Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

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

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

Wednesday, June 10, 2020 **9:45 AM** **Board Room - 1st Floor**

The MTC Programming and Allocations Committee is scheduled to meet on Wednesday, June 10, 2020 at 9:45 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom 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/99217474102
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 992 1747 4102

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

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at 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 committee shall be a majority of its regular non-ex-officio voting members (5).

2. Consent Calendar

2a. 20-0735 Minutes of the May 13, 2020 meeting

Action: Committee Approval

Attachments: Agenda Item 2a - 05-13-2020 Prog&Allocations Draft Minutes v1.pdf

2b. 20-0739 MTC Resolution No. 3914, Revised. Rescission and Allocation of AB 1171 funds for the Solano I-80/680/12 Interchange project.

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: Agenda Item 2b - 20-0739 ResoNo 3914 Revised.pdf

2c. 20-0738 STIP Amendment Request for Solano County - Concurrence with STIP Amendment Request to reprogram $16.7M from the I-80 Managed Lanes Project to the I-80/I-680/SR 12 Interchange - Package 2A Project in Solano County.

Action: Committee Approval

Presenter: Karl Anderson

Attachments: Agenda Item 2c - 20-0738 STIP STA Amendment.pdf

2d. 20-0437 MTC Resolution Nos. 3880, Revised, 3881 Revised, 4053, Revised and 4179, Revised.
Revisions to the Lifeline Transportation program (LTP) Cycles 2, 3, and 4 Program of Projects, and Proposition 1B - Regional Transit Program.

Action: Commission Approval

Presenter: Judis Santos

Attachments: Agenda Item 2d - 20-0437 ResoNos 3880-3881-4053-4179.pdf

2e. 20-0438 MTC Resolution No. 4416. Lifeline Transportation Program Cycle 6 Guidelines for FY2018-19 and FY2019-20.

Action: Commission Approval

Presenter: Judis Santos

Attachments: Agenda Item 2e - 20-0438 ResoNo 4416 LTP C6.pdf

2f. 20-0740 MTC Resolution No. 4272, Revised. FY2016-17 through FY2019-20 Transit Capital Priorities Program Revisions

Action: Commission Approval

Presenter: Rob Jaques

Attachments: Agenda Item 2f - 20-0740 ResoNo 4272 TCP Program Revisions.pdf

2g. 20-0614 MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-38.

Action: Commission Approval

Presenter: Adam Crenshaw

Attachments: Agenda Item 2g - 20-0614 ResoNo 4375 TIP Amendment 2019-38.pdf

2h. 20-0815 MTC Resolution No. 4381, Revised. An allocation of $1.7 million in FY2019-20 State Transit Assistance funds to SMART to support transit operations.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: Agenda Item 2h - 20-0815 ResoNo 4381 SMART Allocation.pdf

2i. 20-0754 MTC Resolution No. 4419. Adoption of the FY 2020-21 Regional State Transit Assistance (STA) Program

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: Agenda Item 2i - 20-0754 ResoNo 4419 STA Regional Coordination Program.p

2j. 20-0758 MTC Resolution No. 4426. An allocation of FY 2020-21 Transportation Development Act (TDA) Planning and Administration funds to MTC and the nine counties.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: Agenda Item 2j - 20-0758 ResoNo 4426 TDA Allocation.pdf

2k. 20-0736 Transit Performance Initiative - Investment Program: Semi-Annual Report

Action: Information

Presenter: Anne Spevack

Attachments: Agenda Item 2k - 20-0736 TPI Investment Update.pdf

2l. 20-0737 Regional Measure 2 (RM2) Capital Program: Semi-Annual Update

Action: Information

Presenter: Anne Spevack

Attachments: Agenda Item 2l - 20-0737 RM2 Capital Update.pdf

3. Regional

3a. 20-0806 Proposed Expenditure of the MTC Share of Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - CARES Act Funding

Recommended expenditure plan for regional share of Federal CARES Act funding.

Action: Committee Approval

Presenter: Theresa Romell

Attachments: Agenda Item 3a - 20-0806 MTC CARES Act Funding.pdf

3b. 20-0642 MTC Resolution Nos. 4378, Revised 4379, Revised, and 4428. Amendments to the Regional Measure 2 (RM2) Operating and Marketing Programs.

i. Amends the FY 2019-20 RM2 Operating and Marketing Program and rescinds funds from Clipper; and
ii. Adopts the FY 2020-21 RM2 Operating and Marketing Program.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: Agenda Item 3b - 20-0642 - ResoNos 4378-4379-4428 RM2 Ops and Mktg Proc

3c. 20-0760 MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432.

Allocation of $279 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: Agenda Item 3c - 20-0760 - ResoNos 4427-4429-4430-4431-4432.pdf

3d. 20-0813 MTC Resolution No. 3914, Revised.

Allocation of $46.8 million in AB 1171 Bridge Toll funds to the Tri-Valley - San Joaquin Valley Regional Rail Authority for completion of 30% design, federal environmental review documents, preparation of reports for Caltrans PA&ED, and support of various operations and technical reports/studies on the Valley Link project.

Action: Commission Approval

Presenter: Craig Bosman

Attachments: Agenda Item 3d - 20-0813 ResoNo 3914 Valley Link Allocation.pdf

4. Information

4a. 20-0774 California Transportation Commission (CTC) Meeting Update

Update on the May 13, 2020 CTC Meeting

Action: Information

Presenter: Kenneth Kao

Attachments: Agenda Item 4a - 20-0744 CTC Update.pdf

5. Public Comment / Other Business

6. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on July 8, 2020 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely).

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

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

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) 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 Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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

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

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0735	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Consent
File created:	4/28/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	Minutes of the May 13, 2020 meeting				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2a - 05-13-2020 Prog&Allocations Draft Minutes v1.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Minutes of the May 13, 2020 meeting

Recommended Action:
Committee Approval

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Metropolitan Transportation Commission

Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

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

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

Wednesday, May 13, 2020 **9:45 AM** **Board Room - 1st Floor (REMOTE)**

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, Commissioner Ronen, and Commissioner Worth

Absent: 1 - Commissioner Schaaf

Non-Voting Member Absent: Commissioner Tavares
Ex Officio Voting Members Present: Commission Chair Haggerty and Commission Vice Chair Pedroza
Ad Hoc Non-Voting Members Present: Commissioner Connolly, Commissioner Cortese, Commissioner Giacopini, Commissioner Halsted, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Spering

2. Consent Calendar

Upon the motion by Commissioner Glover and the second by Vice Chair Dutra-Vernaci, the Consent Calendar was unanimously approved by the following vote:

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

Absent: 1 - Commissioner Schaaf

2a. 20-0418 Minutes of the March 11, 2020 meeting

Action: Committee Approval

2b. 20-0435 Quarterly Report of Executive Director Delegated Authority Actions

Action: Information

Presenter: Cheryl Chi

2c. 20-0615 MTC Resolution No. 4202, Revised Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to reflect changes in the Freeway Performance Program and Priority Conservation Area Grant program.

Action: Commission Approval

Presenter: Mallory Atkinson

2d. 20-0692 MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-36.

Action: Commission Approval

Presenter: Adam Crenshaw

2e. 20-0436 MTC Resolution No. 4377, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add $75,000 for temporary transit support staff.

Action: Commission Approval

Presenter: Cheryl Chi

2f. 20-0569 MTC Resolution No. 4381, Revised. An allocation of $4.1 million in State Transit Assistance funds to AC Transit in FY2019-20 to support transit operations.

Action: Commission Approval

Presenter: Cheryl Chi

2g. 20-0693 MTC Resolution No. 4403. Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule.

Action: Commission Approval

Presenter: Karl Anderson

2h. 20-0533 MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to Alameda County Transportation Commission (ACTC) for the 7th Street Grade Separation Project; and the I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening Project.

Action: Commission Approval

Presenter: Kenneth Kao

2i. 20-0605 MTC Resolution No. 4414. Programming for FY2020-21 and an allocation of approximately $282,000 in Five Percent Unrestricted State Fund Revenues and $450,000 in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project.

Action: Commission Approval

Presenter: Christina Hohorst

3. Regional

3a. 20-0532 MTC Resolution No. 4411, Revised. Regional Measure 3: Bay Area Corridor Express Lanes Initial Programming.

A recommendation for initial programming of the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Action: Commission Approval

Presenter: Lisa Klein

Roland Lebrun was called to speak.

Ken Bukowski was called to speak.

Rich Hedges was called to speak.

Marcella Rensi of VTA was called to speak.

Randy Kinman was called to speak.

Upon the motion by Commissioner Bruins and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4411 to the Commission for approval. The motion carried by the following vote:

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

Absent: 1 - Commissioner Schaaf

4. State / Federal

4a. 20-0458 MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs

Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

Action: Commission Approval

Presenter: Kenneth Kao

Upon the motion by Commissioner Bruins and the second by Commissioner Papan, the Committee unanimously approved the referral of MTC Resolution Nos. 4417 and 4418 to the Commission for approval. The motion carried by the following vote:

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

Absent: 1 - Commissioner Schaaf

4b. 20-0728 MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Recovery Strategy

Staff will recommend revisions to Principle 5 to reflect the creation of a Blue Ribbon Task Force by the Commission to guide the region's transit recovery strategy.

Action: Commission Approval

Presenter: Alix Bockelman

Written public comment was received from Ian Griffiths and Adina Levin of Seamless Bay Area.

Brian Wiedenmeier of SF Bicycle Coalition was called to speak.

Randi Kinman was called to speak.

Roland Lebrun was called to speak.

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Papan, the Committee unanimously approved the referral of MTC Resolution No. 4420, Revised to the Commission for approval. The motion carried by the following vote:

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

Absent: 1 - Commissioner Schaaf

5. Information

5a. 20-0702 Transit Operating Program Funding, Performance and Planning Updates

This item provides an overview of steps being taken to revise fund estimates, allocation procedures and performance and planning requirements to acknowledge COVID-19 realities.

Action: Information

Presenter: Theresa Romell

Adina Levin was called to speak.

Roland Lebrun was called to speak.

Rich Hedges was called to speak.

5b. 20-0644 California Transportation Commission (CTC) Update

Update on the March 25, 2020 and April 29, 2020 California Transportation Commission meetings.

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

7. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on June 10, 2020 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0739	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	4/28/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution No. 3914, Revised. Rescission and Allocation of AB 1171 funds for the Solano I-80/680/12 Interchange project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2b - 20-0739 ResoNo 3914 Revised.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 3914, Revised. Rescission and Allocation of AB 1171 funds for the Solano I-80/680/12 Interchange project.

Presenter:
Kenneth Kao

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2b - 20-0739**

MTC Resolution No. 3914, Revised

Subject: Rescission of $2 million in Assembly Bill (AB) 1171 Bridge Toll capital funds from various segments of the I-80/680/12 Interchange project, and allocation of $1.2 million in AB 1171 capital funds to I-80/680/12 Interchange #2A project, in Solano County.

