the growth in westbound congestion approaching the toll plaza during the morning commute period, and 2) support biking and walking for commute and recreational purposes. Specifically, these strategies will improve toll plaza operations, increase person throughput, and offer greater travel time savings for carpools and express buses using a managed lane. Key strategies include all electronic tolling/open road tolling, extension of the existing I-580 High-Occupancy Vehicle (HOV) lane from the toll plaza to Bayview Interchange, improved Golden Gate Transit express bus services, employer-focused transportation demand management (TDM), bicycle/pedestrian gap closures and e-bike strategies.

As part of RSR Forward, staff proposes to close gaps between existing bike facilities on the West Contra Costa County side of the bridge – focusing initially on the gap in the City of Richmond between the

Richmond Ferry terminal, the existing Richmond Greenway, and the planned RSR Bridge Trail. The City of Richmond is requesting grant funding to design and construct near-term bicycle and pedestrian improvements that will connect the new RSR Bridge Trail landing to existing bicycle and pedestrian facilities and public transit hubs. Improving connectivity within the regional bicycle network that connects to the RSR Bridge is critical to encourage bicycling as an alternative mode of transportation in this corridor.

**Issues:** None identified.

**Recommendation:** Staff recommends that the Commission authorize the Executive Director or designee to negotiate and enter into a master funding agreement supplement with the City of Richmond in an amount not to exceed \$325,000 for implementation of improvements to improve connectivity in the regional bicycle network and to the RSR Bridge Trail.

**Attachments:** Request for Commission Approval Summary of Proposed Funding Agreement Amendment Sheet



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Therese W. McMillan

## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Master Funding Agreement Supplement

Work Item No.:	1237
Consultant:	City of Richmond, Richmond, CA
Work Project Title:	Bike Lane Gap Closure, Ferry-to-Bridge-to-Greenway (F2B2G) Network
Purpose of Project:	To improve connectivity in the regional bicycle network and to the RSR Bridge Trail.
Brief Scope of Work:	Minor civil work, including engineering, striping and signage, and the removal/relocation of on-street parking where necessary to provide a Class IV bicycle facility on Harbour Way.
Project Cost Not to Exceed:	\$325,000
Funding Source:	MTC SAFE Advance, FS 3221
Fiscal Impact:	Funds are available in the FY 2019-20 agency budget.
Motion:	That the Executive Director or designee is authorized to negotiate and enter into a master funding agreement supplement with the City of Richmond for bike lane gap closure described above and in the MTC Summary Sheet dated April 22, 2020 and that the Chief Financial Officer is authorized to set aside \$325,000 for such funding agreement supplement.
MTC:	<hr/> Scott Haggerty, Chair
Approved:	April 22, 2020



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0431      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 2/27/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** MTC Resolution No. 3823, Revised.

Regional Measure 2 (RM2) Project 37: Allocation of \$40.0 million in RM2 funds to the San Francisco Bay Area Rapid Transit District (BART) for procurement of rail cars.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7a\\_20-0431\\_Reso\\_3823\\_RM2\\_BART\\_Replacement\\_Cars.pdf](#)

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

MTC Resolution No. 3823, Revised.

Regional Measure 2 (RM2) Project 37: Allocation of \$40.0 million in RM2 funds to the San Francisco Bay Area Rapid Transit District (BART) for procurement of rail cars.

**Presenter:**

Anne Spevack

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 7a

## MTC Resolution No. 3823, Revised

**Subject:** Regional Measure 2 (RM2) Project 37: Allocation of \$40.0 million in RM2 funds to the San Francisco Bay Area Rapid Transit District (BART) for procurement of rail cars.

**Background:** BART's Railcar Replacement project will procure 775 new railcars to replace the 669 vehicles in the existing fleet as they reach the end of their useful life and add an additional 106 new railcars for BART expansion, for a total of 775 new railcars. The total estimated cost of BART's contract with Bombardier Transportation to procure these railcars is \$2.6 billion.

As of February 25, 2020, BART has received 161 new railcars and has tested, certified, and put into service 88 cars, for a total of 9 new full train sets. BART expects to have all 775 cars in service by the end of December 2026. Manufacturing of railcars for this project is continuing despite the COVID-19 crisis, necessitating allocation of these funds to maintain cash flow on the project.

In 2016, through a public hearing process, the Commission programmed \$40.0 million in unneeded financing reserves to RM2 Project 37, BART Transit Capital Rehabilitation, and updated the project description to allow for the purchase of replacement BART cars. In total, the RM2 BART Transit Capital Rehabilitation project programmed amount is \$64 million.

This item is a request to add RM2 subproject 37.2, BART Railcar Replacement, and to allocate \$40.0 million in RM2 funds programmed under the BART Transit Capital Rehabilitation Project to BART for progress payments associated with the contract with Bombardier to procure replacement vehicles.

Overall, MTC has committed over \$1.7 billion of regionally-controlled funds for the railcar replacement project. The funding plan below shows MTC's commitment along with other fund sources on the project.

**Table 1. BART Railcar Replacement Project Funding Plan Summary**

Source	Amount (\$millions)
FTA/FHWA Funds & Financing Proceeds	1,295
BART (incl. LCTOP & STA)	499
BART Car Exchange Account	252
Santa Clara Valley Transportation Authority (VTA)	200
SFO Net Operating Reserves Account	145
California High-Speed Rail Authority	140
Regional Measure 2 Funds	53
<b>Total</b>	<b>\$ 2,584</b>



- Issues:** Following action by the Commission in October 2016, staff has been pursuing financing against future FTA revenues to fund major capital projects in the TCP program. As part of this process, MTC has obtained a Letter of No Prejudice (LONP) from FTA, authorizing the use of about \$1 billion of future FTA formula funds to be used to repay debt service on financing. This is included in Table 1 above. There is a related item on the Bay Area Infrastructure Financing Authority (BAIFA) agenda today, as BAIFA is proposed to be the issuer per the LONP. Staff will return to the Commission in the coming months with more details about this process and to request authorization to proceed.
- Recommendation:** Staff requests that the Commission approve MTC Resolution No. 3823, Revised.
- Attachments:** MTC Resolution No. 3823, Revised.



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Therese W. McMillan

Date: September 26, 2007  
W.I.: 1255  
Referred by: PAC  
Revised: 04/23/08-DA  
04/22/20-C

ABSTRACT

MTC Resolution No. 3823

This resolution approves the allocation of Regional Measure 2 funds for the Transit Capital Rehabilitation project sponsored and implemented by the Bay Area Rapid Transit District (BART).

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 BART's Initial Project Report (IPR) for this project

Attachment D - RM2 Complementary Funding Plan for RM2 Allocated Funds

This resolution was revised on April 23, 2008, through Delegated Authority, to allow BART to do a non-proportionate drawdown to spend the \$ 24,000,000 allocated in Regional Measure 2 funds in advance of the other funds on the project.

The resolution was revised on April 22, 2020 to allocate \$40,000,000 to project 37.2 for the procurement of BART rail cars.

Additional discussion of these allocations are contained in the MTC Programming and Allocations Committee Summary Sheet dated September 12, 2007 and the Commission Summary Sheet dated April 22, 2020.

Date: September 26, 2007  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Transit Capital Rehabilitation Project

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3823

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

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

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

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

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

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

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

WHEREAS, the BART has submitted a request for the allocation of RM 2 funds for the Transit Capital Rehabilitation project; and

WHEREAS, Transit Capital Rehabilitation project is number 37 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, BART has submitted an Initial Project Report, 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 BART is requesting RM2 funding and the 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 BART's Initial Project Report (IPR) for this project; and

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

RESOLVED, that MTC approves MTC staff's review of BART's Initial Project Report (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 BART complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

/s/ Bill Dodd  
Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 26, 2007.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: BART Railcar Replacement  
Sponsor: BART  
Project Number: 37.2

Allocation No. 37.2-1					
Activities to be funded with Allocation #1:					
Procurement of replacement BART vehicles.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
20382303	22-Apr-20	\$ 40,000,000	CON	FY 2019-20	\$ 40,000,000

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

Project Title: BART Railcar Replacement  
Sponsor: BART  
Project Number: 37.2

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

1. None

**RM2 Project Number: 37.2**  
**BART Railcar Replacement**

<b>Lead Sponsor</b> Bay Area Rapid Transit District	<b>Other Sponsors(s)</b>	<b>Implementing Agency</b> (if applicable)
<b>Legislated Project Description</b> Provide local matching funds to BART's fixed guideway rehabilitation and replacement projects funded with federal dollars in FY 06-07 and FY 07-08, and to purchase replacement BART car vehicles.		
<b>RM2 Funding (in \$1,000)</b> Total Overall Funding: \$64,000 <b>BART Railcar Replacement: \$40,000</b>		<b>Total Estimated Project Cost (in \$1,000)</b> \$2,584,000
<b>Project Purpose and Description</b> Fund the procurement of new railcars to replace all existing 669 railcars for BART when the cars reach the end of their useful life, plus an additional 106 new railcars for BART expansion, for a total of 775 railcars.		
<b>Funding Description</b> Committed Funds: The project is fully funded by RM2 funds, the BART Car Exchange account, federal transit and CMAQ funds, MTC financing, contributions from SFO, VTA, and High Speed Rail, and BART funds. Uncommitted Funds: N/A Operating Capacity: Upon project completion, BART will be responsible for operating and maintaining all components of this project.		

**Overall Project Cost and Schedule**

	<b>Scope</b>	<b>Start</b>	<b>End</b>	<b>Cost (in \$1,000)</b>
1	Environmental Document/Preliminary Engineering	N/A	N/A	
2	Designs, Plans, Specs, & Estimates	N/A	N/A	
3	Right-of-Way Acquisition	N/A	N/A	
4	Construction	5/2012	12/2026	\$2,584,000

**Total: \$2,584,000**



## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	BART Railcar Replacement	<b>Project No.</b>	37.2
<b>Lead Sponsor</b>	Bay Area Rapid Transit District		

Fund Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
<b>Committed</b>										
FTA 5307/5337	CON	197,283	75,105	29,593						301,981
CMAQ	CON	26,000	23,800							49,800
STA	CON	10,248								10,248
AB664 Bridge Tolls	CON	12,557								12,557
Car Exchange Account	CON	15,500	220,064							235,564
SFO Net Operating Proceeds	CON								145,000	145,000
MTC Financing Proceeds	CON				299,215	382,059	5,660	12,030	250,887	949,851
VTA Contribution	CON	200,052								200,052
BART Funding	CON	328,962	40,000	50,000	61,807		722	3,358	1,921	486,770
LCTOP	CON	12,179								12,179
RM2	CON		40,000							40,000
High Speed Rail	CON	140,000								140,000
Sub Total:		942,780	398,968	79,593	361,022	382,059	6,382	15,388	397,808	\$ 2,584,000
<b>Uncommitted</b>										
										0
Sub Total:		0	0	0	0	0	0	0	0	\$ -
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>Future</b>	<b>Total</b>
Total:		942,780	398,968	79,593	361,022	382,059	6,382	15,388	397,808	\$ 2,584,000

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project: BART Railcar Replacement  
Sponsor: BART  
RM2 Project Number: 37.2

	PRIOR	2019-20	2020-21	2021-22	2022-23	2023-24	Future	TOTAL
<b>RM2 Funds Total</b>	-	40,000	-	-	-	-	-	40,000
<b>Environmental (ENV)</b>	0	0	0	0	0	0	0	0
								0
<b>Final Design (PS&amp;E)</b>	0	0	0	0	0	0	0	0
								0
<b>Right of Way</b>	0	0	0	0	0	0	0	0
								0
<b>Construction</b>	712,856	177,536	404,746	422,610	412,250	7,105	446,897	2,584,000
FTA 5307/5337	151,816	45,467	75,105	29,593				301,981
CMAQ		26,000	23,800					49,800
STA	10,248							10,248
AB664 Bridge Tolls	12,557							12,557
Car Exchange Account	15,500		219,178	886				235,564
SFO Net Operating Proceeds							145,000	145,000
MTC Financing Proceeds				299,215	382,059	5,660	262,917	949,852
VTA Contribution	41,595	26,069	36,663	31,109	30,191	723	33,701	200,052
BART Funding	328,962	40,000	50,000	61,807		722	5,278	486,769
LCTOP	12,179							12,179
RM2		40,000						40,000
High Speed Rail	140,000							140,000
<b>TOTAL FUNDING</b>								
Environmental	0	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0	0
Construction	712,856	177,536	404,746	422,610	412,250	7,105	446,897	2,584,000
<b>PROJECT TOTAL</b>	712,856	177,536	404,746	422,610	412,250	7,105	446,897	2,584,000



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	20-0433	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	2/27/2020	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	4/8/2020	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 3738, Revised.				

Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of \$220.1 million.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7b\\_20-0433\\_Reso-3738\\_BART\\_Car\\_Exchange\\_Account\\_Revisions.pdf](#)

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

MTC Resolution No. 3738, Revised.

Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of \$220.1 million.

**Presenter:**

Rob Jaques

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 7b

## MTC Resolution No. 3738, Revised

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**Subject:** Revisions to the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of \$220.1 million.

**Background:** In 2006, MTC and the San Francisco Bay Area Rapid Transit District (BART) signed the BART Car Replacement Funding Exchange and Reserve Account Agreement (Agreement) to set aside funds for the eventual purchase of new railcars to replace BART's aging fleet. MTC agreed to program eligible Federal Highway (FHWA) or Federal Transit Administration (FTA) funds to BART's preventive maintenance program in exchange for BART depositing an equal amount of local funds into the Exchange Account. Since that time, approximately \$390 million has been deposited into the account.

### Previous Actions

There have been two prior authorized withdrawals of \$15.5 million in 2012 and \$18 million in December 2019. As of December 31, 2019, the balance of the account, including accrued interest, was \$399 million.

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

### Proposed Action

The action proposed today would authorize the withdrawal of \$220.1 million from the Exchange Account, which BART would use for progress payments associated with its contract with Bombardier for 775 railcars. The BART Board of Directors also authorized this withdrawal at their March 12, 2020 meeting, as required by the Agreement.