Background: The Solano Transportation Authority (STA) requests rescinding various amounts of AB 1171 capital funds from the I-80/680/12 Initial Construction Package (ICP) project in Solano County. These rescissions are due to lower-than-anticipated costs and the immediate need to fund ongoing right-of-way work on Package 2A (described below). A summary of the rescissions is listed below:

Table 1: Summary of AB 1171 Rescissions

Allocation No.	Description and Phase	Rescission Amount
#25	ICP #1: Right-of-Way	$481,984
#30	ICP #1: Construction	$116,802
#31	ICP #1: Right-of-Way	$3,668
#39	ICP #2 and #3: Final Design	$549,925
#41	ICP #2 and #3: Final Design	$28,049
Total		**$1,180,428**

STA also requests allocating $1.2 million from the above rescissions to fund an expected cost increase in the right-of-way phase of the I-80/680/12 ICP #2A (SR-12 East to I-80 East Connector) project in Solano County. ICP #2A received $53 million in Senate Bill 1 Trade Corridor Enhancement Program Funds in 2018 and is nearing construction start in mid-2020. ICP #2A is shown in light green in the map in Attachment 1.

This item also adds a new Attachment B to the MTC Resolution No. 3914, Revised, to serve as a simplified allocation tracker for AB 1171 Bridge Toll funds. Going forward, Attachments A and B will both be revised as part of any allocation or rescission.

Issues: None.

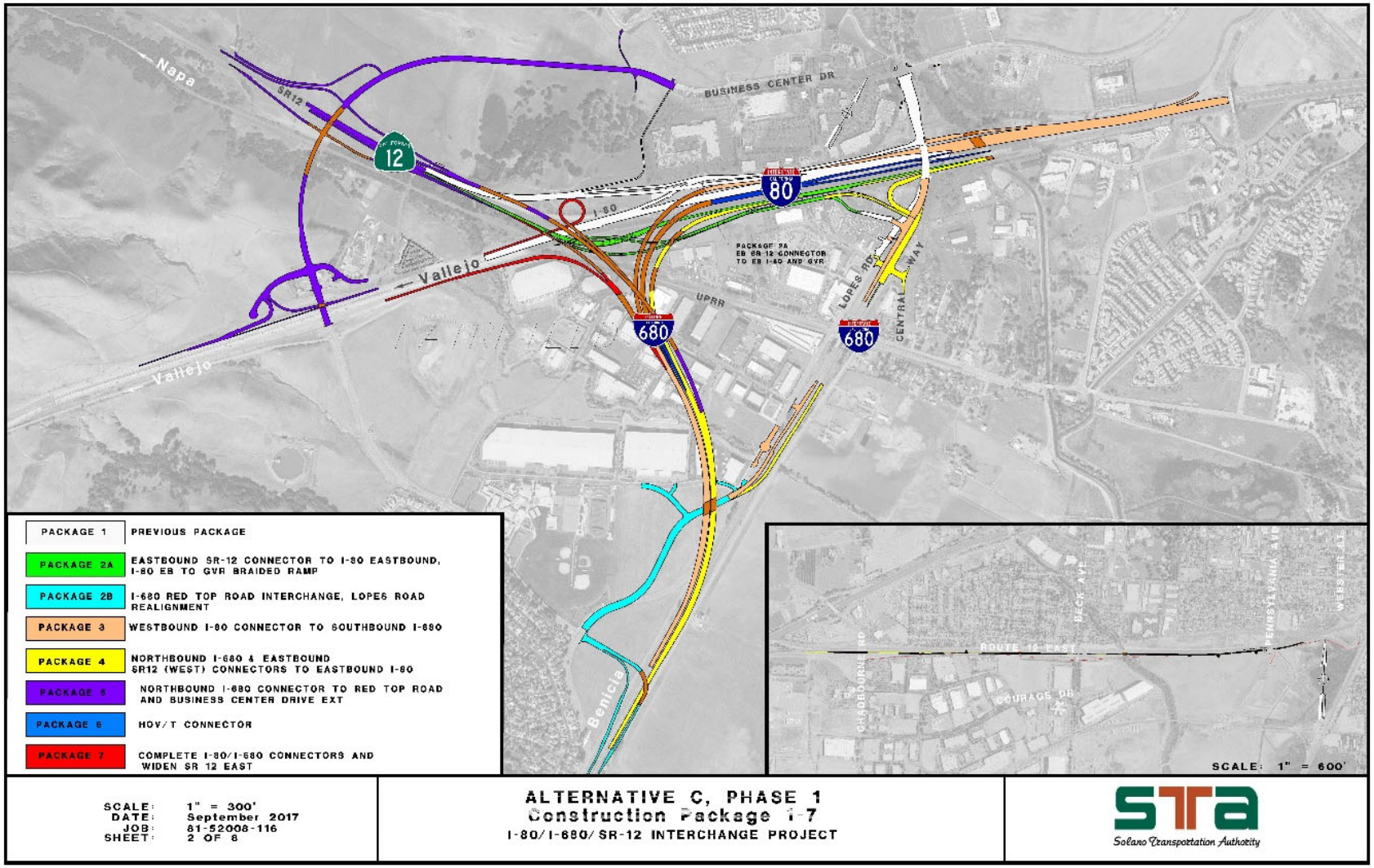
Recommendation: Refer Resolution No. 3914, Revised to the Commission for approval. Because this resolution is proposed for revision under other agenda items, it is included once under Agenda Item 3e with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: Attachment 1: Project Map of I-80/680/SR-12 Interchange Complex
Resolution No. 3914, Revised, Attachments A and B, can be found under Agenda Item 3d to this packet.

Therese W. McMillan

June 10, 2020 MTC Programming and Allocations Committee: Agenda Item 2b

Attachment 1: Project Map of Solano I-80/680/SR-12 Interchange Complex



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0738	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	4/28/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	STIP Amendment Request for Solano County - Concurrence with STIP Amendment Request to reprogram $16.7M from the I-80 Managed Lanes Project to the I-80/I-680/SR 12 Interchange - Package 2A Project in Solano County.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2c - 20-0738 STIP STA Amendment.pdf				

Date	Ver.	Action By	Action	Result

Subject:
STIP Amendment Request for Solano County - Concurrence with STIP Amendment Request to reprogram $16.7M from the I-80 Managed Lanes Project to the I-80/I-680/SR 12 Interchange - Package 2A Project in Solano County.

Presenter:
Karl Anderson

Recommended Action:
Committee Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2c - 20-0738**

Concurrence Request for STIP Amendment

Subject: State Transportation Improvement Program (STIP) Amendment Request for the I-80 Managed Lanes and I-80/I-680/SR-12 Interchange Phase 2A projects in Solano County

Background: The Solano Transportation Authority (STA) requests MTC's concurrence for a STIP amendment for the Solano I-80 Managed Lanes project and the I-80/I-680/SR-12 Interchange Phase 2A project. MTC's 2020 Regional Transportation Improvement Program (RTIP), approved in December 2019, programmed $34 million for the Solano I-80 Managed Lanes project in FY 2021-22. The California Transportation Commission (CTC) approved this project in the 2020 STIP at its March 2020 meeting.

In 2018, the CTC awarded $53.2 million in Senate Bill 1 Trade Corridor Enhancement Program (TCEP) funds to the I-80/I-680/SR-12 Interchange Phase 2A project. STA expects to request TCEP allocation of funds and begin construction of the Interchange project in late summer 2020. However, updated design estimates predict a $16.7 million construction cost increase due to differing site conditions and other unforeseen issues. Regional Measure 3 (RM3) includes funds legislatively committed to the Interchange project and could have be used to cover this increase if it were not in litigation. Therefore, to cover this cost increase, STA requests $16.7 million in STIP funds be reprogrammed from the Solano I-80 Managed Lanes project to the I-80/I-680/SR-12 Interchange Project Phase 2A for construction and advanced from FY 2021/22 to FY 2020-21. The STA will request an RM3 Letter of No Prejudice (LONP) against the STIP funds this summer so that STA can be repaid when/if RM3 funds become available. STA will commit the repaid funds to complete the I-80 Managed Lanes funding plan.

Since this action proposes to amend the STIP to reprogram funds, Committee action is required to concur with the proposed amendment consistent with the 2020 RTIP Policies and Procedures (MTC Resolution No. 4398). This action is also consistent with the regional program of nominations for the SB1 Solution for Congested Corridors and Trade Corridor Enhancement Programs (MTC Resolution Nos. 4417 and 4418), adopted by the MTC Commission in May 2020.

The current and proposed 2020 STIP programming is shown below.

Existing Programming:

PPNO	Sponsor	Phase	Amount	FY	Title
0658L	Caltrans	CON	$33,290,000	21/22	Solano 80 Managed Lanes
0658L	STA	ROW	$650,000	21/22	Solano 80 Managed Lanes
0658L	STA	ROW-SUP	$60,000	21/22	Solano 80 Managed Lanes

Proposed Programming:

PPNO	Sponsor	Phase	Amount	FY	Title
0658L	Caltrans	CON	*$16,590,000*	21/22	Solano 80 Managed Lanes
0658L	STA	ROW	$650,000	21/22	Solano 80 Managed Lanes
0658L	STA	ROW-SUP	$60,000	21/22	Solano 80 Managed Lanes
5301X	*Caltrans*	*CON*	*$16,700,000*	*20/21*	*I-80/I-680/Route 12 IC (2A)*

The CTC is scheduled to notice the proposed STIP amendment at its June meeting, and expected to take action on the amendment at CTC's August 12-13, 2020 meeting.

Issues: The Solano I-80 Managed Lanes project depends on CTC's awarding of $123 million in competitive SB1 funds to the project, as well as the availability of RM3 funds. Both fund sources must be available for the project to proceed.

Recommendation: Approve the requested STIP amendment concurrence from STA and direct staff to send a letter of concurrence to Caltrans and CTC.

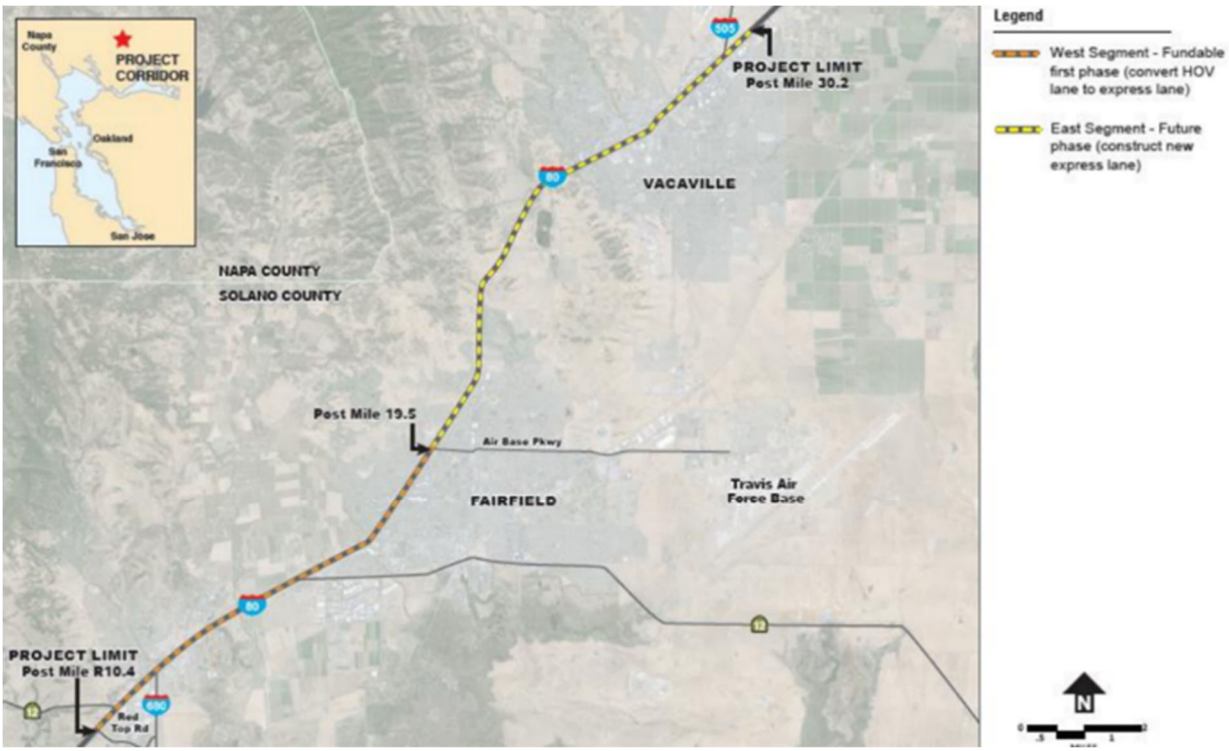
Attachments: Attachment 1: Map of Affected STIP Amendment Projects
STA STIP Amendment Request Letter

Therese W. McMillan

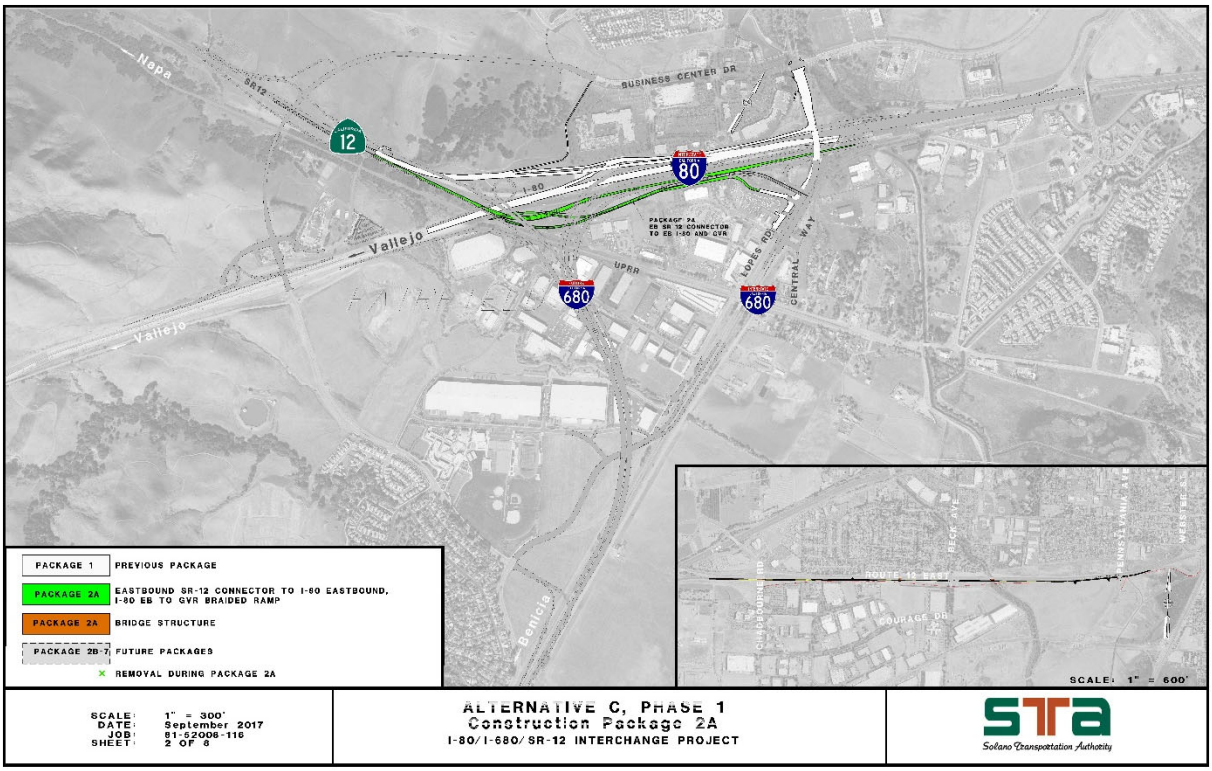
June 10, 2020 Programming and Allocations Committee: Item 2c

Attachment 1: Map of Affected STIP Amendment Projects

Solano I-80 Managed Lanes Project



I-80/680/12 Interchange Phase 2A Project



Solano Transportation Authority
. . . working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov • Website: sta.ca.gov

May 15, 2020

Sent Via Electronic Mail

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

RE: State Transportation Improvement Program (STIP) Amendment Request for the Solano I-80 Managed Lanes Project and the I-80/I-680/SR12 Interchange Project – Phase 2A

Dear Mr. McMillan:

The Solano Transportation Authority (STA) is requesting MTC's concurrence on our request to the California Transportation Commission (CTC) to approve a STIP amendment at the June 2020 Meeting. The Amendment is to re-program $16.7M in STIP funds from Solano I-80 Managed Lanes Project to the I-80/I-680/SR 12 Interchange Project-Phase 2A Project, for FY 2021-22. Attached are the Project Programming Requests (PPR) for each project.

The I-80/I-680/SR 12 Interchange – Phase 2A is a 2018 Trade Corridor Enhancement Program (TCEP) funded project that is ready for construction in FY 2019-20. This amendment is necessary to fund a construction capital short-fall and meet the FY 2019-20 deadline TCEP funds for this project. During the design, significant cost increases were realized.

The Solano I-80 Managed Lanes Project funding plan will be kept whole by a local funding commitment of $16.7M from the Metropolitan Transportation Commission (MTC) through the STA. This funding commitment is not available for the I-80/I-680/SR 12 Interchange Project-Phase 2A, as it is a loan from MTC against future RM3 funds. RM3 funds are not currently available for allocation due to litigation. As the I-80/I-680/SR 12 Interchange Project-Phase 2A is expected to begin construction this summer and the capital funding shortfall must be met prior to beginning construction, the movement of STIP funds is the best way to fund the shortfall at this time. The Solano I-80 Managed Lanes project will be submitted for SB1 grants in the 2020 funding cycle for funding in FY 2021-22.

The project sponsor, STA, has requested the STIP amendment to be noticed at the June 24-25, 2020 CTC Meeting. STA took Board action approving moving this STIP funds transfer at their May 13, 2020 meeting, please see attached.

If you have any questions, please call Janet Adams, STA Director of Projects, at (707) 399-3207.

Sincerely,

Janet Adams

Janet Adams
STA Director of Projects

Attachments: Project Programming Request

Cc: Daryl Halls, STA Executive Director
Eric Schen – Caltrans District 4 Program Management - Solano County

ATTACHMENT

Solano Transportation Authority

DATE: May 5, 2020
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Anthony Adams, Project Manager
RE: 2020 Surface Transportation Improvement Program (STIP) Programming Amendment

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Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from state gas tax which is placed into the State Highway Account. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). STA is responsible for programming the RTIP for Solano County and the California Transportation Commission (CTC) programs the ITIP. In the Bay Area, the Metropolitan Transportation Commission (MTC) collects the nine counties RTIP and submits to the CTC. The STIP cycle is programmed every two years and covers a five-year period. Historically, Solano County averages about $10M per STIP cycle in population shares of STIP funds (the RTIP) share for Solano.

The California Legislature passed Senate Bill 1 (SB1) in April of 2017. This Bill raised the state gas tax, among other revenue sources, to help fund transportation improvements. The passage of this bill was intended that future STIP shares will be more stable in the future and as the gas tax, which funds the STIP, will include a Consumer Price Index (CPI) adjuster.

Discussion:

STA Board Approved STIP Funding Priorities and 2020 Programming

The STA Board has prioritized three regionally significant projects that will seek funding from newly created SB1 funding categories. The prioritized projects that are eligible for this funding include the I-80 Express Lanes, I-80 Westbound Truck Scales, and I-80/I-680/State Route (SR) 12 Interchange. The STA's Regional Transportation Improvement Program (RTIP) is one of the few available to STA to provide match funding for I-80 Corridor projects.

The upcoming call for projects for the SB 1 funded Solutions for Congested Corridors (SCC) and Trade Corridor Enhancements (TCEP) programs was an important consideration when programming the 2020 STIP, with MTC informing STA that they are requiring a funding commitment from the applicant's current STIP cycle, as well as future STIP cycles, for MTC to support the application for SCC funding. With this requirement at hand, the STA held a special Board meeting in November 2019 to approve the following programming of the 2020 STIP:

- $5M: SR37 Fairgrounds Dr. Interchange Improvements - FY 2021-22 (STA Project Sponsor)
- $4M: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)

- $30M in Advanced STIP Shares: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- $152K Planning, Programming, and Monitoring (FYs 2023-24 and 2024-25)
- $98K Vine Trail – Calistoga to St. Helena

Funding Shortfall on I-80/I-680/SR12 Interchange Phase 2
STA was awarded a $53M grant TCEP grant in 2018 for Phase 2 of the I-80/I-680/SR12 Interchange which is scheduled for construction in late Summer 2020. During the design and right of way phase, significant cost increases were realized by Caltrans, due to soil conditions and additional land purchasing. A total cost increase of $16.7M is needed to fully fund construction of this phase of the project.

To address this shortfall, STA has coordinated with MTC and Caltrans to propose the following funding swap:

- STA Reprograms $16.7M in future STIP funds from Solano I-80 Managed Lanes project to I-80/I-680/SR12 Interchange phase 2.
- MTC will loan STA future bridge toll funds in the amount of $16.7M to be used on the application for the Solano I-80 Managed Lanes project.
- When RM3 is resolved MTC will commit funds from the regional Express Lanes program to pay back the $16.7M loan to STA.

At their April 29th meeting, the STA TAC unanimously voted to forward a recommendation to the STA Board to approve the re-programming of $16.7M of STIP funds form the I-80 Managed Lanes Project to the I-80/I-680/ SR 12 Interchange Project..

Fiscal Impact:
None to STA. MTC will loan $16.7M from future RM3 funds towards the Solano I-80 Managed Lanes project to back fill the STIP reprogramming.

Recommendation:
Reprogram $16.7M in future STIP funds from Solano I-80 Managed Lanes to I-80/I-680/SR12 Interchange Phase 2 of the 2020 STIP for Solano County.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0437	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	2/27/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution Nos. 3880, Revised, 3881 Revised, 4053, Revised and 4179, Revised. Revisions to the Lifeline Transportation program (LTP) Cycles 2, 3, and 4 Program of Projects, and Proposition 1B - Regional Transit Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2d - 20-0437 ResoNos 3880-3881-4053-4179.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution Nos. 3880, Revised, 3881 Revised, 4053, Revised and 4179, Revised.
Revisions to the Lifeline Transportation program (LTP) Cycles 2, 3, and 4 Program of Projects, and Proposition 1B - Regional Transit Program.

Presenter:
Judis Santos

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2d - 20-0437**

MTC Resolution Nos. 3880, Revised, and 3881, Revised,
and 4053, Revised, and 4179, Revised

Subject: Revisions to the Lifeline Transportation Program (LTP) Cycles 2, 3 and 4 Program of Projects, and Proposition 1B – Regional Transit Program

Background: Since 2005, MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county transportation agencies (CTAs), and in Santa Clara County via a joint arrangement between the CTA and the County.