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

Overall, MTC has committed to over \$1.7 billion of regionally-controlled funds for the railcar replacement project, a nearly \$2.6 billion project. The funding plan summary below shows MTC's commitment along with other fund sources on the project:

**Table 1. BART Railcar Replacement Project Funding Plan Summary**

Source	Amount (\$millions)
FTA/FHWA Funds & Financing Proceeds	1,295
BART (incl. LCTOP & STA)	499
BART Car Exchange Account	252
Santa Clara Valley Transportation Authority (VTA)	200
SFO Net Operating Reserves Account	145
California High-Speed Rail Authority	140
Regional Measure 2 Funds	53
<b>Total</b>	<b>\$ 2,584</b>

**Issues:**

1. Following action by the Commission in October 2016, staff has been pursuing financing against future FTA revenues to fund major capital projects in the TCP program. As part of this process, MTC has obtained a Letter of No Prejudice (LONP) from FTA, authorizing the use of about \$1 billion of future FTA formula funds to be used to repay debt service on financing. This is included in Table 1 above. There is a related item on the Bay Area Infrastructure Financing Authority (BAIFA) agenda today, as BAIFA is proposed to be the issuer per the LONP. Staff will return to the Commission in the coming months with more details about this process and to request authorization to proceed. Meanwhile, this withdrawal authorization is contingent on BART Board approval of the Tax & Regulatory Agreement required as part of the financing.

**Recommendation:** Staff requests the Commission approve MTC Resolution No. 3738, Revised.

**Attachments:** MTC Resolution No. 3738, Revised. Attachment B

  
Therese W. McMillan

Date: May 24, 2006  
W.I.: 1512  
Referred By: PAC  
Revised: 11/15/06-ED 09/26/07-C  
12/15/10-C 11/28/12-C  
12/18/13-C 01/27/16-C  
09/28/16-C 12/18/19-C  
04/22/20-C

### ABSTRACT

#### Resolution No. 3738, Revised

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 3738, Revised

Page 2 of 2

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

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

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

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

Attachment B of this resolution was revised on April 22, 2020 to authorize the withdrawal of \$220.1 million from the Funding Exchange Account under specified conditions.

Further discussion of the BART car fund exchange and reserve account is contained in the “Executive Director” memorandum and the Programming and Allocations Summary Sheet dated May 10, 2006, the Programming and Allocations Summary Sheets dated September 12, 2007, November 10, 2010, November 14, 2012, December 11, 2013, January 13, 2016, September 14, 2016, and December 11, 2019, and the Commission Summary Sheet dated April 22, 2020.

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

RE: BART Car Replacement Funding Exchange and Reserve Account

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3738

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

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

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

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

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

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

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

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



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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Jon Rubin, Chair

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

Date: May 24, 2006  
 W.I.: 1512  
 Referred By: PAC  
 Revised: 11/15/06-ED 09/26/07-C  
 12/15/10-C 11/28/12-C  
 12/18/13-C 01/27/16-C  
 09/28/16-C 12/18/19-C  
 04/22/20-C

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

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

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

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

Withdrawal No.	Fiscal Year	MTC Approval Date	Authorized Amount	Conditions
01	2012-13	November 28, 2012	\$15,500,000	Funds to be withdrawn from the ACCOUNT are to be expended for PROJECT costs only.
02	2019-20	December 18, 2019	\$18,000,000	Funds to be withdrawn from the ACCOUNT are to be expended for PROJECT costs only.
03	2019-20	April 22, 2020	\$220,100,000	Funds to withdrawn from the ACCOUNT are to be expended for PROJECT costs only. This authorized withdrawal is contingent on BART Board execution of Tax & Regulatory Agreement related to FTA Financing for the PROJECT.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0511      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Commission Approval  
**File created:** 3/4/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** 511 Contract Actions:  
A request for approval of two contract actions:  
i. Contract - 511/Express Lanes (EL) Operational Services: Iteris, Inc. (\$6,930,000); and  
ii. Contract Amendment - 511 System Integrator: Iteris, Inc. (\$5,400,000)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7c\\_20-0511\\_Ops\\_511\\_Contract\\_Actions.pdf](#)

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

511 Contract Actions:

A request for approval of two contract actions:

- i. Contract - 511/Express Lanes (EL) Operational Services: Iteris, Inc. (\$6,930,000); and
- ii. Contract Amendment - 511 System Integrator: Iteris, Inc. (\$5,400,000)

### Presenter:

Nick Roethel

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 7c

## 511 Contract Actions

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**Subject:** Request approval for two contract actions:

- i. Contract – 511/Express Lanes (EL) Operational Services: Iteris, Inc. (\$6,930,000)
- ii. Contract Amendment – 511 System Integrator: Iteris, Inc. (\$5,400,000)

**Background:** At the January 2018 Committee meeting, staff presented 511's plans for future traveler information services, which emphasized continued relevance within a significantly reduced budget and the flexibility to adapt to rapid technological evolution. The 511 program is progressing as expected and we have cultivated collaborative relationships with the private sector.

### **Contract – 511/EL Operational Services: Iteris, Inc. (\$6,930,000)**

#### 511 Operations Center / Regional Operations Center

The 511 Operations Center, co-located with Caltrans District 4 Transportation Management Center (TMC) in Oakland, California, is responsible for collecting, curating, and disseminating traffic and transit information from the nine-county Bay Area region. During regional transportation emergencies, 511 Operations Center staff work very closely with MTC 511 Program staff to disseminate emergency transportation information.

The Regional Operations Center, located at the Bay Area Metro Center in San Francisco, is responsible for monitoring the Toll Collection System (TCS) and the Dynamic Pricing Algorithm (DPA), and coordinating incident response with Caltrans and CHP for MTC's Express Lanes Corridor on I-680 between Walnut Creek and Dublin, with the extension of those express lanes north of Walnut Creek and the new I-880 express lanes to be added when they open in the coming year. In addition, MTC will provide operational services, under contract, for the express lanes on U.S. 101 in San Mateo County when they open in 2021.

#### Procurement Process

On October 31, 2019, MTC issued a Request for Proposals (RFP) for 511 and Express Lanes Operational Services. An email advertising the RFP on MTC's website was sent to over a thousand individuals/firms. Prior to the procurement, MTC did extensive industry outreach to firms, including disadvantaged business enterprise (DBE) firms. A Proposers Conference was held on November 13, 2019. MTC received five proposals, which were evaluated by a panel of four representatives from MTC, one representative from Alameda County Transportation Commission (ACTC), and a non-scoring participant from Kimley-Horn, Inc., the 511 Technical Advisor. The evaluation criteria, listed in order of importance, included: 1) proposer's approach and clarity of response (40%); 2) cost (30%); 3) project manager qualifications and proposer experience (20%); and 4) cost effectiveness (10%). Based on the proposals, the evaluation panel arrived at a shortlist of two firms out of the five which had proposed.

Face-to-face discussions with the two shortlisted firms, Iteris, Inc. (Iteris) and Kapsch TrafficCom USA, Inc., were held on January 21, 2020 to discuss specific deficiencies and weaknesses in their proposals and provide the firms an opportunity to consider possible approaches to correcting issues in a Best and Final Offer (BAFO). Following discussions, MTC issued a Request for BAFO on January 31, 2020.

#### Evaluation Results

After a thorough review of the BAFOs, the panel unanimously recommended selection of Iteris. The proposed approach to staffing and management of the two operations centers by Iteris is comprehensive and provides a qualified and experienced project management team to ensure timely, appropriate responses to various operational scenarios. Iteris has extensive experience in managing similar operations in several states across the country and has a strong local presence. Further, Iteris offers robust employee benefits to its operations center staff, which is expected to improve staff recruitment and retention. The Iteris cost proposal is within the \$6,930,000 project budget provided in the RFP.

The option to extend up to an additional four years is at MTC's discretion and subject to the approval of future MTC budgets.

Iteris is neither a small business enterprise (SBE) nor a DBE and has no subcontractors for this contract.

#### **Contract Amendment – 511 System Integrator: Iteris, Inc. (\$5,400,000)**

In September 2015, following a competitive procurement, Iteris was selected to integrate 511 systems and implement, operate, and maintain traveler information data management and dissemination services for a four-year term, with an option to extend up to an additional five years at MTC's discretion. This contract has been modified through several amendments, bringing the current contract amount to a total of \$12,137,449.

The proposed amendment to add \$5,400,000 would allow for continued operations, maintenance, and development of 511 services for FY 2020-21 and FY 2021-22. These activities fall within the scope of work outlined in the procurement, which established an original four-year contract budget of \$8,906,908, and anticipated adding funds for each contract extension period. The funds for this amendment are subject to approval of the MTC FY 2020-21 and FY 2021-22 budgets. Attachment A includes a summary of Iteris and its project team's SBE and DBE status.

**Issues:** None identified.

**Recommendation:** Staff recommends that the Commission authorize the Executive Director or designee to negotiate and enter into:

- i. a contract with Iteris, Inc. in an amount not to exceed \$6,930,000 to provide operational services for the 511 and Express Lanes Programs; and
- ii. a contract amendment with Iteris, Inc. in an amount not to exceed \$5,400,000 for a two-year extension to continue operations, maintenance, and development of the 511 System Integrator, Data Management and Dissemination, and Interactive Voice Response (IVR) Phone System.

**Attachments:** Attachment A: Small Business and Disadvantaged Business Enterprise Status, 511 System Integrator Contract; and  
Request for Commission Approval Summary of Proposed Funding Agreement Amendment Sheets

  
Therese W. McMillan

**511 System Integrator Contract**  
**Small Business and Disadvantaged Business Enterprise Status**

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	Iteris	System Integrator / Data Management			X			X
Subcontractor	TransSight	Operate and Maintain Transit / Gateway Systems	X	42484				X
Subcontractor	VoltDelta	Telephony and IVR Hosting			X			X
Subcontractor	HERE	Traffic Data			X			X

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.



## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Contract

Work Item No.:	1224 and 6861
Consultant:	Iteris, Inc. Santa Ana, CA
Work Project Title:	511 and Express Lanes Operational Services
Purpose of Project:	To staff and operate MTC's 511 Operations Center and Regional Operations Center
Brief Scope of Work:	The Operational Services Contractor will staff and operate MTC's 511 Operations Center and Regional Operations Center during normal and emergency operations, while ensuring operations staff compliance with standard operating procedures.
Project Cost Not to Exceed:	\$6,930,000
Funding Source:	STP, Toll Credits, BAIFA
Fiscal Impact:	<p>\$74,920 is available in the FY19/20 MTC budget, and \$63,945 is available in the FY19/20 BAIFA budget;</p> <p>\$1,083,323 is subject to inclusion in the FY20/21 MTC budget, and \$977,000 is subject to inclusion in the FY 20/21 BAIFA budget;</p> <p>\$1,112,130 is subject to inclusion in the FY21/22 MTC budget, and \$1,147,277 is subject to inclusion in the FY 21/22 BAIFA budget;</p> <p>\$1,144,344 is subject to inclusion in the FY22/23 MTC budget, and \$1,327,061 is subject to inclusion in the FY 22/23 BAIFA budget.</p>
Motion:	That the Executive Director or designee is authorized to negotiate and enter into a contract with Iteris, Inc. for operational services described above and in the MTC Summary Sheet dated April 22, 2020 and that the Chief Financial Officer is authorized to set aside \$6,930,000 for such contract.
MTC:	<hr/> Scott Haggerty, Chair
Approved:	April 22, 2020

## REQUEST FOR COMMISSION APPROVAL

### Summary of Proposed Consultant Contract Amendment

Work Item No.:	1224
Consultant:	Iteris, Inc. Santa Ana, CA
Work Project Title:	511 San Francisco Bay Area System Integrator, Data Management and Dissemination, and Interactive Voice Response (IVR) Phone System
Purpose of Project:	To provide data and systems management and operate and maintain dissemination tools and data feeds for the multimodal 511 Traveler Information Service
Brief Scope of Work:	Extension of period of performance to continue operation and maintenance of traveler information data management and dissemination services for 511 SF Bay from July 1, 2020 through June 30, 2022.
Project Cost Not to Exceed:	\$5,400,000 (this amendment)  Total contract before this amendment: \$12,137,449  Total authorized contract after this amendment: \$17,537,449
Funding Source:	RM2, STP, Toll Credits
Fiscal Impact:	\$5,400,000 is subject to approval of the MTC FY 2020-21 and FY 2021-22 budgets.
Motion:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Iteris, Inc. to provide the consulting services described above and in the MTC Summary Sheet dated April 10, 2020, and the Chief Financial Officer is directed to set aside funds in the amount of \$5,400,000 for such amendment, subject to necessary budgetary approvals.
MTC:	<hr/> Scott Haggerty, Chair
Approved:	Date: April 22, 2020



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0587      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 3/30/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** Proposed Work Plan for AB 1487 Revenue Measure

A presentation and request for approval of a proposed work plan to meet the requirements for placement of a regional housing revenue measure on the November 2020 ballot.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7d\\_20-0587\\_BAHFA\\_Updated\\_Proposed\\_Work\\_Plan.pdf](#)

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

Proposed Work Plan for AB 1487 Revenue Measure

A presentation and request for approval of a proposed work plan to meet the requirements for placement of a regional housing revenue measure on the November 2020 ballot.

**Presenter:**

Rebecca Long and Daniel Saver

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 7d

## Updated Proposed Work Plan for AB 1487 Revenue Measure

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**Subject:** A presentation on the work plan required to meet the requirements for placement of a regional housing measure on the November 2020 ballot, with updates in response to the coronavirus public health crisis.

**Overview:** Staff will present a proposed work plan for AB 1487 implementation, focusing on the activities required in the next five months as the agencies decide whether to move forward to place a revenue measure on the November 2020 ballot. Staff will invite committee members to provide input on the proposed tasks to fulfill statutory requirements, the activities involved in preparing to launch the Bay Area Housing Finance Authority (BAHFA), and any other activities that staff should undertake to support the potential placement of regional housing measure on the ballot this November.