Staff recommends the following changes to the county program, as requested by San Mateo County and Santa Clara County:

1) **San Mateo County Transit District (SMCTD): Cycle 2 Program (Resolution Nos. 3880, Revised and 3881, Revised)**

   a. This item proposes reprogramming a total of approximately $125,000 in Proposition 1B funds from the SamTrans Bus Stop Improvements Project and the San Bruno Bus Stop Improvements Project to the newly added Electric Bus project. The Electric Bus project will purchase ten (10) all electric-powered buses to replace 10, 2003 diesel buses that have reached the end of their useful lives. The SamTrans and San Bruno projects are complete with project savings in the Proposition 1B funds. The electric bus capital purchase will help to improve the sustainability of the system in order to serve it's predominantly transit dependent ridership.

2) **Santa Clara Valley Transportation Authority (VTA): Cycles 3 and 4 Program (Resolution Nos. 4053, Revised and 4179, Revised)**

   a. Santa Clara Valley Transportation Authority (VTA) is requesting that approximately $5 million in State Transit Assistance (STA) funds from Outreach & Escort, Inc.'s discontinued projects from LTP Cycles 3 and 4 be reprogrammed to two new VTA projects. These funds have been available for reprogramming since the cancellation of Outreach and Escort's contract in June 2016. The new projects receiving funding were identified and selected in October 2019 through the VTA and County Social Services' Joint Lifeline Committee required by the joint Memorandum of Understanding to review and approve projects for Lifeline funding.

Staff recommends the following revisions to Santa Clara County's LTP projects (see Table 1):

Table 1: Revision to Santa Clara County's LTP Program of Projects

LTP Cycle	Reprogram From Outreach & Escort, Inc. Projects:	Amount Being Reprogramed	Program To VTA Projects:	Description
3	Family Transportation Services	$340,668	Americans with Disabilities Act (ADA) Transition Plan Program	Enhance accessibility transportation services by removing barriers that might dissuade persons with disabilities from using fixed route service, which allows for more freedom, flexibility, and affordability than ADA complementary paratransit.
4	Together We Ride	$1,463,608		
4	Senior Transportation and Resources	$2,132,935		
4	Family Transportation Services	$1,000,000	Route 22 Overnight Service	Provide service to low-income riders between Palo Alto and Eastridge Transit Center in San Jose.
	TOTAL	**$4,937,211**		

Issues: None.

Recommendation: Staff requests the Commission approve MTC Resolution Nos. 3880, Revised, and 3881, Revised, and 4053, Revised, and 4179, Revised.

Attachments: MTC Resolution No. 3880, Revised
MTC Resolution No. 3881, Revised
MTC Resolution No. 4053, Revised
MTC Resolution No. 4179, Revised

Therese W. McMillan

Date:	December 17, 2008		
W.I.:	1515		
Referred by:	PAC		
Revised:	04/22/09-C	11/18/09-C	02/24/10-C
	04/28/10-C	02/23/11-C	05/25/11-C
	06/22/11-C	10/26/11-ED	01/25/12-ED
	02/22/12-C	05/23/12-C	06/27/12-C
	10/24/12-C	12/19/12-C	02/27/13-C
	12/18/13-C	07/23/14-C	12/17/14-C
	03/25/15-C	04/22/15-C	05/27/15-ED
	06/24/15-ED	09/23/15-C	10/28/15-ED
	03/23/16-C	06/22/16-C	10/26/16-C
	05/24/17-C	07/26/17-C	07/26/17-ED
	09/27/17-ED	03/28/18-ED	06/27/18-C
	06/26/19-C	06/24/20-C	

ABSTRACT

Resolution No. 3880, Revised

This resolution adopts priorities for the Proposition 1B – Regional Transit Program for the San Francisco Bay Area.

Attachment A Proposition 1B Transit Population-based Funds Project List

Attachment B Allocation Principles for Proposition 1B Transit Population-based Funds

Attachment A of this resolution was amended on April 22, 2009 to include requests for allocations in FY2008-09 – Round Two.

Attachment A of this resolution was amended on November 18, 2009 to include requests for allocations for remaining FY2007-08 and FY2008-09 funds.

Attachment A of this resolution was amended on February 24, 2010 to include requests for allocations for FY2009-10 – Round One, and to establish a pro rata distribution formula for the $2.6 million in available bond proceeds for remaining FY2007-08 and FY2008-09 allocation requests.

Attachment A of this resolution was amended on April 28, 2010 to include requests for allocations for FY2009-10 – Round Two.

Attachment A of this resolution was amended on February 23, 2011 to include requests for allocations for FY2010-11 – Round One.

Attachment A of this resolution was amended through Commission action on May 25, 2011 to include requests for allocations in FY2009-10 and FY010-11.

Attachment A of this resolution was amended through Commission action on June 22, 2011 to include a request for allocation of $17.5 million for the BART Fixed Guideway Project in FY 2010-11 as part of a funding exchange between AC Transit, BART, and SFMTA's Central Subway urban core project.

Attachment A of this resolution was amended through Executive Director Administrative Authority on October 26, 2011 to move population-based, PTMISEA funds from CCCTA's Diablo Valley Transit Center project, which MTC approved in 2007 and has since been completed, to the following rolling stock replacement projects: $305,146 to the Bus Replacement Program in FY2008-09; and $278,948 to the Van Replacement Program in FY2009-10.

Attachment A of this resolution was amended through Executive Director Administrative Authority on January 25, 2012 to reprogram $675,734 in population-based, PTMISEA funds for SFMTA's Persia Triangle Improvements from FY2008-09 to FY2009-10.

Attachment A of this resolution was amended through Commission action on February 22, 2012 to update the project title for BART's request for $17.5 million in FY2010-11 population-based, PTMISEA funds. The project title was changed from Fixed Guideway Project to Train Control Switch Machine Replacement.

Attachment A of this resolution was amended through Commission action on May 23, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program. Footnotes were also added to clarify allocation years for specific projects.

Attachment A of this resolution was amended through Commission action on June 27, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program for SFMTA and VTA. Additionally, Attachment A was amended to include a request for $397,194 in FY2010-11 funds for a Union City project for Replacement CNG Buses.

Attachment A of this resolution was amended through Commission action on October 24, 2012 to reflect programming changes to projects, which include the BART's Earthquake Safety Program and

Oakland Airport Connector; AC Transit's Bus Purchase and Procurement projects; CCCTA's Bus Stop Access and Amenity Improvements and Bus Purchase projects; and SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements and Central Subway projects.

Attachment A of this resolution was amended through Commission action on December 19, 2012 to reflect programming changes for FY2007-08 and FY2010-11 funds available through Cycles 2 and 3 of the Lifeline Transportation Program for SFMTA and BART.

Attachment A of this resolution was amended through Commission action on February 27, 2013 to reflect the programming of FY2010-11 funds for SolTrans.

Attachment A of this resolution was amended through Commission action on December 18, 2013 to reflect Third Cycle Lifeline Program revisions for FY2010-11 funds for AC Transit.

Attachment A of this resolution was amended through Commission action on July 23, 2014 to reflect the programming of FY2014-15 funds for multiple operators as well as scope revisions to previous allocations.

Attachment A of this resolution was amended through Commission action on December 17, 2014 to reflect the programming of FY2014-15 funds for LAVTA.

Attachment A of this resolution was amended through Commission action on March 25, 2015 to include requests for allocations for FY2014-15 funds available through Cycle 4 of the Lifeline Transportation Program for AC Transit, NCTPA and CCCTA.

Attachment A of this resolution was amended through Commission action on April 22, 2015 to include requests for allocations for the remaining FY2014-15 funds available through Cycle 4 of the Lifeline Transportation Program.

Attachment A of this resolution was amended through Executive Director Administrative Authority on May 27, 2015 to include an allocation request of $182,870 in population-based, PTMISEA funds for GGBHTD.

Attachment A of this resolution was amended through Executive Director Administrative Authority on June 24, 2015 to include an allocation of $8,421 in population-based Lifeline funds to the City of Dixon for the purchase of a replacement transit vehicle, and to reduce the SolTrans population-Based Lifeline allocation by $8,421.

Attachment A of this resolution was amended through Commission action on September 23, 2015 to include a $1.17 million allocation request for BART Ticket Vending Machines that dispense Clipper cards. This allocation was available through residual FY2008-09 and FY2009-10 funding.

Attachment A of this resolution was amended through Executive Director Administrative Authority on October 28, 2015 to add a footnote to SFMTA's FY2014-15 Van Ness BRT project to document a Corrective Action Plan that was requested by Caltrans staff and the State Controller's Office to correct a previous error made by the state.

Attachment A of this resolution was amended through Commission action on March 23, 2016 to redirect $213,647 in Lifeline funds for the Napa Valley Transportation Authority (NVTA) from the Napa Valley College Northbound Shelter project to the VINE Transit CAD/AVL project, and to redirect $451,324 in Lifeline funds for SamTrans from a bus purchase to the San Carlos Transit Center project.

Attachment A of this resolution was amended through Commission action on June 22, 2016 to reflect programming changes in the Lifeline Transportation Program Cycles 2 and 3 for SFMTA and WestCAT. SFMTA is transferring $100,510 in cost savings from SFMTA's Randolph/ Farallones/ Orizaba Transit Access Improvements project to the Mission Bay Loop project. WestCAT is canceling the Purchase and Installation of Bus Shelters project and is reprogramming the Proposition 1B funds ($147,335) to the Dial-A-Ride Replacement Vehicles project (an existing Lifeline Cycle 4 project).

Attachment A of this resolution was amended through Commission action on October 26, 2016 to reflect programming changes in the Lifeline Transportation Program Cycle 2 for SFMTA; to transfer $13,164 in cost savings from SFMTA's Hunter's View Revitalization Transit Stop Connection project to the Mission Bay Loop project.

Attachment A of this resolution was amended through Commission action on May 24, 2017 to reflect programming changes in the Lifeline Transportation Cycle 4 Program for AC Transit to add the East

Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project to the FY 2014-15 Proposition 1B project list and Lifeline Transportation Cycle 4 project list, and to transfer $1,000,000 in cost savings from AC Transit's Vehicle Replacement project to AC Transit's BRT project. The BRT is a Lifeline Transportation Cycle 3 project.

Attachment A of this resolution was amended through Commission action on July 26, 2017 to redirect $2.4 million from the Solano Express Bus Replacement project to the Soltrans Bus Maintenance Facility Rehabilitation project.

Attachment A of this resolution was amended through Executive Director Administrative Authority on July 26, 2017 to redirect $200,000 in population-based PTMISEA funds from Regional Transit Connectivity project to Clipper Equipment Replacement project due to project savings.

Attachment A of this resolution was amended through Executive Director Administrative Authority on September 27, 2017 to redirect $28,023 in Golden Gate Bridge Highway & Transportation District Proposition 1B Transit (PTMISEA) population-based funds from the Purchase of 15 ADA Paratransit Vehicles project to the Marin County Bus Stop Improvements project.

Attachment A of this resolution was amended through Executive Director Administrative Authority on March 28, 2018 to redirect $80,000 Proposition 1B Transit (PTMISEA) population-based funds from the Transit Connectivity project to the Clipper project.

Attachment A of this resolution was amended through Commission action on June 27, 2018 to reflect Third Cycle Lifeline Transportation Program revisions for FY2010-11 redirecting $500,000 in Proposition 1B Transit (PTMISEA) funds from AC Transit’s Contra Costa Community College Transit Center Improvement project to the San Pablo and Telegraph Rapid Bus Upgrade project and redirecting $2,100,000 from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design and Construction Project. Additionally, Second Cycle Lifeline Transportation Program revisions to redirect $18,010 in FY2009-10 Proposition 1B Transit funds from the Daly City Bayshore Bus Stop Improvements to the SamTrans replacement of the articulated bus fleet project.

Attachment A of this resolution was amended through Commission action on June 26, 2019 to redirect $470,425 Proposition 1B Transit (PTMISEA) population-based funds from Santa Clara Valley

Transportation Authority's Paratransit Vehicle and Equipment Purchase project to the Non-Revenue Vehicle project.

Attachment A of this resolution was amended through Commission action on June 24, 2020 to redirect $124,668 Proposition 1B Transit (PTMISEA) population-based funds from the SamTrans Bus Stop Improvements Project and the San Bruno Bus Stop Improvements Project to the Electric Bus project that will purchase ten (10) all electric-powered buses.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 10, 2008 and the PAC summary sheets dated April 8, 2009, November 4, 2009, February 10, 2010, April 14, 2010, February 9, 2011, May 11, 2011, June 8, 2011, February 8, 2012, May 9, 2012, June 13, 2012, October 10, 2012, December 12, 2012, February 13, 2013, December 11, 2013, July 9, 2014, December 10, 2014, March 11, 2015, April 8, 2015, September 9, 2015, March 9, 2016, June 8, 2016, October 12, 2016, May 10, 2017, July 12, 2017, September 27, 2017, March 28, 2018, June 13, 2018, June 12, 2019, and June 10, 2020.

Date: December 17, 2008
W.I.: 1515
Referred by: PAC

RE: Proposition 1B Transit Population-based Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3880

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, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, Senate Bill 1266 (Statutes 2006, Chapter 25) establishes the Public Transportation Modernization, Improvement, and Service Enhancement Account as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Government Code 8879.20 et seq.) ; and

WHEREAS, MTC is the recipient of the population-based funding in the Public Transportation Modernization, Improvement, and Service Enhancement Account and State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC is the recipient of the population-based State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99312; and

WHEREAS, MTC has adopted Resolution 3814, a Programming Framework for the Proposition 1B Regional Transit Funding Program, including additional STA base and Proposition 42 funding estimated to be available between FY2008-09 and FY2017-18 after meeting existing commitments; and

WHEREAS, staff has prepared a Proposition 1B – Transit population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolution 3814, said attachment attached hereto and incorporated herein as though set forth at length; and now, therefore, be it

RESOLVED, that MTC adopts Proposition 1B Transit Population-based Funds, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachments A and B, including revisions to existing allocation requests up to $1,000,000, and authorize new allocations up to $500,000 to conform to sponsor requests; and Caltrans and State Controller's actions; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 17, 2008.

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C,
5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C,
5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C,
7/23/14-C, 12/17/14-C, 3/25/15-C, 4/22/15-C, 5/27/15-ED,
6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C, 10/26/16-C
5/24/17-C, 7/26/17-C, 7/26/17-ED, 9/27/17-ED, 3/28/18-ED, 6/27/18-C, 6/26/19-C, 6/24/20-C
Attachment A
Resolution No. 3880

		Category				
Sponsor	**Project**	**Lifeline**	**Urban Core**	**Small Operators/ North Counties**	**Population-based Total**	**MTC Approval Date**
FY2007-08 Allocations						
MTC	TransLink® *	2,420,000			2,420,000	12/19/07
MTC	Regional Transit Connectivity*	9,578,000			9,578,000	12/19/2007 7/26/17 3/28/18
MTC	Clipper® Equipment Replacement	280,000			280,000	7/26/2017 3/28/18
BART	BART Earthquake Safety Program		11,000,000		11,000,000	12/19/07, 7/22/09
BART	BART Earthquake Safety Program		199,000		199,000	09/26/12
CCCTA	Diablo Valley Transit Center			1,089,177	1,089,177	12/19/07
CCCTA	Diablo Valley Transit Center			(584,094)	(584,094)	10/26/11
CCCTA	Bus Purchase			305,146	305,146	10/26/11
CCCTA	Bus Purchase**			278,948	278,948	10/26/11
ECCTA	Bus Purchase			607,111	607,111	12/19/07
Fairfield/Suisun Transit	Bus Purchase			400,000	400,000	12/19/07
GGBHTD	Maintenance Facility Improvements			414,019	414,019	12/19/07
LAVTA	Bus Rapid Transit - Route 10			429,294	429,294	12/19/07
Marin Transit	Shuttle Vehicles			151,610	151,610	12/19/07
NCTPA	Bus Purchase			300,170	300,170	12/19/07
VTA	Line 522/523 Bus Rapid Transit		9,726,977		9,726,977	12/19/07
Santa Rosa Citybus	Bus Purchase			501,869	501,869	12/19/07
Sonoma County Transit	Bus Purchase			569,657	569,657	12/19/07
Union City	Bus Purchase			158,878	158,878	12/19/07
Vacaville City Coach	Bus Purchase			240,000	240,000	12/19/07
Vallejo Transit	Bus Purchase			304,082	304,082	12/19/07
WestCat	Bus Purchase			150,701	150,701	12/19/07
AC Transit	Bus Purchase	2,998,588			2,998,588	04/23/08
AC Transit	Bus Purchase	(1,276,730)			(1,276,730)	09/26/12
AC Transit	Bus Procurement	1,276,730			1,276,730	09/26/12
BART	Ashby BART Station Elevator	2,000,000			2,000,000	04/23/08
BART	Ashby BART Station Elevator	(270,954)			(270,954)	12/19/12
LAVTA	LAVTA Bus Shelters	100,000			100,000	04/23/08
BART	Oakland Airport Connector		13,000,000		13,000,000	07/22/09
BART	Oakland Airport Connector		(199,000)		(199,000)	09/26/12
BART	MacArthur Transit Village Plaza Improvements	270,954			270,954	12/19/12
	FY2007-08 Subtotal	**17,376,588**	**33,726,977**	**5,316,568**	**56,420,133**	

**The Commission adopted the above projects as part of Resolution 3834, which was last revised on July 22, 2009. Projects are listed here for informational purposes.*
**Allocations to MTC Regional Programs increase Lifeline Program access to STA flexible funds - up to $32 million will be exchanged per Resolution 3814. Reduced by $200,000 on 7/26/17 due to project savings, redirected to Clipper Equipment Replacement. Additional $80,000 redirected to Clipper on 3/28/18 to meet timely use of funds requirement.*
***Funds for CCCTA requested to reprogram funds from cost savings on the Diablo Valley Transit Center project to a FY2009-10 Bus Purchase, however the $278,948 is from FY2007-08.*

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C,
5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C,
5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C,
6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C, 10/26/16-C
5/24/17-C, 7/26/17-C, 7/26/17-ED, 9/27/17-ED, 3/28/18-ED, 6/27/18-C, 6/26/19-C, 6/24/20-C
Attachment A
Resolution No. 3880

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2008-09 Allocations						
BART	BART Pittsburg/Bay Point Station Improvements	320,000			320,000	12/17/08
BART	eBART		3,999,373		3,999,373	12/17/08
BART	Intermodal Access Improvements at West County BART Stations	482,251			482,251	12/17/08
BART	BART Balboa Park Station Westside Entrance and Walkway	1,153,610			1,153,610	12/17/08
CCCTA	Bus Stop Access and Amenity Improvements - Martinez	100,000			100,000	12/17/08
CCCTA	Bus Stop Access and Amenity Improvements - Martinez	(32,885)			(32,885)	09/26/12
CCCTA	Bus Purchase	844,805		613,564	1,458,369	12/17/08
CCCTA	Bus Purchase	32,885			32,885	09/26/12
Dixon	Bus Purchase	75,000			75,000	12/17/08
ECCCTA	Bus Purchase			342,003	342,003	12/17/08
ECCCTA	Bus Shelters and Amenities for Communities of Concern	200,000			200,000	12/17/08
Fairfield	Bus Stop Improvements	300,000			300,000	12/17/08
Fairfield	DART Paratransit Replacement Vehicles	41,600			41,600	12/17/08
Fairfield	Vacaville Bus Shelters	109,800			109,800	12/17/08
GGBHTD	Ferry Terminal Public Restroom Facilities Rehabilitation			318,635	318,635	12/17/08
Healdsburg Transit	Bus Purchase	49,000			49,000	12/17/08
LAVTA	Route 10 Rapid Bus (BRT) Project			241,834	241,834	12/17/08
Marin Transit	Canal Neighborhood Transit Improvements	435,638			435,638	12/17/08
NCTPA	Bus Purchase	274,290		169,094	443,384	12/17/08
Santa Rosa CityBus	Bus Purchase	483,744		131,237	614,981	12/17/08
SFMTA	Central Subway		15,000,000		15,000,000	12/17/08
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	480,000			480,000	12/17/08
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	(395,000)			(395,000)	09/26/12
SFMTA	SFMTA Persia Triangle Improvements	802,734			802,734	12/17/08
SFMTA	SFMTA Persia Triangle Improvements	(675,728)			(675,728)	01/25/12
SMCTD	East Palo Alto Bus Stop Improvements	72,000			72,000	12/17/08
SMCTD	Van Purchase for Shelter Network	28,000			28,000	12/17/08
Sonoma County	Bus Purchase	483,744			483,744	12/17/08
Union City	Bus Purchase			89,500	89,500	12/17/08
Vallejo	Install Bus Shelters and Stops	361,010			361,010	12/17/08
WestCat	Bus Purchase	69,785			69,785	12/17/08
WestCat	Bus Purchase			84,894	84,894	12/17/08
Petaluma	Bus Purchase			138,021	138,021	04/22/09
SMCTD	Bus Purchase	900,000			900,000	04/22/09
Sonoma County	Bus Purchase			319,596	319,596	04/22/09
Vallejo	Bus Purchase			531,829	531,829	04/22/09
VTA	Hybrid Bus Replacements	2,310,367			2,310,367	11/18/09

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C,
5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C,
5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C,
6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C, 10/26/16-C
5/24/17-C, 7/26/17-C, 7/26/17-ED, 9/27/17-ED, 3/28/18-ED, 6/27/18-C, 6/26/19-C, 6/24/20-C
Attachment A
Resolution No. 3880

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2008-09 Allocations						
SFMTA	Central Subway **		1,070,728		1,070,728	11/18/09
BART	BART to Warm Springs **		1,336,440		1,336,440	11/18/09
Healdsburg Transit	Bus Purchase			14,767	14,767	11/18/09
	FY2008-09 Subtotal	**9,306,650**	**21,406,541**	**2,994,974**	**33,708,165**	

***FY2008-09 funds were advanced to these Urban Core projects from the Lifeline category, and the funds returned to Lifeline in FY2009-10. Central Subway's $1.07 million advance is from Randolph/Farallones/Orizaba Transit Access ($395,000) and Persia Triangle Improvements ($675,728). The Warm Springs advance from the Lifeline category had not been assigned to a project.*