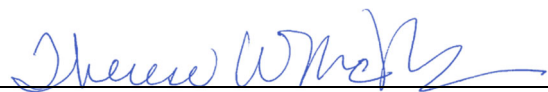
On March 13, 2020, the MTC Executive Committee and ABAG Administrative Committee met jointly and recommended approval of the proposed work plan. Three days later, on March 16, 2020, Bay Area counties jointly announced the first shelter-in-place orders in response to the emerging public health crisis caused by COVID-19. Since then, the shelter-in-place orders have been expanded and extended through at least May 3, 2020. The Chair and Vice-Chair of MTC, along with the President and Vice-President of ABAG, have directed staff to revise the proposed work plan to account for the changed circumstances. Staff has suggested revisions to the proposed work plan that reflect the difficulty of conducting in-person outreach, updated timelines based on COVID-related delays, and the evaluation of potential BAHFA activities that do not rely on the decision to pursue a November 2020 ballot measure.

Based on recent communication with representatives of the housing advocate community, new poll information on a housing measure is expected in mid-May. The poll information will be important to inform whether a November housing measure has a viable path forward, and to allow a “go/no go” decision at the May board meetings.

**Issues:** None.

**Recommendation:** Approve the Updated Proposed Work Plan for AB 1487 Revenue Measure.

**Attachments:** Attachment A – Updated Proposed Work Plan for AB 1487 Revenue Measure.  
Attachment B – Updated Presentation

  
Therese W. McMillan

## Updated Proposed Work Plan for Potential AB 1487 Revenue Measure

<b>(1) Outreach</b>		
Develop Informational Materials	<ul style="list-style-type: none"> <li>Develop FAQs and other informational materials for a range of audiences (local officials, local staff, general public, etc.). Develop presentations for staff to deploy in outreach activities.</li> <li>Develop and host BAHFA webpage.</li> </ul>	March/April
Outreach to Local Elected Officials	<ul style="list-style-type: none"> <li><del>Attend Board of Supervisors meetings in all 9 counties. Work with local staff on</del> Provide written materials for counties and direct allocation cities (Oakland, San Jose, Fairfield, Napa, San Rafael, and Santa Rosa) that can be used in lieu of in-person presentations. Work with local staff to respond to questions from elected officials.</li> <li>Host a public webinar and invite local elected officials to participate.</li> <li><del>Attend mayors' conferences in all 9 counties.</del></li> <li><del>Attend League of Cities sub-regional meetings (North Bay, East Bay, and Peninsula Divisions).</del></li> </ul>	April-June
Outreach to Local Staff	<ul style="list-style-type: none"> <li>Develop contact list for key staff in all 9 counties and direct-allocation cities.</li> <li>Host monthly group calls with county and city staff, <del>and monthly calls with staff from each county and city.</del> Collect and process feedback.</li> </ul>	March-July
Outreach to Other Stakeholders	<ul style="list-style-type: none"> <li>Participate in Bay Area Housing for All Technical and subject-matter working groups.</li> <li>Engage other key stakeholders including affordable housing developers, community-based and equity-focused organizations, and the business community.</li> </ul>	March-July
<b>(2) Expenditure Plan</b>		
Preliminary Analysis and Policy Development	<ul style="list-style-type: none"> <li>Conduct landscape analysis and needs assessment to identify potential expenditure priorities.</li> <li>Review pipeline of affordable housing projects for potential inclusion in ballot measure.</li> <li>Identify key policy and financing questions, including options for regional funds, whether to utilize optional "local grants program," and whether to include specific projects.</li> <li>Develop financing and policy framework to guide draft expenditure plan.</li> </ul>	March- <del>April</del> May
Develop Draft Expenditure Plan	<ul style="list-style-type: none"> <li>Based on feedback from outreach and preliminary analysis, develop initial draft expenditure plan that includes a description of eligible expenditures, minimum levels of funding devoted to each category, and an overview of applicable decision-making and oversight provisions.</li> <li>Continue outreach to range of stakeholders to further refine draft expenditure plan.</li> <li>Consult with Interim Advisory Committee.</li> <li>Engage with Joint ABAG Admin/MTC Exec Committee, Executive Board, and Commission.</li> </ul>	April- <del>May</del> June

Quantitative Analysis	<ul style="list-style-type: none"> <li>Finalize revenue estimates for regional funds and funds for each county/direct-allocation city.</li> <li>Estimate number of units to be produced and preserved based on draft expenditure plan.</li> </ul>	May- <del>June</del>
Finalize Plan	<ul style="list-style-type: none"> <li>Approval consideration by ABAG Executive Board and BAHFA.</li> </ul>	June
<b>(3) Oversight &amp; Decision-Making Process</b>		
Interim Advisory Committee	<ul style="list-style-type: none"> <li>Appoint Interim Advisory Committee.</li> <li>Host Interim Advisory Committee meetings (staff meetings, develop materials, etc.).</li> </ul>	April- <del>May</del> June
MTC, ABAG, and BAHFA Meetings	<ul style="list-style-type: none"> <li>Convene joint meetings of MTC Executive and ABAG Administrative Committees.</li> <li>Convene first meeting of BAHFA, including start-up administrative tasks (adopt conflict of interest code, appoint general counsel, etc.).</li> <li>Informational and action items at ABAG Executive Board.</li> <li>Informational and action items at MTC (acting as BAHFA).</li> </ul>	March-July
<b>(4) Election Logistics and Compliance</b>		
Logistical Preparations	<ul style="list-style-type: none"> <li>Finalize cost estimate for placing measure on the ballot.</li> <li>Retain election counsel, <u>but only after final decision on whether to proceed to November ballot.</u></li> <li>Outreach to county election officials and county counsel offices regarding placement of measure on county ballots.</li> </ul>	March- <del>April</del> May
Prepare Ballot Materials	<ul style="list-style-type: none"> <li>Draft ballot measure summary, including summary of regional expenditure plan.</li> <li>Prepare ballot question and impartial analysis.</li> <li>Complete translations of ballot materials.</li> </ul>	June-July
Adopt Final Resolutions	<ul style="list-style-type: none"> <li>ABAG Executive Board considers adoption of resolution to place revenue measure on the ballot.</li> <li>BAHFA considers adoption of resolution to place revenue measure on the ballot.</li> </ul>	July 18 (ABAG); July 22 (BAHFA)
<b>(5) Research and BAHFA Incubation</b>		
Legal Questions	<ul style="list-style-type: none"> <li>Identify prioritized set of legal questions, with an emphasis on questions that must be resolved to place a revenue measure on the ballot.</li> <li>Work with MTC/ABAG General Counsel's office to resolve high-priority questions to the extent possible. Potentially hire outside counsel for niche specialty questions, <u>but only after final decision on whether to proceed to November ballot.</u></li> </ul>	March- <del>April</del> July
<u>Evaluate Additional BAHFA Activities</u>	<ul style="list-style-type: none"> <li><u>Identify and prioritize value-add opportunities for BAHFA regardless of the success of a potential November 2020 revenue measure.</u></li> <li><u>Evaluate opportunities to support the Bay Area's housing-related response to COVID-19.</u></li> </ul>	<u>April and continuing as needed</u>

Business Plan	<ul style="list-style-type: none"><li>• Produce a “Phase 1” Business Plan for BAHFA that includes staffing models, operational needs, and compliance requirements. Prepare scope for “Phase 2” Business Plan <u>that provides a comprehensive strategy for a range of BAHFA activities and revenue sources.</u> <del>should a revenue measure succeed at the November 2020 ballot.</del></li></ul>	April-December
<b>(6) Develop and Disseminate Public Information</b>		
Provide Pubic Information	<ul style="list-style-type: none"><li>• Produce public information materials (including translations) about the ballot measure, and prepare presentation materials for staff and local elected officials to speak at events</li><li>• Speak at events providing information on the ballot measure, as requested</li></ul>	August-October

# **AB 1487 (Chiu) Implementation:**

## **Work Plan for Potential Nov. 2020 Revenue Measure**

April 22, 2020



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

**Metropolitan Transportation  
Commission Meeting**



# **Background**

## **ABAG & MTC Direction:**

- Prepare for an AB 1487 housing-only revenue measure on November 2020 ballot, unless and until a decision otherwise.

## **Current Focus:**

- General Obligation Bond to raise \$10B across all 9 counties. 80% of revenues would return to county of origin.

## **Next Steps:**

- Staff presents and executes work plan.
- Board/Commission oversee work plan and make final decision.



# COVID-19 Updates

## **Changed Circumstances:**

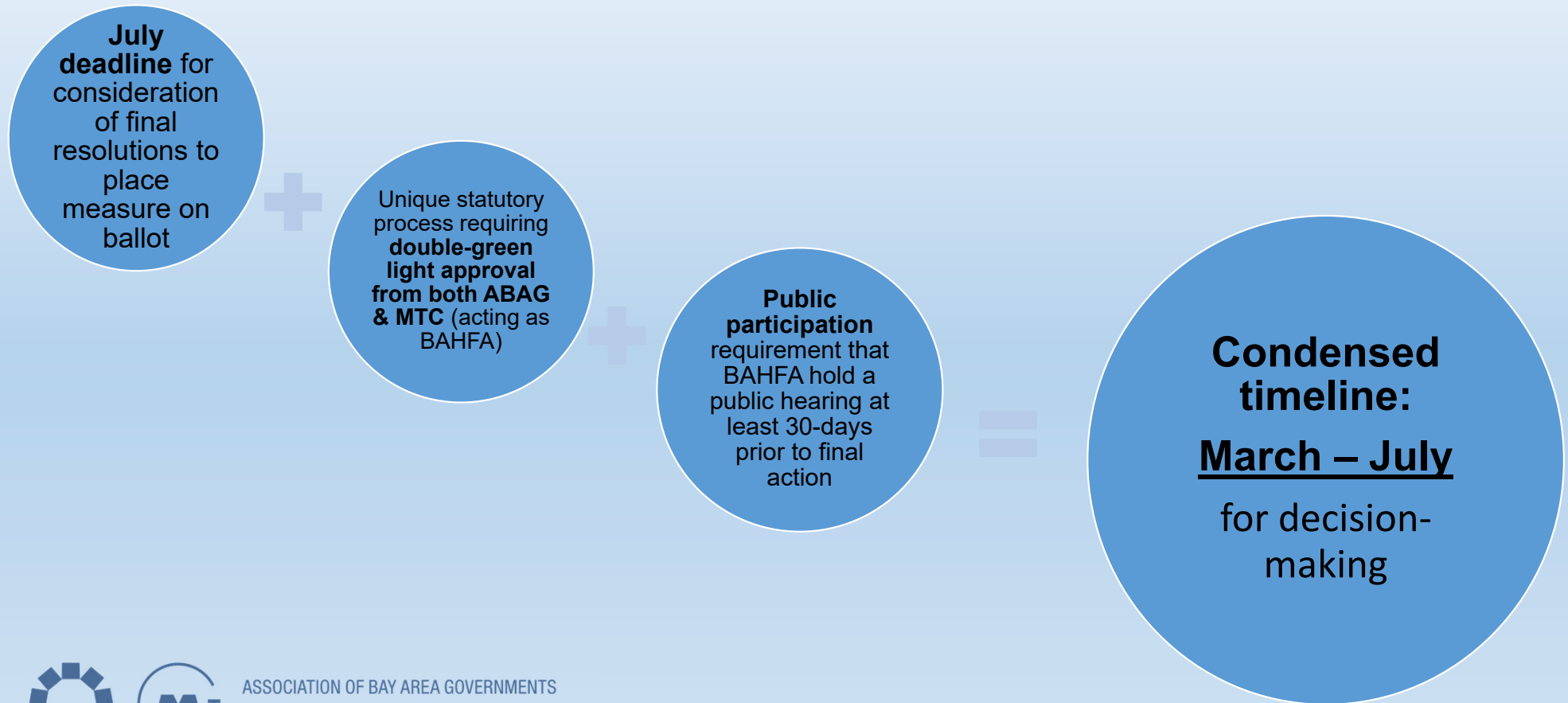
- Three days after the Joint ABAG Administrative and MTC Executive joint meeting on March 13, Bay Area has been placed under shelter-in-place orders due to coronavirus.
- Widespread and significant economic disruption.

## **Recommended Approach:**

- Staff conferred with MTC & ABAG leadership to refine approach:
  - Confirm November 2020 ballot strategy after reviewing whether polling demonstrates a viable path forward. Accelerate “go/no go” decision-point to May.
  - Stand up BAHFA regardless to respond nimbly to current challenges and opportunities. Evaluate value-add opportunities for BAHFA to contribute to regional relief and recovery.



# November 2020 Ballot Measure Timeline



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# Work Plan Overview

1. Outreach
2. Expenditure Plan
3. Oversight and Decision-Making
4. Election Logistics and Compliance
5. Research and Preparation
6. Develop and Disseminate Public Information



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# (1) Outreach

**Timeline: March – July**

## **Components:**

- Develop informational materials
- Outreach to local elected officials
- Outreach to local staff, especially county and direct-allocation city staff.
- Engage with other stakeholders (housing advocates, business community, community-based organizations, etc.)



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## (2) Expenditure Plan

**Timeline: March - June**

### **Components:**

- Preliminary analysis and policy development
- Develop draft expenditure plan
- Quantitative analysis
- Finalize expenditure plan



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METROPOLITAN TRANSPORTATION COMMISSION

## (3) Oversight & Decision-Making

**Timeline: March – July**

### **Components:**

- Convene Interim Advisory Committee (see next agenda item)
- ABAG & MTC Committee meetings
- ABAG Executive Board, MTC, and BAHFA Board meetings



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

## (4) Election Logistics & Compliance

**Timeline: March – July**

### **Components:**

- Polling analysis (May)
- Determine whether or not to place a measure on the ballot (May)
- Logistical preparations
- Prepare ballot materials and ABAG/BAHFA resolutions (June-July)



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METROPOLITAN TRANSPORTATION COMMISSION



## (5) Research and Preparation

**Timeline: March - December**

### **Components:**

- Legal questions & research
- Evaluate potential BAHFA activities beyond 2020 revenue measure
- BAHFA Business Plan
  - What key steps are needed to prepare for the potential of \$2 billion in new regional housing funds? For other potential revenue sources?
  - What key skills will be needed on staff vs consultants, and what is the workload estimate depending on fund source and amounts?