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2009-10 Allocations						
AC Transit	Bus Procurement	458,241			458,241	02/24/10
Alameda County	Meekland Avenue Transit Access Improvements	2,500,000			2,500,000	02/24/10
Alameda County	Hacienda Avenue Transit Access Improvements	160,181			160,181	02/24/10
BART	Environmental Justice Access to Berkeley/North Berkeley BART	224,749			224,749	02/24/10
BART	Richmond Station Improvements	262,549			262,549	02/24/10
BART	Hillcrest Park-and-Ride Lot Improvements	595,328			595,328	02/24/10
BART	Warm Springs Extension		8,338,275		8,338,275	02/24/10
CCCTA	Bus Purchase			616,288	616,288	02/24/10
Fairfield	Bus Stop Improvements	119,088			119,088	02/24/10
Fairfield	Downtown Suisun City/Fairfield Transportation Flex Shuttle	60,000			60,000	02/24/10
GGBHTD	Marin City Transit Hub	75,119			75,119	02/24/10
GGBHTD	Canal Neighborhood Transit Improvements	209,162			209,162	02/24/10
GGBHTD	Larkspur Ferry Channel and Berth Dredging*			320,049	320,049	02/24/10
LAVTA	Bus Engine Rehabilitation			242,907	242,907	02/24/10
NCTPA	Bus Stop Improvements	178,992			178,992	02/24/10
NCTPA	Replacement of Paratransit Vehicles			169,845	169,845	02/24/10
Petaluma	Bus Purchase			132,187	132,187	02/24/10
Santa Rosa CityBus	Hybrid Bus Purchase	331,662		139,861	471,523	02/24/10
SFMTA	Central Subway**		8,338,268		8,338,268	02/24/10
Sonoma County Transit	Replacement CNG Bus Purchase	331,661		319,581	651,242	02/24/10
Union City	Bus Purchase			89,898	89,898	02/24/10
Vallejo	Bus Shelters and Stops	400,004			400,004	02/24/10
WestCat	Real Time Signage Installation			85,271	85,271	02/24/10
SFMTA	Balboa Park Station Improvements	270,819			270,819	04/28/10
SFMTA	Hunter's View Accessibility to Transit Improvements	510,160			510,160	04/28/10
SMCTD	Bus Stop Improvements*	131,048			131,048	04/28/10
SMCTD	Bus Stop Improvements*	(65,819)			(65,819)	06/24/20
SMCTD	San Bruno Bus Stop Improvements*	142,751			142,751	04/28/10
SMCTD	San Bruno Bus Stop Improvements*	(58,849)			(58,849)	06/24/20
SMCTD	Electric Bus Project*	124,668			124,668	06/24/20
SMCTD	Bus Purchase - San Bruno	100,000			100,000	04/28/10

**On 06/24/20, $124,668 in total cost savings from Proposition 1B funding was redirected from the Bus Stop Improvements project ($65,819) and the San Bruno Bus Stop Improvements project ($58,849) to the Electric Bus Project (see also MTC Reso. 3881, Revised, Attachment A).*

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2009-10 Allocations						
SMCTD	Daly City Bus Stop Improvements	187,181			187,181	04/28/10
SMCTD	Daly City Bus Stop Improvements*****	(18,010)			(18,010)	06/27/18
SMCTD	Bus Purchase*****	18,010			18,010	06/27/18
SMCTD	Bus Purchase - Pacifica	56,221			56,221	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase	3,475,650			3,475,650	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase******	(470,425)			(470,425)	06/26/19
VTA	Non-Revenue Vehicle Project******	470,425			470,425	06/26/19
ECCCTA	30 Bus Replacement			343,521	343,521	05/25/11
SFMTA	Central Subway**		216,000		216,000	05/25/11
SFMTA	Balboa Park Station Eastside Connections	592,891			592,891	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	395,000			395,000	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements ***	(100,510)			(100,510)	06/22/16
SFMTA	Mission Bay Loop ***	100,510			100,510	06/22/16
SFMTA	Hunter's View Accessibility to Transit Improvements****	(13,164)			(13,164)	10/26/16
SFMTA	Mission Bay Loop ****	13,164			13,164	10/26/16
Sonoma County Transit	Replacement Bus Purchase			14,672	14,672	05/25/11
Vallejo	Intercity Bus Replacement			534,190	534,190	05/25/11
SFMTA	SFMTA Persia Triangle Improvements	675,734			675,734	01/25/12
	FY2009-10 Subtotal	**12,444,191**	**16,892,543**	**3,008,270**	**32,345,004**	

**GGBHTD's Larkspur Ferry Channel and Berth Dredging project was replaced by the Refurbishment of the MS San Francisco project on 2/23/11 and is listed below in the FY2010-11 Allocation section.*
*** In Lifeline Cycle 2, FY2009-10 funds totaling $216,000 were advanced to the Urban Core category from the Lifeline category. To meet the Lifeline commitment, in June 2015, $216,000 in savings from*

**** On 6/22/2016, $100,510 in cost savings was transferred from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project.*
*****On 10/26/16 $13,164 in cost savings was transferred from SFMTA's Hunter's View Accessiility to Transit Improvements project to the Mission Bay Loop project.*
******On 06/27/18, $18,010 in cost savings from Proposition 1B funding was redirected from the Daly City Bayshore Bus Stop Improvements project to the Bus Purchase (replacement of articulated bus fleet*
*******On 06/26/19, $470,425 in Proposition 1B funding from the discontinued "Together We Ride" program's Paratransit Vehicle and Equipment Purchase was redirected to the VTA Non-Revenue Vehicle project.*

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2010-11 Allocations						
BART	BART Warm Springs Extension		6,987,098		6,987,098	02/23/11
BART	eBART		12,662,433		12,662,433	02/23/11
CCCTA	Rolling Stock Replacement			1,463,184	1,463,184	02/23/11
CCCTA	Facility Rehabilitation			1,259,757	1,259,757	02/23/11
GGBHTD	Refurbishment of the MS San Francisco*			320,049	320,049	02/23/11
GGBHTD	Purchase One 34-Passenger Shuttle			365,000	365,000	02/23/11
GGBHTD	Purchase One 18-Passenger Shuttle			102,716	102,716	02/23/11
GGBHTD	Purchase 14 Vehicles			546,355	546,355	02/23/11
GGBHTD	Bus Stop Revitalization			400,000	400,000	02/23/11
LAVTA	Engine Rehabilitation and Replacement Buses			1,073,235	1,073,235	02/23/11
NCTPA	Farebox Replacement Modernization Project			750,425	750,425	02/23/11
Santa Rosa CityBus	Replacement Buses			889,008	889,008	02/23/11
SFMTA	Central Subway		37,167,911		37,167,911	02/23/11
Sonoma County Transit	Replacement Bus Purchase			1,471,964	1,471,964	02/23/11
VTA	Santa Clara Line 522/523 Bus Rapid Transit		10,000,000		10,000,000	02/23/11
WestCat	Bus Purchase			376,753	376,753	02/23/11
WestCat for Petaluma	Facilities Upgrade and Bus Purchase			317,844	317,844	02/23/11
ECCCTA	30 Bus Replacement			1,517,777	1,517,777	05/25/11
BART	Train Control Switch Machine Replacement** and/or Speed Frater Switch Machine Replacement, BART Mainline Cover Board Antenna Replacement, BART Mainline Signal Light Replacement		17,500,000		17,500,000	Approved 6/22/2011 Scope change approved 7/23/14
AC Transit	Contra Costa College Transit Center Improvements	160,000			160,000	05/23/12
AC Transit	Contra Costa College Transit Center Improvements	500,000			500,000	12/18/13
AC Transit	Contra Costa College Transit Center Improvements******	(500,000)			(500,000)	06/27/18
AC Transit	San Pablo and Telegraph Rapid Bus Upgrade******	500,000			500,000	06/27/18
AC Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design and construction of the East Bay Bus Rapid Transit Project	5,040,000			5,040,000	Approved 5/23/2012 Scope change approved 7/23/14
AC Transit	Internal Text Messaging Signs	(500,000)			(500,000)	12/18/13
AC Transit	Internal Text Messaging Signs	500,000			500,000	05/23/12
AC Transit	San Leandro BART Station Terminus	2,703,487			2,703,487	05/23/12
AC Transit	San Leandro BART Station Terminus*******	(2,100,000)			(2,100,000)	06/27/18
AC Transit	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project*******	2,100,000			2,100,000	06/27/18
BART	Bicycle Station and Locker Parking	659,650			659,650	05/23/12
BART	Bus Shelter Program for ADA riders	100,000			100,000	05/23/12
BART	Concord Intermodal Improvements	400,000			400,000	05/23/12
BART	Richmond Eastside Intermodal Improvements	1,500,000			1,500,000	05/23/12
BART	Wayfinding Signage and Real-Time Display	5,513,360			5,513,360	05/23/12

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2010-11 Allocations						
CCCTA	Rolling Stock Replacement	484,534			484,534	05/23/12
ECCCTA	A&E for PnR Lot in NW Antioch	327,019			327,019	05/23/12
Fairfield	Local Bus Replacement	547,328			547,328	05/23/12
GGBHTD	Advanced Communications and Information System	492,729			492,729	05/23/12
GGBHTD	Marin County Bus Stop Improvements	985,000			985,000	05/23/12
LAVTA	Bus Stop Repair/Refurbishment	240,910			240,910	05/23/12
NCTPA	VINE Transit CAD/AVL System****	213,647			213,647	03/23/16
NCTPA	Three Paratransit Vehicles	192,000			192,000	05/23/12
NCTPA	Two replacement buses for American Canyon Transit	192,000			192,000	05/23/12
Santa Rosa CityBus	Vehicle Replacement and Transit Improvements	1,268,194			1,268,194	05/23/12
SMCTD	Replacement of 1998 Gillig Buses****	1,821,373			1,821,373	03/23/16
SMCTD	San Carlos Transit Center Project****	451,324			451,324	03/23/16
SolTrans	Intercity Bus Replacement	1,000,000			1,000,000	05/23/12
Sonoma County Transit	Diesel Electric Hybrid Articulated Buses for Rapid Service and/or desig	593,864			593,864	05/23/12
WestCat	Purchase and Installation of Bus Shelters	147,335			147,335	05/23/12
WestCat	Purchase and Installation of Bus Shelters *****	(147,335)			(147,335)	06/22/16
WestCat	Dial-A-Ride Replacement Vehicles *****	147,335			147,335	06/22/16
WestCat for Petaluma	Bus Stop Improvements - City of Petaluma	76,734			76,734	05/23/12
SFMTA	8X Mobility Maximization	9,310,080			9,310,080	06/27/12
SFMTA	8X Mobility Maximization	(4,025,080)			(4,025,080)	12/19/12
SFMTA	Mission Mobilization Maximization	2,413,350			2,413,350	06/27/12
SFMTA	Mission Mobilization Maximization	2,643,541			2,643,541	12/19/12
VTA	Santa Clara/Alum Rock Rapid Transit Bus Purchase	9,186,049			9,186,049	06/27/12
Union City	Replacement CNG Buses			397,194	397,194	06/27/12
SFMTA	Mission Bay Loop	1,381,539			1,381,539	12/19/12
SolTrans	Bus Maintenance Facility Rehabilitation			2,360,208	2,360,208	07/26/17
	FY2010-11 Subtotal	**46,519,967**	**84,317,442**	**13,291,420**	**144,128,829**	