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## **(6) Develop Public Information**

**Timeline: August – October**

### **Components:**

- Produce public information materials (FAQs, website, etc.)
- As requested, participate in public events to provide information about proposed ballot measure



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METROPOLITAN TRANSPORTATION COMMISSION

# Work Plan Key Considerations

- Proposed work plan assumes that polling will be conducted by external stakeholders as opposed to MTC/ABAG.
- General Obligation Bond could fund Production & Preservation activities. Agencies could seek funding for Protection activities from other sources.
- Staff continues to work with county elections officials to estimate cost of regional ballot measure. Staff working to estimate other costs and demands on workload. Current estimate of assigned 2-3 full-time equivalents (FTE) through July.



# Proposed Interim Advisory Committee

## Legal Framework:

- ABAG/MTC (acting as BAHFA) **must convene an Advisory Committee** to consult on the regional expenditure plan, a summary of which must be included in ballot materials.
- Advisory Committee **makes recommendations**. ABAG Executive Board and MTC (acting as BAHFA) retain all decision-making authority.
- Advisory Committee must have **9 members with expertise across the 3 Ps**: Protection, Preservation, Production. Intended to be a **technical committee** as opposed to a political body.

## Proposal:

- Convene an **Interim Advisory Committee** for Nov. 2020 revenue measure. Committee could dissolve if no ballot measure or measure unsuccessful.
- Boards could empanel new Advisory Committee after more robust process, if desired.



# Proposed Interim Advisory Committee

Name	Affiliation	Expertise
Alice Talcott	MidPen Housing, Vice-President of Housing Finance	Production
Leelee Thomas	County of Marin, Community Development Planning Manager	Production; Protection
Casey McCann	City of Brentwood, Director of Community Development	Production
Benjamin Wickham	Burbank Housing, Chief Operating Officer	Production
Seema Patel	East Bay Community Law Center, Clinical Director	Protection; Preservation
Tomiquia Moss	All Home, CEO	Protection & Homelessness
Jackie Morales-Ferrand	City of San Jose, Director of Housing	Protection; Production
Matthew Schwartz	California Housing Partnership, CEO	Preservation; Production
Kate Hartley	San Francisco Accelerator Fund, Chief Lending and Investment Officer	Production; Preservation



# **Action Items & Next Steps**

## **Recommended Actions:**

- Approve proposed work plan
- Approve proposed Interim Advisory Committee members

## **Next Steps:**

- Set up first Interim Advisory Committee meeting in mid-May
- Set up first meeting of MTC as BAHFA Board in May
- Review polling and make decision whether to proceed with November ballot measure at May ABAG Executive Board and MTC (acting as BAHFA Board) meetings in May



# Questions and Feedback



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0645      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 4/10/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** Proposed Interim Advisory Committee for Potential November 2020 Ballot Measure

Review of requirements for an Advisory Committee for the Bay Area Housing Finance Authority (BAHFA), and ratification of members proposed by the ABAG President and MTC Chair.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7e\\_20-0645\\_Proposed Interim Advisory Committee.pdf](#)

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

Proposed Interim Advisory Committee for Potential November 2020 Ballot Measure

Review of requirements for an Advisory Committee for the Bay Area Housing Finance Authority (BAHFA), and ratification of members proposed by the ABAG President and MTC Chair.

**Presenter:**

Rebecca Long and Daniel Saver

**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 7

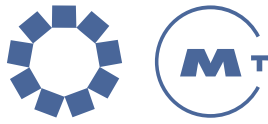
**Proposed Interim Advisory Committee for Potential November 2020 Ballot Measure**

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- Subject:** Review of the requirements for an Advisory Committee for the Bay Area Housing Finance Authority (BAHFA), and discussion of potential members proposed by the MTC Chair and ABAG President.
- Overview:** Staff will present on the requirement to convene an Advisory Committee prior to placing a housing revenue measure on the November 2020 ballot. Considering the short timeframe to complete this work, staff proposes convening an Interim Advisory Committee with time-limited appointments. The Interim Advisory Committee could dissolve if a housing revenue measure is not placed on the November 2020 ballot, and/or if a measure is placed on the ballot but not approved by voters.
- Staff are working with the MTC Chair and ABAG President to develop a proposed list of potential members for the Interim Advisory Committee. The joint Committees will be asked to discuss potential membership of the Proposed Committee and refer the matter to the ABAG Executive Board, with ratification by BAHFA and MTC in April for approval.
- Attachments:** Attachment A: BAHFA Proposed Interim Advisory Committee Memo



Therese W. McMillan



## *Memorandum*

TO: Joint MTC Executive and ABAG Administrative  
Committee

DATE: March 13, 2020

FR: Executive Director


RE: Proposed Interim Advisory Committee for Potential November 2020 Ballot Measure

As part of the establishment of the Bay Area Regional Housing Finance Authority (BAHFA), the statutory language of AB 1487 requires the ABAG Executive Board and the BAHFA Board (which has the same composition as the Metropolitan Transportation Commission) to form an Advisory Committee.<sup>1</sup> The Advisory Committee must be comprised of nine members with knowledge and experience across all “3 Ps”: Protection of tenants, Preservation of existing housing, and Production of new housing. The Advisory Committee will provide consultation and make recommendations to the ABAG Executive Board and the BAHFA board. The statute states that the Advisory Committee “will meet as necessary to fulfill their roles and responsibilities.”<sup>2</sup>

One of the primary responsibilities of the Advisory Committee is to consult on the regional expenditure plan, a summary of which must be included in the ballot materials for any potential revenue measure.<sup>3</sup> Consequently, the agencies must form the Advisory Committee prior to placing a revenue measure on the ballot.

Considering the uncertainty regarding whether an AB 1487 revenue measure will be placed on the November 2020 ballot and the short timeframe to complete enabling activities as the agencies work through a decision-making process, staff proposes forming a time-limited, Interim Advisory Committee. The Interim Advisory Committee would be tasked with consulting on issues necessary for the preparation of a potential November 2020 ballot measure. The agencies could dissolve the Interim Advisory Committee if a housing-only revenue measure is not placed on the ballot, or if such a measure does not obtain approval by voters. If a revenue measure is placed on the ballot and approved by voters, ABAG and BAHFA could choose to undergo a more robust public outreach process to determine the membership and convene a new Advisory Committee.

Staff are working with the Chair of the Commission and the President of ABAG to develop a proposed list of appointments for the Interim Advisory Committee. The proposed list will be designed to comply with the statutory requirements of AB 1487 by including members with expertise across the 3 Ps. Staff requests that the Joint Committee discuss proposed membership of the Advisory Committee and refer the matter to the ABAG Executive Committee and to MTC, with ratification in April, for approval.

  
Therese McMillan

<sup>1</sup> See Gov. Code § 64511(a)(2)(A).

<sup>2</sup> Gov. Code § 64511(a)(2)(B).

<sup>3</sup> See Gov. Code § 64650(d)(5)(A); § 64521(e)(1).

**Proposed Interim Advisory Committee**  
 Bay Area Housing Finance Authority (BAHFA)

<b>Name</b>	<b>Affiliation</b>	<b>Expertise</b>
Alice Talcott	MidPen Housing, Vice-President of Housing Finance	Production
Leelee Thomas	County of Marin, Community Development Planning Manager	Production; Protection
Casey McCann	City of Brentwood, Director of Community Development	Production
Benjamin Wickham	Sonoma County Community Development Commission, Affordable Housing Director	Production
Seema Patel	East Bay Community Law Center, Clinic Director	Protection; Preservation
Tomiquia Moss	All Home, CEO	Protection & Homelessness
Jackie Morales-Ferrand	City of San Jose, Director of Housing	Protection; Production
Matthew Schwartz	California Housing Partnership, CEO	Preservation; Production
Kate Hartley	San Francisco Accelerator Fund, Chief Lending and Investment Officer	Production; Preservation



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0577      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 3/26/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** MTC Resolution No. 4420. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Programming of \$783,120,240 of FTA formula funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to support Bay Area transit operations in response to the COVID-19 pandemic.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7f 20-0577 Res-4420 CARES Act Emergency Transit Assistance Programming.pdf](#)

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

MTC Resolution No. 4420. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Programming of \$783,120,240 of FTA formula funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to support Bay Area transit operations in response to the COVID-19 pandemic.

**Presenter:**

Rob Jaques / Bill Bacon / Kenneth Folan

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 7f

## MTC Resolution No. 4420

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**Subject:** Programming of \$780,841,629 of FTA formula funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to support Bay Area transit operations in response to the COVID-19 pandemic.

**Background:** On Friday, March 27th, 2020, the president signed into law the CARES Act, which provides \$2 trillion across a host of domestic funding and relief programs to support efforts to respond to and prepare for the COVID-19 pandemic. The bill appropriates \$25 billion in supplemental Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) and Rural Area Formula (Section 5311) program fund apportionments to support transit agency response to the pandemic. Through these apportionments, approximately \$1.3 billion in funding is being provided to the Bay Area.

This funding addresses operating losses as a result of the pandemic, including reduced funding sources and increased costs. It may be used for operating expenses related to COVID-19, including reimbursement for operating costs and lost revenue, the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service. Additionally, such funding is eligible for up to a 100% federal share (compared to a typical 50% maximum federal share for operating assistance and 80% for capital projects).

MTC is responsible for programming the region's FTA Section 5307 program funds and for working with Caltrans for programming of regional Section 5311 program funds. After consultation with the region's transit operators, staff recommends programming approximately \$780 million or 61% of this supplemental funding today, to allow operators to access funding as soon as possible. The remainder of the funding would be programmed in future months as further transit revenue impacts become clearer.

### **Current Status of Service**

Over the course of the pandemic, transit operators have experienced extreme budgetary impacts and ridership losses and have altered service to respond to the crisis. Service alterations made by operators in the region have included reduced hours and headways, suspended service on some routes, caps on passengers allowed per vehicle, and replacement of rail service with bus service. Meanwhile, a baseline level of service has continued to allow for the conduct of essential activities, including health care workers travelling to their jobs. Attachment A to this memo provides a summary of the current regional transit system service levels.

MTC staff has worked with regional transit agency partners to understand revenue impacts across the spectrum of transit operating fund sources, which vary widely by operator – including, but not limited to, fares, bridge tolls, park-and-ride fees, local and state sales taxes, property taxes, and jurisdictional general funds – as well as the relative timing of pandemic impacts to each of these sources. This understanding has shaped the recommendation today that

embraces the initial response to the pandemic's impact. However, as noted below under **Issues**, the next stage of *recovery* for transit operators must account for a more complex set of factors, that must similarly be accounted for in subsequent phases of CARES funding distribution.

#### **Distribution Principles**

With the objective of matching the financial need of operators throughout the region with the available funding, again in consultation with transit operators, staff developed the principles, listed in **Attachment B** and summarized below, to guide the distribution of the CARES Act funds.

1. Move quickly to distribute the first allocation of funds to operators as soon as possible;
2. Distribute funding in a manner that best addresses operators' needs arising from the COVID-19 crisis;
3. Allow flexibility to enable the region to address uncertainty/changed circumstances;
4. Address urbanized area (UZA) constraints associated with federal funds with a needs-based funding distribution of any COVID-19 supplemental state funds; and
5. ***Pending Additional Review:*** Future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy for each operator that considers any recommended regional adjustments to ensure network connectivity, lifeline service needs, and financial sustainability. ***Staff intends to bring a discussion on this principle to the May 13th Programming and Allocations Committee for final action by the Commission on May 27, 2020.*** This will permit staff and the Commission to address timely and critical challenges addressing not only the terms for the subsequent rounds of funding distribution, but the larger recovery challenges facing the entire region. This is discussed further in **Issues** below.

#### **Initial Distribution Framework: 5307 funding**

Based on the first four principles, the following framework is proposed.

*Initial Allocation of approximately 61% of Funds:* The initial distribution will be limited to approximately 61% of the available funds in order to provide funding for immediate and known losses (e.g., fare revenue, parking revenue, etc.), while preserving flexibility to more accurately match revenue losses for longer-term funding sources (e.g., sales tax, city general funds, etc.) in the coming months once these impacts are known.

*Distribution Formula:* Funds in the initial distribution will be apportioned to transit operators based on a hybrid formula which recognizes the diverse revenue sources transit operators rely on to support their services. MTC staff are proposing to utilize the following methodology to determine each operator's apportionment:

- **1/3 – Share of Operating Cost as Budgeted FY 2019-20:** 1/3 of funds will be distributed based on an operator's share of the total budgeted FY

2019-20 operating costs for systems across the Bay Area, based on information reported to MTC through each operator's FY 2019-20 Transportation Development Act (TDA) claim.

- **1/3 – FY 2020-21 State Transit Assistance (STA) Revenue-Based Formula (inclusive of AB 1107 sales tax funds):** 1/3 of funds will be distributed based on an operator's FY 2020-21 STA Revenue-Based share, as calculated by the State Controller's Office and MTC, inclusive of AB 1107 sales tax funds used by AC Transit, BART, and SFMTA which are normally omitted from the STA Revenue-Based share calculation.
- **1/3 – Share of Farebox Revenue as Budgeted for FY 2019-20:** 1/3 of funds will be distributed based on an operator's share of the total budgeted FY 2019-20 transit farebox revenue for systems across the Bay Area, based on information reported to MTC through each operator's FY 2019-20 Transportation Development Act (TDA) claim.

In consideration of the more limited resources the Bay Area's small- and medium-sized transit operators have available, the distribution formula guarantees that these operators receive an apportionment equal to an amount no less than 17% of their budgeted FY 2019-20 operating costs.