**GGBHTD's Refurbishment of the MS San Francisco project replaces the previously submitted project, Larkspur Ferry Channel and Berth Dredging. The MTC approval date for the Refurbishment project is 2/23/11, however the funding is from FY2009-10.*

***The $17.5M for BART's Train Control Switch Machine Replacement project is part of a 1:1 funding exchange between AC Transit, BART and SFMTA that MTC approved on June 22, 2011 (see also MTC Reso. 3831, Revised). Through this exchange, SFMTA will receive $17.5M in CMAQ funding instead of Prop 1B PTMISEA Urban Core funding.*

**** On 12/18/13, $500,000 in Proposition 1B funding were transferred from AC Transit's Internal Text Messing Signs project to the Contra Costa College Transit Center Improvements project, due to cost*

***** On 3/26/2016, $213,647 in Proposition 1B funding was transferred from NVTA's cancelled Napa Valley College Northbound Shelter project to VINE Transit CAD/AVL project. $451,324 in Proposition 1B*

****** On 6/22/2016, $147,335 in Proposition 1B funding was transferred from WestCAT's cancelled Purchase and Installation of Bus Shelters project to the Dial-A-Ride Replacement Vehicles project.*

******* On 6/27/2018, $500,000 in Proposition 1B funding was redirected from the Contra Costa Community College Transit Center Improvement project to the added San Pablo and Telegraph Rapid Bus Upgrade project (see also Lifeline Transportation Program Cycle 3, MTC Reso. 4053, revised).*

******** On 6/27/2018, $2,100,000 in Proposition 1B funding was redirected from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project (see also Lifeline Transportation Program Cycle 3, MTC Reso. 4053, revised).*

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2014-15 Allocations						
BART	BART to Warm Springs Extension		160,319		160,319	07/23/14
BART	East Contra Costa BART Extension		160,319		160,319	07/23/14
CCCTA	Rolling Stock			1,453,214	1,453,214	07/23/14
ECCCTA	Rolling Stock Replacements			810,026	810,026	07/23/14
Fairfield	Fairfield/Vacaville Intermodal Station			1,259,623	1,259,623	07/23/14
GGBHTD	Marin Transit Purchase 4 30ft Transit Vehicle			300,000	300,000	07/23/14
GGBHTD	Marin Transit Purchase 16 ADA Paratransit Vehicles****			243,787	243,787	07/23/14
NCTPA	VINE Transit CAD/AVL System			400,496	400,496	07/23/14
Santa Rosa CityBus	ADA Improvements, Safety Modifications and Vehicle Replacements			495,807	495,807	07/23/14
Sonoma County Transit	CNG Bus Replacements			762,391	762,391	07/23/14
WestCat	Bus Purchase			201,070	201,070	07/23/14
WestCat for Petaluma	Replace (4) 40' low floor transit buses - CNG			171,465	171,465	07/23/14
SFMTA	Central Subway		19,660,756		19,660,756	07/23/14
VTA	VTA Santa Clara/Alum Rock Corridor BRT		24,802,176		24,802,176	07/23/14
Union City	Replacement Transit Buses			211,979	211,979	07/23/14
LAVTA	FY2014-15 Bus Replacement Project			572,778	572,778	12/17/14
AC Transit	Vehicle Replacements	4,299,828			4,299,828	03/25/15
AC Transit	Vehicle Replacements	(1,000,000)			(1,000,000)	05/24/17
AC Transit	project	1,000,000			1,000,000	05/24/17
CCCTA	City of Concord - Bus Stop Access Improvements	255,194			255,194	03/25/15
NCTPA	VINE Transit CAD/AVL System	299,070			299,070	03/25/15
LAVTA	Transit Center Upgrades and Improvements	125,625			125,625	04/22/15
BART	19th Street Wayfinding and Lighting	2,072,000			2,072,000	04/22/15
ECCTA	Replacement and Expansion Vehicles	178,754			178,754	04/22/15
WestCat	Dial-A-Ride Replacement Vehicles	81,113			81,113	04/22/15
BART	Lighting Enhancements at El Cerrito del Norte	1,312,326			1,312,326	04/22/15
GGBHTD	Novato Transit Facility at Redwood Boulevard and Grant Ave	787,196			787,196	04/22/15
SFMTA	Van Ness Bus Rapid Transit (BRT)*	6,189,054			6,189,054	04/22/15
BART	Wayfinding Signage and Pit Stop Initiative	1,220,326			1,220,326	04/22/15
SamTrans	Fixed Route Bus Procurement	1,230,533			1,230,533	04/22/15
VTA	Replacement Vehicles	4,832,062			4,832,062	04/22/15
SolTrans	Replacement Vehicles	890,796			890,796	06/24/15
Santa Rosa CityBus	Lifeline Vehicle Replacement	671,975			671,975	04/22/15

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 4/22/09-C, 11/18/09-C, 2/24/10-C,4/28/10-C, 2/23/11-C,
5/25/11-C, 6/22/11-C, 10/26/11-ED, 1/25/12-ED, 2/22/12-C,
5/23/12-C, 6/27/12-C, 12/19/12-C, 2/27/13-C, 12/18/13-C,
6/24/15-ED, 9/23/15-C, 10/28/15-ED, 3/23/16-C, 6/22/16-C, 10/26/16-C
5/24/17-C, 7/26/17-C, 7/26/17-ED, 9/27/17-ED, 3/28/18-ED, 6/27/18-C, 6/26/19-C, 6/24/20-C
Attachment A
Resolution No. 3880

Sponsor	Project	Lifeline	Urban Core	North Counties	Total	MTC Approval Date
FY2014-15 Allocations						
Sonoma County Transit	CNG Bus Purchase	373,086			373,086	04/22/15
GGBHTD	Purchase One 30-Foot Transit Vehicle			182,870	182,870	05/27/15
Dixon	Replacement Vehicle	8,421			8,421	06/24/15
GGBHTD	Marin County Bus Stop Improvements****			28,023	28,023	09/27/17
	FY2014-15 Subtotal	**24,827,359**	**44,783,570**	**7,065,506**	**76,704,458**	

** Note added 10/28/15: MTC approved $6,189,054 for the Van Ness BRT project in April 2015. Upon receipt of SFMTA's Van Ness BRT allocation request, Caltrans PTMISEA staff and the State Controller's Office (SCO) discovered that, in fall 2014, they had mistakenly allocated $639,282 in MTC's PTMISEA Pop-Based (99313) funds to SFMTA for their Light Rail Vehicle (LRV) project instead of PTMISEA*

**** On 5/24/2017, $1,000,000 in Proposition 1B funding was transferred from AC Transit's Vehicle Replacement project to AC Transit's East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project as a result of project cost savings on the Vehicle Replacement project. This project is aslo known as the "Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design and construction of the East Bay Bus Rapid Transit Project".*
***** On 9/27/17 $28,023 was transferred from the Purchase of 15 ADA paratransit Vehicles to Marin County Bus Stop Improvements.*

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
BART	BART Ticket Vending Machines Upgrade*				1,173,544	09/23/15
	Total	**110,474,755**	**201,127,073**	**31,676,738**	**344,480,133**	

* Funding available to MTC per January 28, 2015 SCO letter. The remaining roughly $500,000 from the total $1.7 in the SCO letter was previously distributed based on Res. 3814 framework distribution.

Date:	January 28, 2009	
W.I.:	1311	
Referred by:	PAC	
Revised:	05/27/09-C	10/28/09-C
	12/16/09-C	02/24/10-C
	04/28/10-C	07/28/10-C
	05/25/11-C	11/16/11-C
	01/25/12-C	12/19/12-C
	04/22/15-C	06/22/16-C
	10/26/16-C	05/24/17-C
	06/27/18-C	03/27/19-C
	06/26/19-C	06/24/20-C

<u>ABSTRACT</u>

Resolution No. 3881, Revised

This resolution adopts the FY 2009 through FY 2011 Program of Projects for MTC's Second-Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) funds.

The evaluation criteria established in Resolution 3860 were used by the county entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Second-Cycle Lifeline Transportation Program of Projects - FY2009-2011

This resolution was revised on May 27, 2009 to amend Attachment A to incorporate changes to STA-funded projects based on STA reductions in the final FY2009 state budget, and adds two new projects – new transit and shuttle service in Napa County and a SamTrans bus purchase in San Mateo County.

This resolution was revised on October 28, 2009 to amend Attachment A to revise and add STA funds to the Balboa Park Station entrance project in San Francisco County and to incorporate Proposition 1B–funded projects in Santa Clara County.

This resolution was revised December 16, 2009 to add the Tier 2 program of projects.

This resolution was revised February 24, 2010, to revise funding amounts of Tier 2 Proposition 1B–funded projects to reflect actual state appropriations for FY2009-10 and to add four new Tier 2 projects in San Mateo County.

This resolution was revised April 28, 2010, to add Tier 2 funds to three existing projects and one new project in San Francisco County and to three existing projects in Santa Clara County.

This resolution was revised July 28, 2010, to adjust previously awarded Tier 2 JARC funding amounts based on federal FY2010 appropriations, add five new JARC-funded projects selected by Caltrans in small urbanized areas, and reprogram Tier 2 STA funds in San Mateo County following the discontinuation of the Family Service Agency's Transportation Reimbursement Independence Program.

This resolution was revised on May 25, 2011 to approve new Santa Clara County Lifeline Transportation Program projects.

This resolution was revised on November 16, 2011 to amend Attachment A to make corrections to the FY2005-06 through FY2007-08 Lifeline Transportation program of projects.

This resolution was revised on January 25, 2012 to adjust previously programmed JARC funding amounts in Alameda County.

This resolution was revised on December 19, 2012 to amend Attachment A to approve new projects in Alameda and Napa counties, funded with savings achieved from other projects.

This resolution was revised on April 22, 2015 to amend Attachment A to reprogram $216,000 in San Francisco County Proposition 1B funds from the San Bruno Transit Preferential Streets (TPS) project to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project.

This resolution was revised on June 22, 2016 to amend Attachment A to reprogram $100,510 in cost savings from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project (an existing Lifeline Transportation Cycle 3 project that is being newly added to Lifeline Transportation Cycle 2).

This resolution was revised on October 26, 2016 to amend Attachment A to reprogram $13,164 in project cost savings from the Hunter's View Revitalization Transit Stop Connection to the Mission Bay Loop project, (an existing Lifeline Transportation Cycle 3 project that was added to Lifeline Transportation Cycle 2 on June 22, 2016).

This resolution was revised on May 24, 2017 to amend Attachment A to redirect $304,532 in unused federal Job Access and Reverse Commute (JARC) funds that are remaining in the Lifeline Transportation Cycle 2 program. $204,532 is being programmed to the San Leandro Links Shuttle project and $100,000 is being programed to the Neighborhood Bicycle Centers project (both are existing Lifeline Transportation Cycle 2 projects).

This resolution was revised on June 27, 2018 to amend Attachment A to reprogram $18,010 in project cost savings from Proposition 1B funds for the San Mateo County Transit District (SamTrans) Daly City Bayshore Bus Stop Improvements project in Lifeline Transportation Program Cycle 2 to the SamTrans Replacement of Articulated Bus Fleet project. $91,204 in State Transit Assistance (STA) funds is being reprogrammed from the City of East Palo Alto's Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project to the SamTrans Route 17 project (on the Coastside of San Mateo County).