In addition, 1% of funds from the initial distribution will be reserved for MTC Regional Transit Programs and expenses related to supporting transit recovery. Attachment C provides a summary of the Phase 1 CARES Act Funding distribution.

*FTA Urbanized Area Eligibility:* The Transit Capital Priorities Policy (MTC Resolution 4242, Revised), through which FTA Section 5307 funds are typically distributed, provides a limited urbanized area (UZA) eligibility based on several factors:

- FTA guidance
- National Transit Database (NTD) reporting
- Geographic service area
- Negotiated agreements among operators

The proposal today would program CARES Act funds to operators on the broadest possible eligibility based on NTD reporting and geographic service areas in order to meet the principle of programming funds on the basis of need. This methodology preserves a spirit of fairness and equity among the operators so that all operator needs can be met as best possible.

### **Initial Distribution: 5311 Funding**

As the Designated Recipient of approximately \$95 million in CARES Act FTA Section 5311 funds for transit services in rural areas, Caltrans is responsible for applying for and distributing these funds to operators throughout the state in coordination with appropriate stakeholders, including MTC. In an April 10, 2020 letter to Section 5311 recipients and partners, Caltrans announced a round

1 statewide distribution of 5311 funds equal to approximately 30% of the total available statewide (Attachment D). These amounts are reflected in today's proposed programming action, treating the Section 5307 and Section 5311 funds as two pieces of the regional strategy to providing emergency transit operating relief. Future rounds of Caltrans' Section 5311 distribution will be made in coordination with MPOs like MTC and will be included in future programming action by the Commission. For both the round 1 distribution and any future rounds, operators will need to work with Caltrans directly for access to and use of those funds.

**Issues:**

In development of the principles and the initial funding distribution, there has been general agreement that a fifth principle – that requires transit operators to conduct a comprehensive assessment of their next fiscal year's budgetary health and financial stewardship of constrained subsidies – should be an essential consideration for future distribution of remaining federal emergency funding. Critically, there is little expectation that this federal funding is sufficient to restore and sustain prior levels of operations— it will help to stabilize transit operators for some number of months while they engage in a difficult assessment of what recovery means in an economic environment that will be significantly stressed.

Further and important to Principle 5, the depth and breadth of the current COVID-19 crisis have raised larger concerns- and highlighted the shared responsibility to engage in the “new normal” that is still evolving. Among the diverse feedback received on recovery challenges, there are three overarching questions that staff believes warrant comprehensive consideration by and direction from our Commission:

- How do we approach a public transportation operating environment post COVID-19 that will most assuredly be different than today— perhaps dramatically so— in terms of ridership demand and revenue stability?
- How does the region ensure that the most vulnerable of our public transit riders— those that have no other options and are most disadvantaged entering into any recovery period— receive priority consideration in the restructuring of services and the cost/affordability of using them?
- How should environmental goals, including reduction in vehicle use and attendant greenhouse gases, be effectively achieved in a yet-to-be-shaped restoration of public transit and how do other access options like telecommuting fit into the picture?

These questions are not answerable solely within the distribution objectives of remaining federal assistance funds. But decisions that will launch the Commission's release of those funds should address them with intention, as part of an opportunity to reset the Bay Area's public transit system and its role in the region's future.

Staff will propose a potential path for addressing these questions in its presentation and recommendation of a revised Principle 5 to the Programming and Allocations Committee in May. Considering any and all guidance



emerging from that action, staff will continue working closely with transit agencies focused on formulating strategies to inform and assist with transit agency recovery. While efforts are already underway at the individual operator level, a focused regional recovery effort will address issues that cross agencies, promote best practices, and inform the distribution of the second tranche of funds.


**Next Steps:**

At a high level, the second tranche of funds would be distributed to operators in order to a) reconcile the Phase 1 distribution with actual needs; and b) consider the larger transit recovery strategy to be more fully defined in and guided by Principle 5. As discussed above, the Phase 1 distribution is based on a hybrid formula which recognizes the diverse revenue sources transit operators rely on to support their services and is intended to provide funds for the immediate losses operators are experiencing. Future Phase(s) distribution is intended to take in the full scope of a broad range revenue losses including sales tax and general fund revenue, of which we will not know the scale until the coming months, and also initial information about each agency's recovery strategy and outlook into FY2020-21.

If approved by the Commission today, operators can submit grant applications for these funds to FTA immediately, with access to these funds anticipated once grants are approved.

**Recommendation:** Staff recommends Commission approval of MTC Resolution No. 4420, programming \$780,841,629 of CARES Act supplemental funding to transit operators for CARES Act-eligible projects.

**Attachment:** Attachment A: Current Status of Bay Area Transit System Operations  
Attachment B: CARES Act Funding Principles  
Attachment C: Phase 1 CARES Act Funding Distribution Summary  
Attachment D: Caltrans CARES Act Section 5311 Funding Distribution – Round 1  
MTC Resolution No. 4420



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Therese W. McMillan

Bay Area Transit Operator Status  
*As of April 14, 2020*

Transit Operator	Average Weekday Ridership % Decrease	Status of Operations/Service	Collecting Fares (yes/no)	Workforce Impacts
AC Transit	-83%	<u>Service:</u> Operating a modified Sunday level of service. Most Transbay routes suspended. Weekday only and school service local routes suspended. Broadway Shuttle in Oakland suspended.  <u>Hours of operation:</u> Monday - Sunday - 24 hours (varies by line)	No	Providing personal protective equipment (PPE) to all frontline staff.  Had to close Emeryville bus yard/division between April 3-11 because an operator tested positive for COVID-19.  Passengers boarding through rear doors on buses.
BART	-93%	<u>Service:</u> Operating a reduced service with trains every 30 minutes.  <u>Hours of operation:</u> Monday - Friday - 5:00 am - 9:00 pm; Saturday - Sunday - 8:00 am - 9:00 pm	Yes	Providing personal protective equipment (PPE) to all frontline staff.  Shifting approximately 400 employees from operating budget to capital budget.
Caltrain	-90%	<u>Service:</u> Caltrain is running a modified weekday schedule operating 42 trains per day, rather than the usual 92. Trains will make all local weekday stops. Limited and Baby Bullet service will be suspended until further notice. Weekend service will operate normally.  <u>Hours of operation:</u> Monday - Friday - 4:30 am - 1:40 am; Saturday - 7:00 am - 10:30 pm; Sunday - 8:00 am - 10:00 pm	Yes	Providing personal protective equipment (PPE) to all frontline staff.  Furloughing train crews on service that has been cut.
Golden Gate Transit + Ferry	Bus: -90% Ferry: -99%	<u>Service:</u> Bus: Operating a reduced service on most routes. Permitting local bus rides within San Francisco in an effort to help SFMTA; Ferry: Operating significantly reduced service on all ferry routes, suspended weekend and Chase Center/Oracle Park ferry service.  <u>Hours of operation:</u> Monday -	Yes	Providing personal protective equipment (PPE) to all frontline staff.
SF Bay Ferry/WETA	-98%	<u>Service:</u> Operating very limited service to Oakland/Alameda and Vallejo. Alameda Harbor Bay, Richmond, and South SF service suspended. No weekend service.  <u>Hours of operation:</u> Monday - Friday - 6:00 am - 7:00 pm;	Yes	Providing personal protective equipment (PPE) to all frontline staff.  Staff are wiping down every seat used by a passenger after each use and fogging each boat daily.

Bay Area Transit Operator Status  
As of April 14, 2020

Transit Operator	Average Weekday Ridership % Decrease	Status of Operations/Service	Collecting Fares (yes/no)	Workforce Impacts
SFMTA	-83%	<u>Service:</u> Operating only 17 of 68 lines. All rail service suspended.  <u>Hours of operation:</u> Regular service - 5:00 am - 10:00 pm; Owl service - 10:00 pm - 5:00 am	Yes	Providing personal protective equipment (PPE) to all frontline staff.  Up to 40% of transit operators are out sick. Multiple employees have tested positive for COVID-19.  Passengers boarding through rear doors on buses.
SamTrans	-80%	<u>Service:</u> Weekday service is operating on a regular, non-school day schedule. Weekend service is unchanged.  Hours of operation: Regular service - 4:00 am - 12:00 am; Owl service - 12:00 am - 4:00 am	No	Providing personal protective equipment (PPE) to all frontline staff.  Passengers boarding through rear doors on buses.
VTA	-75%	<u>Service:</u> Bus: Operating a reduced service, with 14 lines and school service suspended. Light rail: Trains operate every 30 minutes.  <u>Hours of operation:</u> Bus: Monday - Sunday - 5:00 am - 9:00 pm; Light rail: Monday - Friday - 6:00 am - 6:00 pm; Saturday - Sunday - Closed	No	Providing personal protective equipment (PPE) to all frontline staff.  Light rail operator tested positive for COVID-19 on March 25 resulting in an over two week closure of the VTA light rail system.  Passengers boarding through rear doors on buses.
Small/Medium Transit Operators	Average weekday ridership has declined between -70% and -98%.  Ridership declines have been greatest on services focused on peak commute trips and the least on services targeted to lifeline riders.	Most operators have reduced service significantly with many operating a modified weekend schedule every day.  Operators like NVRTA and Santa Rosa CityBus have suspended some fixed route service and replaced it with on-demand app or telephone based dial-a-ride service  SMART has suspended weekend service.  Numerous operators are providing meals on wheels deliveries and assisting with transporting unhoused people to hotels.	Fare collection suspended for most, but not all, bus operators.	Providing personal protective equipment (PPE) to all frontline staff.  Several operators including SolTrans and WestCAT are regularly fogging their buses to disinfect them.  County Connection had to suspend operations on 4/4/2020 because an operator tested positive for COVID-19 and County Connection's only bus yard needed to be disinfected.  Passengers boarding through rear doors on buses when possible.

**Principles for Distribution of CARES Act (H.R. 748) Supplemental  
Federal Transit Administration Formula Funds**

Principles	Proposed Action
1. Move quickly to distribute first allocation of funds to operators as soon as possible.	Recommend an allocation formula and distribution of an initial installment of funds for approval no later than at the regularly-scheduled MTC Commission meeting on April 22 <sup>nd</sup> .
2. Distribute funding in a manner that best addresses operators' needs arising from the COVID-19 crisis.	Pursue agreement with transit operators on a distribution framework that comes as close as possible to anticipated transit operator costs associated with COVID-19, consistent with the intent of the CARES Act to direct funding according to need. Recognize the different revenues that comprise operator budgets and that will be affected by the COVID-19 crisis.
3. Allow flexibility to enable the region to address uncertainty/changed circumstances.	Distribute the funds in multiple phases. Limit the initial distribution of funds to approximately 60% of the total funding, given the challenge of accurately predicting revenue losses. Return to the Commission in July with a second programming action to revisit the formula and make any necessary adjustments based on more accurate information on revenue losses and costs incurred from March through June, and more refined forecasts of revenue impacts through the remainder of 2020.
4. Address urbanized area (UZA) constraints associated with federal funds with a needs-based funding distribution of any COVID-19 supplemental state funds.	Because the federal funds are apportioned to the region by UZAs (5 large and 7 small), there may be limitations in how well a regionwide formula can distribute funds in accordance with operators' actual needs. MTC should take this into consideration in distributing any potential supplemental emergency state funds provided to the region that are under MTC discretion to best achieve a 'needs-based' distribution of the combined state and federal COVID-19 supplemental funds.
5. <b>Pending Additional Review:</b> Future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, lifeline service needs, and financial sustainability.	<b>Staff intends to bring a discussion on this principle to the May 13th Programming and Allocations Committee for final action by the Commission on May 27, 2020.</b>

### Phase 1 CARES Act Distribution Summary

Operator	Phase 1 Amount
AC Transit	\$ 80,366,395
ACE	2,680,453
BART	251,637,050
Caltrain	49,292,725
CCCTA	7,067,680
City of Dixon	305,302
ECCTA	3,891,364
City of Fairfield	2,002,985
GGBHTD	30,163,006
LAVTA	3,501,369
Marin Transit	5,438,809
MTC	7,808,416
NVTA	2,701,734
City of Petaluma	498,342
City of Rio Vista	119,328
SFMTA	197,190,672
SamTrans	28,519,037
City of Santa Rosa	2,493,979
Solano County Transit	2,590,800
Sonoma County Transit	3,014,482
SMART	10,375,471
Union City Transit	922,560
City of Vacaville	488,659
VTa	73,023,596
WCCTA	2,218,204
WETA	12,529,212
<b>Total</b>	<b>\$ 780,841,629</b>

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF RAIL AND MASS TRANSPORTATION

P.O. BOX 942874, MS-74

SACRAMENTO, CA 94274-0001

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*Making Conservation  
a California Way of Life.*

April 10, 2020

Good Morning,

A week ago, Congress passed, and the President signed into law, the Coronavirus Aid, Relief and Economic Security Act (CARES Act). On Thursday April 2, 2020 the Federal Transit Administration provided apportionment tables for the public transit funding included in the CARES Act. This includes approximately \$95 million to California for distribution through the State-administered FTA 5311 Rural and Intercity Transit program. These funds are available until expended for expenses incurred in connection with the COVID-19 public health emergency.

All regular Section 5311 requirements apply to funds made available under the CARES Act, with the following exception:

CARES Act funds used to pay for operating expenses do not need to be included in the Transportation Improvement Program (TIP) or the Statewide Transportation Improvement Program (STIP). CARES Act funds used to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes as defined in 23 CFR §§ 450.326(e)(5) and 450.218(g)(5). This action will help expedite resources to agencies across California.

We have heard the transit community's concerns and understand the desperate need for this funding. Therefore, we are taking the following steps to distribute the funds as quickly as possible.

1. The Caltrans Division of Rail and Mass Transportation (DRMT) will further expedite 5311 resources by applying to FTA for \$30 million (approximately 30% of California's 5311 CARES ACT apportionment). This exceeds the COVID-19 induced shortfall identified by 5311 subrecipients in the survey DRMT circulated last week. These responses have been used as the basis to develop the initial application to FTA.
2. CARES Act funds used to pay for operating expenses do not need to be included in the Transportation Improvement Program (TIP) or the Statewide Transportation Improvement Program (STIP). Therefore, DRMT is developing the application without programming information. This will expedite the application and reduce the administrative burden of the programming task.
3. The allocation each 5311 subrecipient receives from this \$30 million will be based on allocations made by RTPAs and MPOs to their local transit properties for the current operating year. The attached table identifies the

- amount calculated for each operator.
4. It is DRMT's intent to make the funds available to each operator as soon as FTA makes the award. While the grant application is at FTA for review, DRMT will work directly with each operator on agreements to expedite funding distribution.
  5. These funds are intended to cover agencies' expressed needs for COVID-19 response. DRMT will require operators provide documentation that funds were applied to costs incurred after January 20, 2020 and that those costs were for eligible COVID-19 uses as described in the CARES Act.
  6. DRMT will track the fund status of the initial \$30 million to see how quickly agencies are drawing down funds, which will determine the timing of subsequent applications for the remainder of California's share of CARES Act funds for 5311 subrecipients.
  7. Distribution of the remaining approximately \$65 million will also be based on applications to the FTA that will be developed in consultation between MPOs/RTPAs and Caltrans. It is not a prerequisite that applicants for the remainder of the funds apportioned to California be a current 5311 subrecipient. Funding requests included on a subsequent application will consider amounts that were already reimbursed to agencies and adjust future awards to subrecipients accordingly.

In addition, to provide further administrative relief during this emergency, FTA's Emergency Relief (ER) docket remains open and available for requests for relief from FTA statutory and administrative requirements of Section 5307 and 5311 funding in states that have declared an emergency, or the President has declared a major disaster under Section 401 of the Stafford Act. Direct recipients of 5307 funds should request waivers directly. The Caltrans Division of Rail and Mass Transportation will be requesting waivers on behalf of 5311 subrecipients. The ER docket can be found at: <https://www.transit.dot.gov/funding/grant-programs/emergency-relief-program/emergency-relief-docket>

You can find out more about the CARES Act and funding available for the 5311 Program on the FTA website: <https://www.transit.dot.gov/coronavirus>. Please reach out to the FTA 5311 Program Manager Kathy Pongratz at (916) 654-9955, or the Transit Grants and Contracts Office Chief Wendy King (916) 825-9519 with any questions.

Sincerely,



W. KYLE GRADING, Division Chief  
Division of Rail and Mass Transportation

April 10, 2020  
Page 3

Attachment



**CARES Act Funding for 5311 Rural Transit Near-Term Impacts of COVID-19 (California: Round 1)****California Department of Transportation****Grant Application 1622-2020-3 (Calif ID #0020000192)****Date: April 7, 2020**

<b>5311 Rural Subrecipient</b>	<b>County</b>	<b>Caltrans District</b>	<b>Amount</b>
City of Arcata	HUM	1	\$ 165,849
Humboldt Transit Authority	HUM	1	\$ 695,008
Lake Transit Authority	LAK,MEN,NAP	1	\$ 410,298
Mendocino Transit Authority	MEN,SON	1	\$ 557,349
Redwood Coast Transit Authority	DN,HUM	1	\$ 178,284
County of Shasta Department of Public Works	SHA	2	\$ 424,404
County of Siskiyou	SIS	2	\$ 284,889
Lassen Transit Service Agency	LAS,MOD,PLU	2	\$ 221,408
Modoc Transportation Agency	LAS,MOD,SHA	2	\$ 60,564
Plumas County Transportation Commission	PLU	2	\$ 126,944
Tehama County Transit Agency	TEH	2	\$ 669,719
Trinity County Department of Transportation	TRI	2	\$ 84,915
Butte County Association of Governments/Butte Regional Transit	BUT	3	\$ 772,970
City of Auburn	PLA	3	\$ 88,376
Colusa County Transit Agency	COL	3	\$ 135,903
County of Nevada Public Works, Transit Services Division	NEV	3	\$ 525,997
County of Sacramento Department of Transportation	SAC,SJ	3	\$ 326,797
El Dorado County Transit Authority	ED,SAC	3	\$ 564,119
Glenn County Transportation Commission	GLE	3	\$ 178,433
Placer County Public Works (TART & PCT)	PLA	3	\$ 440,034
Sierra County Transportation Commission	SIE	3	\$ 54,924
Town of Truckee	NEV	3	\$ 100,658
Yolo County Transportation District	SAC,SOL,YOL	3	\$ 155,462
Yuba-Sutter Transit Authority	SUT,YUB	3	\$ 542,445
City of Dixon	SOL	4	\$ 305,302
City of Rio Vista	SAC,SOL	4	\$ 119,328
Marin County Transit District	MRN	4	\$ 239,772
Napa Valley Transportation Authority	NAP	4	\$ 240,051
San Mateo County Transit District	SM	4	\$ 177,565
Santa Clara Valley Transportation Authority	SCL	4	\$ 91,374
Sonoma County Transit	MRN,SON	4	\$ 549,696
City of Guadalupe	SB	5	\$ 69,061
City of Solvang	SB	5	\$ 224,445
Monterey-Salinas Transit	MON	5	\$ 691,355
San Benito County Local Transportation Authority	SBO,SCL	5	\$ 350,680
San Luis Obispo Regional Transit Authority	SLO	5	\$ 591,789
Santa Cruz Metropolitan Transit District	MON,SCL,SCR	5	\$ 200,431
City of Arvin	KER	6	\$ 76,734
City of Chowchilla	MAD	6	\$ 71,384
City of Corcoran - Corcoran Area Transit	KIN	6	\$ 112,297
City of Dinuba	FRE,TUL	6	\$ 229,348

**CARES Act Funding for 5311 Rural Transit Near-Term Impacts of COVID-19 (California: Round 1)****California Department of Transportation****Grant Application 1622-2020-3 (Calif ID #0020000192)****Date: April 7, 2020**

<b>5311 Rural Subrecipient</b>	<b>County</b>	<b>Caltrans District</b>	<b>Amount</b>
City of McFarland	KER	6	\$ 53,756
City of Porterville	TUL	6	\$ 282,177
City of Shafter	KER	6	\$ 66,844
City of Taft	KER	6	\$ 34,426
City of Wasco	KER	6	\$ 97,151
City of Woodlake	TUL	6	\$ 133,352
County of Tulare	KER,TUL	6	\$ 413,637
Fresno County Rural Transit Agency	FRE	6	\$ 1,728,208
Kern Regional Transit	KER	6	\$ 1,130,110
Kings County Area Public Transit Agency	KIN	6	\$ 306,920
Madera County	MAD	6	\$ 388,322
City of Ojai	VEN	7	\$ 445,173
County of Los Angeles - Department of Public Works	LA	7	\$ 475,588
City of Needles	SBD	8	\$ 43,951
Morongo Basin Transit Authority	SBD	8	\$ 441,449
Mountain Area Regional Transit Authority	SBD	8	\$ 312,084
Palo Verde Valley Transit Agency	RIV	8	\$ 130,459
Riverside Transit Agency	ORA,RIV,SBD,SD	8	\$ 611,400
Sunline Transit Agency	RIV	8	\$ 375,782
Victor Valley Transit Authority	SBD	8	\$ 744,249
City of California City	KER	9	\$ 51,360
City of Ridgecrest	KER	9	\$ 102,687
City of Tehachapi	KER	9	\$ 44,651
Eastern Sierra Transit Authority	INY,MNO	9	\$ 207,785
Alpine County Community Development	ALP	10	\$ 75,056
Amador Transit	AMA,SAC	10	\$ 241,687
Calaveras Transit Agency	CAL	10	\$ 480,981
County of Mariposa	MAD,MPA,TUO	10	\$ 115,802
San Joaquin Regional Transit District (RTD)	SJ	10	\$ 1,308,034
Stanislaus County Public Works - Transit Division	MER,STA	10	\$ 514,990
Transit Joint Powers Authority for Merced County	MER	10	\$ 592,355
Tuolumne County Transit Agency (TCTA)	TUO	10	\$ 351,289
Imperial County Transportation Commission	IMP	11	\$ 336,176
North County Transit District	SD	11	\$ 488,232
San Diego Metropolitan Transit System	SD	11	\$ 267,514
<b>GRAND TOTAL - 5311 Rural</b>			<b>\$ 25,500,000</b>

<b>5311(f) Intercity Bus Subrecipient</b>	<b>Caltrans District</b>	<b>Amount</b>
<b>GRAND TOTAL - 5311 Intercity Bus</b>		<b>\$ 4,500,000</b>

Date: April 22, 2020  
W.I.: 1512  
Referred By: Commission

ABSTRACT

Resolution No. 4420

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the Coronavirus Aid, Relief, and Economic Security Act (H.R. 748) for FY2019-20 Emergency Transit Operations Assistance.

This resolution includes the following attachments:

Attachment A – Principles for Distribution of CARES Act (H.R. 748) Supplemental  
Federal Transit Administration Formula Funds

Attachment B – FY2019-20 Emergency Transit Operations Programming Policy

Attachment C – FY2019-20 Emergency Transit Operations Program of Projects

Date: April 22, 2020  
W.I.: 1512  
Referred By: Commission

RE: San Francisco Bay Area FY2019-20 Emergency Transit Operations Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4420

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

WHEREAS, the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program 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 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 for the Section 5311 funds in non-urbanized areas; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a set of principles to guide the development of the process and methodology for the initial distribution of CARES Act supplemental federal transit funds; and which provide for adjustments for subsequent distributions, as set forth in Attachment A, which is incorporated herein as though set forth at length; and

WHEREAS, the Policy to be used for the distribution of funds is set forth in Attachment B, which is incorporated herein as though set forth at length; and

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

RESOLVED, that MTC approves FY2019-20 Emergency Transit Operations Programming Policy as set forth in Attachment B; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment B to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the CARES Act for Emergency Transit Operations Assistance as provided under statute; and, be it further

RESOLVED, that MTC will return to the Commission to consider and approve those criteria and factors that will be identified for and associated with Principle 5 as provided for in Attachment A, as a basis for subsequent distributions beyond the initial distribution; and, be it further

RESOLVED, that MTC adopts the FY2019-20 Emergency Transit Operations Program of Projects to be funded as set forth in Attachment C; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to modify the Program of Projects as listed in Attachment C to meet requirements of FTA, and be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA) or other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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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 April 22, 2020.

Date: April 22, 2020

W.I.: 1512

Referred By: Commission

**Principles for Distribution of CARES Act (H.R. 748) Supplemental  
Federal Transit Administration Formula Funds**

<b>Principles</b>	<b>Proposed Action</b>
1. Move quickly to distribute first allocation of funds to operators as soon as possible.	Recommend an allocation formula and distribution of an initial installment of funds for approval no later than at the regularly-scheduled MTC Commission meeting on April 22 <sup>nd</sup> .
2. Distribute funding in a manner that best addresses operators' needs arising from the COVID-19 crisis.	Pursue agreement with transit operators on a distribution framework that comes as close as possible to anticipated transit operator costs associated with COVID-19, consistent with the intent of the CARES Act to direct funding according to need. Recognize the different revenues that comprise operator budgets and that will be affected by the COVID-19 crisis.
3. Allow flexibility to enable the region to address uncertainty/changed circumstances.	Distribute the funds in multiple phases. Limit the initial distribution of funds to approximately 60% of the total funding, given the challenge of accurately predicting revenue losses. Return to the Commission in July with a second programming action to revisit the formula and make any necessary adjustments based on more accurate information on revenue losses and costs incurred from March through June, and more refined forecasts of revenue impacts through the remainder of 2020.
4. Address urbanized area (UZA) constraints associated with federal funds with a needs-based funding distribution of any COVID-19 supplemental state funds.	Because the federal funds are apportioned to the region by UZAs (5 large and 7 small), there may be limitations in how well a regionwide formula can distribute funds in accordance with operators' actual needs. MTC should take this into consideration in distributing any potential supplemental emergency state funds provided to the region that are under MTC discretion to best achieve a 'needs-based' distribution of the combined state and federal COVID-19 supplemental funds.
5. <b>Pending Additional Review:</b> Future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, lifeline service needs, and financial sustainability.	<b><i>Staff intends to bring a discussion on this principle to the May 13th Programming and Allocations Committee for final action by the Commission on May 27, 2020.</i></b>

Date: April 22, 2020  
W.I.: 1512  
Referred By: Commission

**San Francisco Bay Area FY2019-20 Emergency Transit Operations  
Assistance Programming Policy**

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

## I. About the Policy

- a. **Background:** The FY2019-20 Emergency Transit Operations Assistance Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2019-20, pursuant to the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748).

This policy contains the rules for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region.

On March 27, 2020, the President signed the CARES Act into law, providing supplemental appropriations for emergency transit operations in response to the global Coronavirus pandemic. These supplemental appropriations were provided via existing FTA Section 5307 and 5311 formula programs, and follow many of the same statutory guidelines and requirements. However, the funds are explicitly eligible for use for operating assistance and capital expenses related to transit operator response to the Coronavirus pandemic.

- b. **Goals & Objectives:** The goal of this policy is to provide emergency operating assistance to transit operators to mitigate lost fare revenues, reduced sales tax revenues, and other lost revenues, and increased costs associated with the Coronavirus pandemic; recognizing distinctions between initial responses to the crisis, and recovery efforts emerging from it;

## II. The Policy

### a. FTA Funds

- i. **Federal Eligibility:** In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4242, Revised (Transit Capital Priorities Policy), the CARES Act also makes these funds *“available for the operating expenses of transit agencies related to the response to a coronavirus public health emergency as described in section 319 of the Public Health Service Act, including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service.”* Further, the CARES Act provides this supplemental funding up to a 100% Federal share.
- ii. **Regional Eligibility:** Transit operators are required to submit annual reports to the National Transit Database (NTD). Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the



UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4242, Revised) typically used for distribution of FTA formula funds, in which certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region.

**Table 1. Urbanized Area Eligibility**

Urbanized Area	Eligible Transit Operators <sup>†</sup>
San Francisco-Oakland	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE)*, San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), Fairfield and Suisun Transit (FAST)*, Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin County Transit District (Marin Transit)*, MTC, San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marín Area Rail Transit (SMART)*, City of Union City (Union City Transit)*, Water Emergency Transportation Authority (WETA)*, Western Contra Costa Transit Authority (WestCAT)*
San Jose	AC Transit, ACE*, Caltrain, MTC, VTA
Concord	ACE*, BART, Central Contra Costa Transit Authority (CCCTA)*, Eastern Contra Costa Transit Authority (ECCTA/Tri Delta Transit)*, Livermore-Amador Valley Transit Authority (LAVTA)*, MTC, SolTrans*
Antioch	BART, ECCTA/Tri Delta Transit*, MTC
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, SMART*, Sonoma County Transit*
Vallejo	FAST*, MTC, SolTrans*, WETA*
Fairfield	FAST*, MTC, SolTrans*
Vacaville	City of Vacaville (CityCoach)*, FAST*, MTC
Napa	MTC, NVTA/Vine*
Livermore	ACE*, LAVTA*, MTC
Gilroy-Morgan Hill	Caltrain, MTC, VTA
Petaluma	GGBHTD, City of Petaluma*, MTC, SMART*, Sonoma County Transit*

<sup>†</sup> Eligibility based on 2018 NTD Report Data

\*Small Operator

The FTA Section 5311 Rural Area formula program provides funds to transit operators for service in non-urbanized and rural areas. Operator eligibility is determined by non-urbanized service as provided in the 2012 Regional Transit Database, as explained in MTC Resolution No. 4036, and as self-reported in 2018 NTD reporting. Operators eligible to receive Rural Area formula program funds, based on their provision of rural and non-urbanized area service are as follows:

AC Transit	FAST	SamTrans
Caltrain	LAVTA	SolTrans
CCCTA	Marin Transit	Sonoma County Transit
City of Dixon	NVTA/Vine	Vacaville CityCoach
City of Rio Vista	Petaluma	VTA
ECCTA/Tri Delta Transit		

Per the State Management Plan for Federal Transit Funds, Caltrans makes final determination of project eligibility for Section 5311 Rural Area Formula funds.

b. Funding Distribution Methodology

- i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:
  1. Fund needs for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, CCCTA, etc.).
  2. Fund balance of operator needs among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
  3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
  4. If, after Future Phase(s) funds are programmed to address pandemic-related operator needs (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4242, Revised), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.
- ii. Phased Distribution of Funds: Funds will be distributed in two Phases:
  1. Phase 1: 60.6% of the region's apportionment will be assigned to operators in Phase 1. This phase is intended to roughly address estimated direct operating impacts as a result of the Coronavirus pandemic through June 30, 2020 (e.g., unrealized fare revenue as a result of decreased ridership, unrealized transit agency parking revenue, unrealized bridge toll revenue, increased expenses due to extra cleaning labor and supplies, etc.) using the methodology described in III.a.i., below.
  2. Future Phases: The remaining 39.4% of the region's apportionment will be assigned to operators in future phases following the Principles included in Attachment A, with emphasis on the recovery based considerations embodied in Principle 5, to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

### III. The Process

- a. The distribution of funds in Phases 1 and Future Phase(s) will utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region. This process recognizes the myriad revenue sources that go into different operator budgets, and seeks to provide equitable levels of funding to each across the region.
  - i. Phase 1 Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Phase 1:
    1. MTC 1% Take-down: 1% of the funds will be assigned to MTC for operating assistance.
    2. The remaining Phase 1 funds will be targeted to operators proportionally based on the following three factors, weighted equally, and with a floor applied such that the Small Operators, as defined above, receive an amount equal to at least 17% of their FY2019-20 operating costs:
      - a. Fare box revenues as reported in operators' FY2019-20 Transportation Development Act (TDA) Claims;
      - b. Operating costs, as reported in operators' FY2019-20 TDA Claims; and
      - c. STA Revenue-based formula qualifying revenues (PUC99314), without the AB 1107 sales tax exclusion.
  - ii. Future Phase(s) Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Future Phase(s):
    1. *TBD (Will be amended concurrent with Commission programming of remaining funds, following continued discussion with regional partners and adoption by the Commission.)*
  - iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and Future Phase(s) targets will be funded using the Regional Programming Model described in II.b.i, above.
- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

The CARES Act waives the typical requirement for TIP inclusion for the supplemental apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from the CARES Act in to the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.

- c. Process for Programming Revisions & Amendments: The principles, policy, and associated programming (Attachments A, B, and C to this resolution) will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. Grant Applications:
  - i. FTA Section 5307 Programs: Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.
  - ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

**FY2019-20 Emergency Transit Operations Program of Projects**

TIP ID	Operator	Project Description	Total FTA Program*	FTA Section 5307	FTA Section 5311*
<b>Apportionments</b>			<b>1,288,388,608</b>	<b>1,283,243,071</b>	<b>5,145,537</b>
<b>Phase 1 Programming</b>					
TBD	AC Transit	CARES Act-eligible Projects	80,366,395	80,366,395	
TBD	ACE <sup>1</sup>	CARES Act-eligible Projects	2,680,453	2,680,453	
TBD	BART	CARES Act-eligible Projects	251,637,050	251,637,050	
TBD	Caltrain	CARES Act-eligible Projects	49,292,725	49,292,725	
TBD	CCCTA	CARES Act-eligible Projects	7,067,680	7,067,680	
TBD	City of Dixon	CARES Act-eligible Projects	305,302	-	305,302
TBD	ECCTA	CARES Act-eligible Projects	3,891,364	3,891,364	
TBD	City of Fairfield	CARES Act-eligible Projects	2,002,985	2,002,985	
TBD	GGBHTD	CARES Act-eligible Projects	30,163,006	30,163,006	
TBD	LAVTA	CARES Act-eligible Projects	3,501,369	3,501,369	
TBD	Marin Transit	CARES Act-eligible Projects	5,438,809	5,199,037	239,772
TBD	MTC	CARES Act-eligible Projects	7,808,416	7,808,416	
TBD	NVTA	CARES Act-eligible Projects	2,701,734	2,461,683	240,051
TBD	City of Petaluma	CARES Act-eligible Projects	498,342	498,342	
TBD	City of Rio Vista	CARES Act-eligible Projects	119,328	-	119,328
TBD	SFMTA	CARES Act-eligible Projects	197,190,672	197,190,672	
TBD	SamTrans	CARES Act-eligible Projects	28,519,037	28,341,472	177,565
TBD	City of Santa Rosa	CARES Act-eligible Projects	2,493,979	2,493,979	
TBD	Solano County Transit	CARES Act-eligible Projects	2,590,800	2,590,800	
TBD	Sonoma County Transit	CARES Act-eligible Projects	3,014,482	2,464,786	549,696
TBD	SMART	CARES Act-eligible Projects	10,375,471	10,375,471	
TBD	Union City Transit	CARES Act-eligible Projects	922,560	922,560	
TBD	City of Vacaville	CARES Act-eligible Projects	488,659	488,659	
TBD	VTa	CARES Act-eligible Projects	73,023,596	72,932,222	91,374
TBD	WCCTA	CARES Act-eligible Projects	2,218,204	2,218,204	
TBD	WETA	CARES Act-eligible Projects	12,529,212	12,529,212	
<b>Phase 1 Program Total</b>			<b>780,841,629</b>	<b>779,118,541</b>	<b>1,723,088</b>
<b>Fund Balance</b>			<b>507,546,978</b>	<b>504,124,530</b>	<b>3,422,449</b>
<b>Future Phase Programming</b>					
TBD	AC Transit	CARES Act-eligible Projects	-		
TBD	ACE	CARES Act-eligible Projects	-		
TBD	BART	CARES Act-eligible Projects	-		
TBD	Caltrain	CARES Act-eligible Projects	-		
TBD	CCCTA	CARES Act-eligible Projects	-		
TBD	City of Dixon	CARES Act-eligible Projects	-		
TBD	ECCTA	CARES Act-eligible Projects	-		
TBD	City of Fairfield	CARES Act-eligible Projects	-		
TBD	GGBHTD	CARES Act-eligible Projects	-		
TBD	LAVTA	CARES Act-eligible Projects	-		
TBD	Marin Transit	CARES Act-eligible Projects	-		
TBD	MTC	CARES Act-eligible Projects	-		
TBD	NVTA	CARES Act-eligible Projects	-		
TBD	City of Petaluma	CARES Act-eligible Projects	-		
TBD	City of Rio Vista	CARES Act-eligible Projects	-		
TBD	SFMTA	CARES Act-eligible Projects	-		
TBD	SamTrans	CARES Act-eligible Projects	-		
TBD	City of Santa Rosa	CARES Act-eligible Projects	-		
TBD	Solano County Transit	CARES Act-eligible Projects	-		
TBD	Sonoma County Transit	CARES Act-eligible Projects	-		
TBD	SMART	CARES Act-eligible Projects	-		
TBD	Union City Transit	CARES Act-eligible Projects	-		
TBD	City of Vacaville	CARES Act-eligible Projects	-		
TBD	VTa	CARES Act-eligible Projects	-		
TBD	WCCTA	CARES Act-eligible Projects	-		
TBD	WETA	CARES Act-eligible Projects	-		
<b>Future Phase Program Total</b>			<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Programming (Phase 1 + Future Phase)</b>			<b>780,841,629</b>	<b>779,118,541</b>	<b>1,723,088</b>
<b>Fund Balance</b>			<b>507,546,978</b>	<b>504,124,530</b>	<b>3,422,449</b>

Notes:

\*Estimated amount. Final 5311 amount to be provided by Caltrans.

1. Programming for ACE equal to 50% of the calculated need; remaining 50% will be funded from the San Joaquin Region.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0646      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 4/12/2020      **In control:** Metropolitan Transportation Commission  
**On agenda:** 4/22/2020      **Final action:**  
**Title:** ABAG MTC Governance  
Proposed ABAG MTC Committee Work Integration

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7g\\_20-0646\\_MTC-ABAG\\_Governance\\_Structure.pdf](#)

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

ABAG MTC Governance

Proposed ABAG MTC Committee Work Integration

**Presenter:**

Therese McMillan

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 7g

## ABAG MTC Governance

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**Subject:** Proposed ABAG MTC Committee Work Integration

**Background:** On April 10th, the Joint ABAG MTC Governance Committee discussed ways to better integrate ABAG/MTC committee work on shared interests (e.g. legislation, planning). At the outset, Chair Haggerty and President Arreguin stated their hope that after discussion, the committee would endorse, in concept, the consolidation plan laid out in the PowerPoint presentation (Phase 1) and ask staff to come back with a detailed analysis of what it would take administratively to implement consolidation (Phase 2). What follows is a meeting summary.

1. Concept of combined Legislative Committee

No major concerns were flagged absent a review of overall representation on any proposed new committee. A background inventory of the two current committees is underway that will describe current city/county and geographic representation.

2. Concept of combined Planning Committee

Several members questioned whether housing production was too big an issue to be adequately addressed in a consolidated Planning Committee. Others saw this as an opportunity to integrate housing policy with our transportation and resilience work. One possible solution: a subcommittee focused on housing production that could help local jurisdictions in addressing the challenges of RHNA and opportunities offered by REAP and AB1487.

Several members stated that a consolidated Planning Committee combining MTC's Planning Committee with ABAG's Admin Committee ignores the "admin" duties of ABAG's Admin Committee. One solution: Jesse/ABAG Exec Board create an ABAG Planning Committee to consolidate with MTC's Planning Committee and let the Admin Committee retain a focus on acting for the Board between its meetings.

Members discussed ways to integrate BAHFA with the Planning Committee's work. While its governing board is statutorily designated as the MTC Commission, the committee asked staff to look at ways BAHFA and its Advisory Committee could provide input to the new Planning Committee on housing production.

3. Concept of combined Stakeholder Committee

While most members felt that bringing MTC's Policy Advisory Council (PAC) and ABAG's Regional Planning Committee (RPC) together makes sense, some were concerned about reduced stakeholder engagement and wanted to get input from PAC and RPC prior to making any final decision. One solution: have endorsing MTC/ABAG motions instruct staff to

present concept to PAC/RPC and report back their response as part of the Phase 2 due diligence.

4. Role of Bay Area Regional Collaborative (BARC)

Several people wished to explore ways BARC could contribute to Planning Committee's work, possibly by referring topics to BARC for review and recommendations back to Planning Committee.

5. Other Suggestions from Committee Members

- Explicitly require an assessment/re-evaluation at some defined point;
- Keep open the idea of bringing in other regional issues: homelessness, economic recovery, etc.; and
- Be mindful that consolidation effort will require additional staff and resources, at a time when both are strained—don't set up implementation plan that can't be delivered due to overriding priorities.

Outcome

The Joint ABAG MTC Governance Committee voted unanimously to refer the proposal (Phase 1) to the April 16th ABAG Executive Board and the April 22nd Commission with a recommendation to conceptually approve Phase 1 and ask staff to return with a detailed analysis and set of recommendations regarding what it would take administratively to implement the proposed committee consolidations (Phase 2). At that point, the Governance Committee would discuss further and make recommendations to the ABAG and MTC governing boards.

**Recommendation:** The Commission is requested to approve conceptually Phase I of the proposed ABAG MTC committee consolidations and to direct staff to return with a detailed analysis and set of recommendations regarding what it would take administratively to implement the proposed committee consolidations in Phase 2, as reported.

**Attachments:** Presentation

  
Therese W. McMillan



# **ABAG MTC Governance: Important Next Steps**

**Metropolitan Transportation Commission  
April 22, 2020**

## Where We Left Off

### 1. Conduct initial Field Visits – March/April

- Sacramento Area Council of Governments (SACOG)
- Puget Sound Regional Council (PSRC)
- San Diego Association of Governments (SANDAG)
- Met Council (Twin Cities, MN)

❖ STATUS: Defer due to COVID-19 travel restrictions

### 2. Develop Board Protocol Alignment proposal for ABAG General Assembly and MTC approval in June 2020

❖ STATUS: Recommendations being advanced to ABAG EB and General Assembly

## Where We Left Off

### 3. Bring Committee restructuring proposal to Joint Governance Committee by June 2020

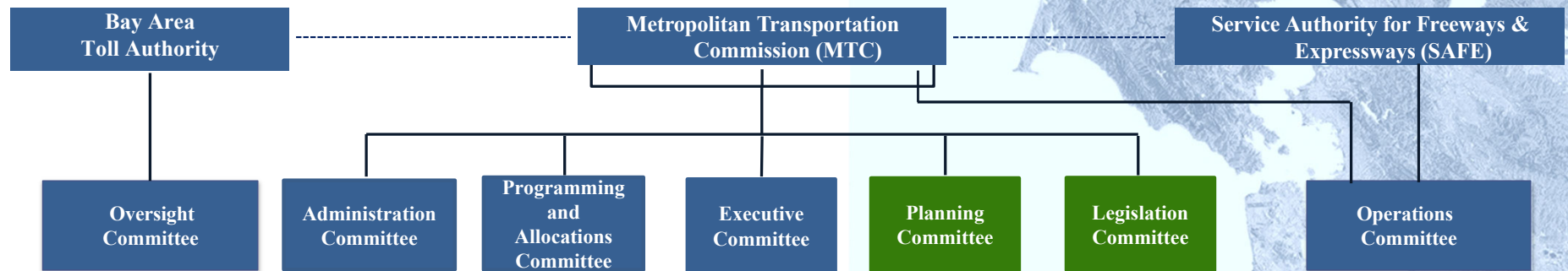
❖ **STATUS: Current Proposal → Committee Consolidation Framework**



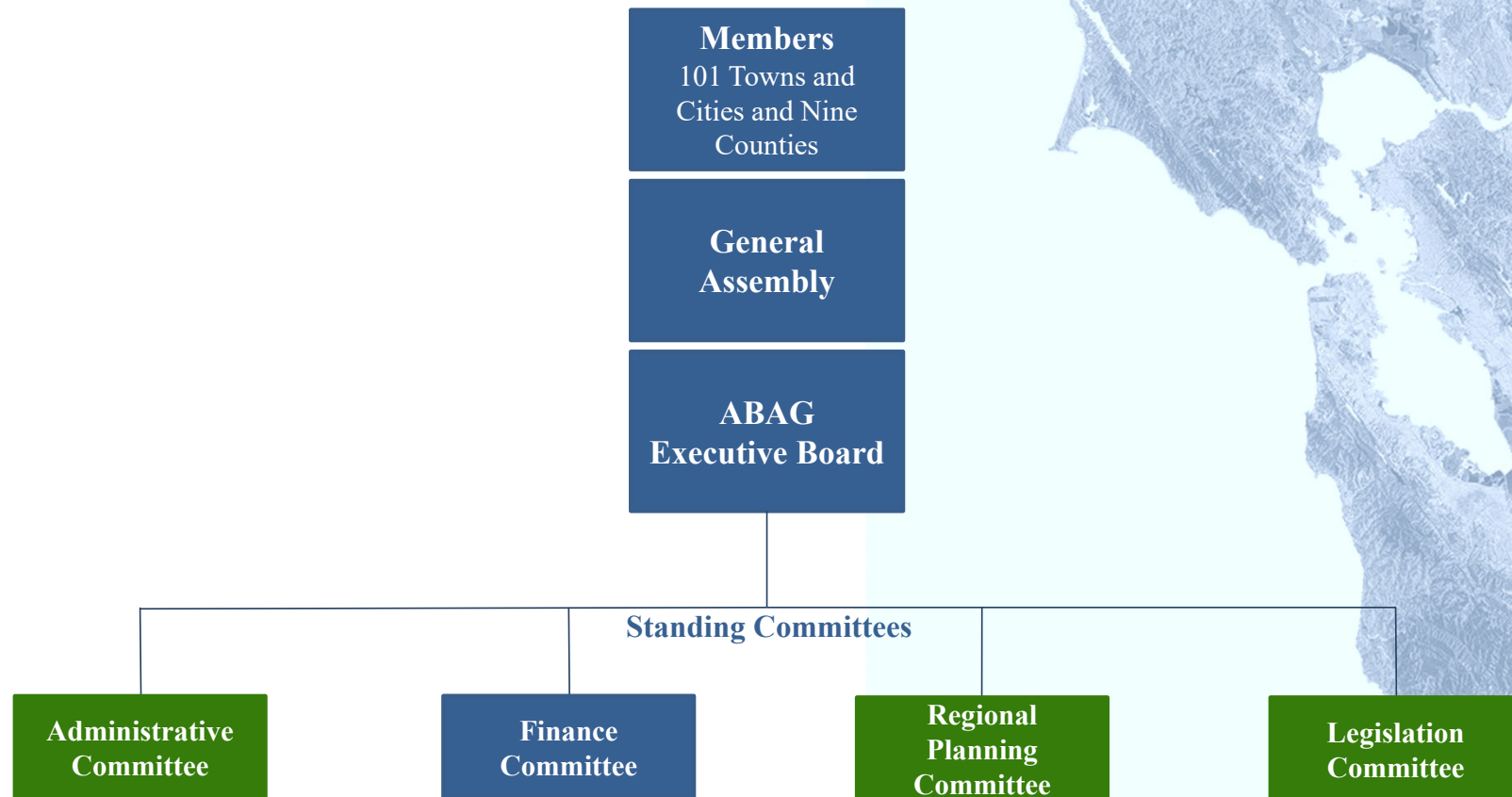
## Committee Consolidation Framework: Core Principles

- Existing Standing Committees at MTC and ABAG are building blocks for integrated decision making
- Not all Standing Committees would be tapped; only those with oversight and interest in shared agendas (flagged as green in following charts)
- “Alternative framework combinations” that follow suggest “building block” committees, and potential modifications for consideration

# MTC Standing Committees



# ABAG Governance and Standing Committees





## NEXT STEPS: Committee Consolidation Framework

**Premise:** Combining similar ABAG and MTC committees could help us better address *shared* decision making in areas of *shared* interest, including:

- **Legislation** focused on transportation, housing, land use and resilience
  - **Planning work** involving PBA, housing, transportation and resilience
  - **Housing** programs/funding (AB 1487) to help alleviate regional housing crisis
  - **Citizen Input** on PBA Blueprint, RHNA, REAP, BAHFA, etc.
- ❖ Objective: Structure a set of consolidated committees to help our agencies and staff provide more effective, efficient regional leadership on these issues.

## Example of Committee Consolidation #1

**LEGISLATION:** Currently operates as separate MTC and ABAG Legislative committees meeting jointly

### Areas of Shared Interest:

- Transportation
- Land use
- Housing
- Environment/Climate/Resilience

### Alternative Framework Combination

- Current MTC Legislation Committee
- ABAG Legislation Committee with modifications
  - Better represent breadth of interests and geographies on Exec Board



## Example of Committee Consolidation #2:

**PLANNING:** Currently operates as MTC Planning and ABAG Administrative Committees meeting jointly

### Areas of Shared Interest

- PBA 2050: Regional planning for transportation, housing, resilience, etc.
- Work supporting local jurisdiction's housing elements (e.g. RHNA, REAP)
- Implementation of AB1487 (*NEW as of Jan. 2020*: noting legislated decision making roles between ABAG and MTC)
- Environmental issues/climate change/resilience

### Alternative Framework Combination

- MTC Planning Committee
- ABAG Administration Committee's *planning function* with modifications
  - Adjust county and city balance to capture range of local experience with Planning and Housing issues/programs

**Assess how to integrate the funding/finance function of Bay Area Housing Finance Authority (assigned to MTC by AB 1487) with housing policy and implementation assigned to consolidated Planning committee**

## Example of Committee Consolidation #3

**STAKEHOLDER ENGAGEMENT:** PBA Blueprint, RHNA, REAP, BAHFA

**Some Combination of our Existing Committees that Lead Advisory Engagement**

- MTC's Policy Advisory Committee (non-elected officials)
- ABAG's Regional Planning Committee (non-elected officials and elected officials)

**Proposed Framework Combination**

- Decide what sectors should be represented on single Committee (environment, equity, business, senior disabled mobility, youth)
- Appointments equally between MTC and ABAG leadership

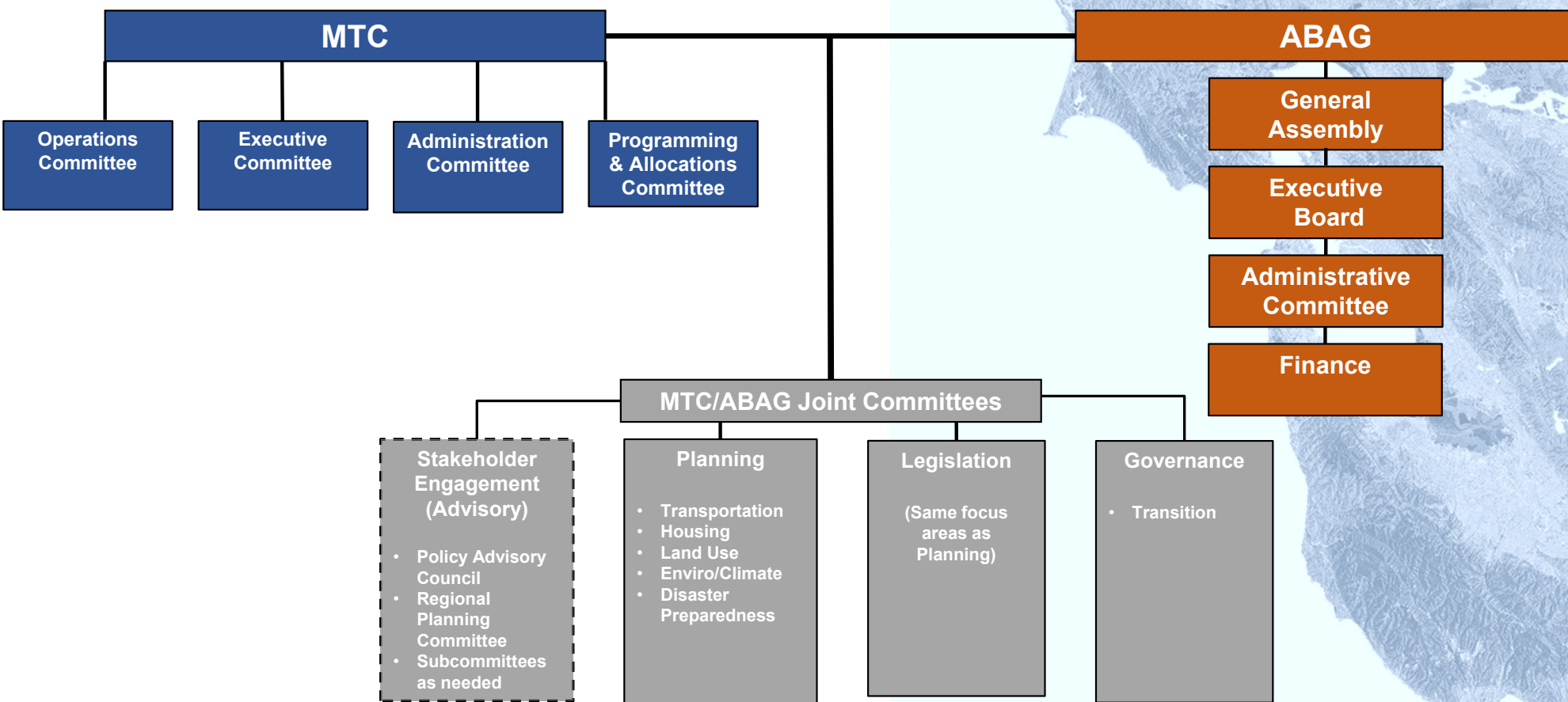


## Existing Consolidated Committee

### GOVERNANCE ISSUES

- MTC and ABAG have already created a unified Governance Committee made up of members both governing boards
- Consider retaining to oversee transition to consolidated committee structure, and periodic review

# Consolidated Committee Framework: View from the Top



## Benefits of Adopting Consolidated Committees

**A system of combined committees could help further discussion between our two agencies on how best to structure our relationship based on the shared interests discussed above, one that could help address...**

- How best to carry out the shared work in our two work plans (e.g. PBA 2050, housing/BAHFA, resilience/climate change);
- How irrespective of color of money and the amount—the two governing boards can be jointly accountable for implementing this shared work plan—with a clear understanding of the available resources— and the opportunities and limits of such;
- How the two boards can navigate appropriate Discussions versus Decisions within this shared work plan — restructured combined committee meetings may aid in that effort.



## **April 10<sup>th</sup> ABAG/MTC Governance Committee Action**

- **Committee voted unanimously to recommend proposal to ABAG and MTC governing boards with several modifications including:**
  - Retain MTC ABAG Governance Committee to oversee this transition to a consolidated committee structure and provide for periodic review
  - Establish periodic reevaluation
  - Present concept to PAC and RPC and report back their response as part of staff due diligence before ABAG or MTC take any final action on proposal to consolidate Advisory Committees

## **NEXT STEPS: MTC/ABAG Initial Board Decision**

- **If ABAG and MTC governing boards agree conceptually with this approach (Phase 1) to consolidating similar committees, then**
- **Staff would bring back a more detailed set of administrative issues and questions that would have to be discussed and agreed to by ABAG and MTC before implementing such a proposal (Phase 2)**



## NEXT STEPS: Implementation

### Factors to Consider in Implementing Committee Consolidation Concept

- Membership of each consolidated committee must sufficiently represent the breadth of interests, geographies and jurisdictions of the Bay Area.
- Enough MTC and ABAG board members should be assigned to each committee to ensure a balance of views from each board, while maintaining a total number conducive to effective decision making.
- Existing representation structures underlying MTC Commission and ABAG Executive Board remain the same; consolidated committees must strike a balance between each, e.g. how are counties and cities represented within any single committee.
- Procedures will need to address consideration of issues unique to either MTC or ABAG that may fall within consolidated committee jurisdiction