This resolution was revised on March 27, 2019 to amend Attachment A to redirect $130,193 in unused federal Job Access and Reverse Commute (JARC) funds that are remaining in the Lifeline Transportation Cycle 2 program, to the Peninsula Family Service, Ways to Work Family Loan Program (an existing Lifeline Transportation Cycle 2 project).

This resolution was revised on June 26, 2019 to amend Attachment A to waive LTP requirements for the $470,425 in Proposition 1B funds from the discontinued "Together We Ride Program" in LTP Cycle 2 and reprogram the funds to the Santa Clara Valley Transportation Authority's Non-Revenue Vehicle project.

This resolution was revised on June 24, 2020 to amend Attachment A to reprogram $124,668 in project cost savings from Proposition 1B funds for the San Mateo County Transit District (SamTrans) Bus Improvements Project and the San Bruno Bus Improvements Project in Lifeline Transportation Program Cycle 2 to the Electric Bus project.

Further discussion of this action is contained in both the MTC Executive Director's Memorandum to the Programming and Allocations Committee and the Programming and Allocations Committee summary sheet dated January 14, 2009, May 13, 2009, October 14, 2009, December 9, 2009, February 10, 2010, April 14, 2010, July 14, 2010, May 11, 2011, November 9, 2011, January 11, 2012, December 12, 2012, April 8, 2015, June 8, 2016, October 12, May 10, 2017, June 13, 2018, March 6, 2019, June 12, 2019, and June 10, 2020.

Date: January 28, 2009
W.I.: 1311
Referred by: PAC

RE: Second-Cycle Lifeline Transportation Program of Projects – FY 2009 - FY 2011

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3881

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

WHEREAS, MTC adopted Resolution 3860, which establishes program guidelines to be used for the funding and oversight of the Second-Cycle of the Lifeline Transportation Program, Fiscal Years 2009-2011; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 3860 to fund a Program of Projects for the Second-Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) and funds;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

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

January 28, 2009
Attachment A
MTC Resolution No. 3881
Revised: 05/27/09-C
10/28/09-C, 12/16/09-C
02/24/10-C, 04/28/10-C
07/28/10-C, 05/25/11-C
11/16/11-C, 01/25/12-C
12/19/12-C, 04/22/15-C
06/22/16-C, 05/24/17-C
06/27/18-C 03/27/19-C
06/26/19-C 06/24/20-C

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Alameda County													
1	San Leandro LINKS Shuttle	San Leandro Transportation Management Organization	Provide service from San Leandro BART to employment and family services in San Leandro			574,532	574,532				-	**574,532**	(m) revised 01/25/12, (r) revised 5/24/17
2	Quicker, Safer Trip to the Library	BART/Oakland Public Library - West Oakland	Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library	219,000			219,000				-	**219,000**	(e)
3	AC Transit existing service preservation in communities of concern	AC Transit	Continue existing services on Lines 63, 47, 40, 91, 93 serving Alameda, Oakland, San Leandro, Ashland, Cherryland, San Leandro, and S. Hayward	4,219,210			4,219,210	989,330		876,186	1,865,516	**6,084,726**	revised 07/28/10
4	Neighborhood bicycle centers	East Bay Bicycle Coalition/Cycle of Change	Fund bike distribution and education programs in Oakland and Alameda			449,000	449,000				-	**449,000**	(m) revised 01/25/12, (r) 5/24/17
5	WHEELS Route 14 Service Provision	LAVTA	Continue service from residential Livermore to downtown business areas and regional transit to Livermore Transit Center	89,000		67,494	156,494			345,563	345,563	**502,057**	(j) revised 07/28/10
6	Ashby BART Station elevator	BART	Install elevator at the Ashby BART Station in conjunction with the Ed Roberts Campus		1,729,046		1,729,046				-	**1,729,046**	(a) revised 12/19/12
7	Bus shelters	LAVTA	Install bus shelters		100,000		100,000				-	**100,000**	(a)
8	Bus purchase	AC Transit	Purchase AC Transit rolling stock buses		2,998,588		2,998,588				-	**2,998,588**	(a)
9	Meekland Avenue Transit Access Improvements	Alameda County	Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs, and lighting				-		2,500,000		2,500,000	**2,500,000**	(f) added 12/16/09
10	Hacienda Avenue Transit Access Improvements	Alameda County	Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.				-		160,181		160,181	**160,181**	(f) added 12/16/09
11	Environmental Justice Access to BART	BART	Install secure bike parking at North Berkeley and Berkeley stations				-		224,749		224,749	**224,749**	revised 2/24/10
12	WHEELS Route 14 Civic Center Busway and Stops	LAVTA	Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to housing, employment, and social services.				-	150,000	-		150,000	**150,000**	added 12/16/09
13	MacArthur BART Station Plaza Improvement	BART	Station improvements including bike racks, tactile path and wayfinding from bus loading through the plaza to the station entrance and accessible fare gates, and other upgrades		270,954		270,954		-		-	**270,954**	added 12/19/12
			County Bid Target	**4,527,210**	**5,098,588**	**1,091,026**	**10,716,824**	**1,139,330**	**2,884,930**	**1,221,749**	**5,246,009**	**15,962,833**	
			Proposed Programming	**4,527,210**	**5,098,588**	**1,091,026**	**10,716,824**	**1,139,330**	**2,884,930**	**1,221,749**	**5,246,009**	**15,962,833**	
			Unprogrammed Balance	-	-	-	-	-	-	-	-	-	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Contra Costa													
14	Operating Funding for low income access to health care	Tri-Delta ECCTA	Maintain service on Route 201, which provides service between Bay Point, and central county destinations including medical centers, schools, BART and Sun Valley Mall	118,687		96,759	215,446	23,481		125,398	148,879	**364,325**	revised 07/28/10
15	Continued operation of County Connection Lifeline routes	CCCTA	Preserve frequency and coverage of Routes 114, 111 & 314 serving the Monument Corridor and BART, as well as Routes 108,116,118 and 308 serving downtown Martinez, medical clinics, County offices,	627,086		120,395	747,481	134,157		126,581	260,738	**1,008,219**	revised 07/28/10
16	Continued operation of WestCAT C3 Route	WestCAT	Continue C3 service, operating between the Hercules Transit Center & Contra Costa College, with timed connections to Route 11 that operates into Crockett & Rodeo	338,115		21,253	359,368	73,463		23,690	97,153	**456,521**	revised 07/28/10
17	Maintain existing Lifeline services in western Contra Costa County	AC Transit	Communities of Concern. These routes connect residents to employment centers, retail establishments, schools, social service agencies, and health care.	1,290,604		120,436	1,411,040	288,665		134,243	422,908	**1,833,948**	revised 07/28/10
18	Bus Shelters	Tri-Delta ECCTA	Procure and install bus shelters and related facilities such as signage, schedule holders, trash receptacles, lighting and minor site improvements in the Pittsburg/Bay Point/Antioch and Brentwood communities of concern.		200,000		200,000				-	**200,000**	
19	Rolling Stock for County Connection Lifeline routes	CCCTA	Provide funds for replacement rolling stock to preserve service on Routes 108, 111, 114, 116, 118, 308, and 314 serving communities of concern		844,805		844,805				-	**844,805**	
20	Rolling Stock for WestCAT Lifeline route	WestCAT	Vehicle replacement for Route C3 (see project 14)		69,785		69,785				-	**69,785**	
21	BART Bay Point/Pittsburg station improvements	BART	Increase lighting throughout the bus intermodal area of the station, and provide static and real time transit information for both bus and BART patrons		320,000		320,000				-	**320,000**	
22	BART Richmond Station Improvements	BART	Make improvements to the intermodal zone at the Richmond Transit Village (upgrading 13 existing bus shelters and resurfacing the intermodal area).		482,251		482,251		262,549		262,549	**744,800**	revised 12/16/09
23	County Connection Martinez bus stop improvements and access	CCCTA	Construct an ADA-accessible bus stop, provide bus stop seating at 15 locations, provide transit access improvements and provide two pedestrian-activated lighted crosswalks in Martinez		100,000		100,000				-	**100,000**	
24	Rolling stock replacement for AC Transit	AC Transit	Replacement buses will operate on routes in and around the Richmond area community of concern and also be interlined with other routes system wide to effectiveness of services to all AC Transit riders				-		458,241		458,241	**458,241**	revised 2/24/10
25	Hillcrest Park-and-Ride Lot Improvements	BART	Improvements to the Hillcrest Park-and-Ride Lot, including pedestrian and bicycle access improvements for predominantly low-income Tri Delta Transit patrons. New improvements will be consistent with the design and construction of the proposed eBART Project				-		595,328		595,328	**595,328**	revised 2/24/10
			County Bid Target	**2,374,491**	**2,016,841**	**358,843**	**4,750,175**	**519,767**	**1,316,118**	**409,912**	**2,245,797**	**6,995,972**	
			Proposed Programming	**2,374,492**	**2,016,841**	**358,843**	**4,750,176**	**519,766**	**1,316,118**	**409,912**	**2,245,796**	**6,995,972**	
			Unprogrammed Balance	**(1)**	**-**	**-**	**(1)**	**1**	**-**	**-**	**1**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Marin													
26	Marin City Transit Hub and Donohue Street ADA improvements	Marin County	Build sheltered community bus stop and transit hub with user amenities including safety lighting, landscaping, informational kiosks, seating, passenger shelter and bike racks.			77,510	77,510		75,119	88,541	163,660	**241,170**	(d) revised 07/28/10
27	Marin City Community shuttle loop and service to Marin General Hospital	Marin Transit	Provide hourly, day-time service from Marin City to Marin General Hospital and nearby medical offices in Greenbrae.	279,890			279,890	112,270			112,270	**392,160**	(d) revised 12/16/09
28	Canal Neighborhood transit & Ped Access & safety improvements - phase 2	San Rafael	Provide safe path to transit, improve nonmotorized access and improve traffic operations at 7 intersections in Canal neighborhood of San Rafael.	-	435,638		435,638		209,162		209,162	**644,800**	(d) revised 12/16/09
29	Ride to school for parents	San Rafael City Schools	Provide regularly scheduled shuttle service (transportation to school meetings and events) for Canal residents who currently have no transportation access to San Pedro Elementary School.	233,000			233,000				-	**233,000**	(d)
			County Bid Target	**512,890**	**435,638**	**77,510**	**1,026,038**	**112,270**	**284,281**	**88,541**	**485,092**	**1,511,130**	
			Proposed Programming	**512,890**	**435,638**	**77,510**	**1,026,038**	**112,270**	**284,281**	**88,541**	**485,092**	**1,511,130**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
Napa													
30	Rolling stock acquisition	NCTPA	Bus purchase for replacement rolling stock		274,290		274,290				-	**274,290**	
31	Napa Shuttle, FlexRIDE Shuttle and VINE Express	NCTPA	Operating assistance for the Napa Shuttle, FlexRIDE Shuttle and VINE Express. These programs provide service to low-income residents, including senior and disabled populations, and provide transportaiton to training, jobs and services.	322,931		50,000	372,931				-	**372,931**	added 5/27/09
32	VINE Route 11	NCTPA	Extend operation of VINE rural connector service (route 11) between Calistoga and Santa Rosa				-	-			-	**-**	12/16/09, (n) revised 12/19/12
33	Bus passenger accommodations	NCTPA	Provide for the purchase and installation of 14 bus shelters and benches, 21 stand-alone benches, and 21 up-Valley iStops with seating				-		178,992		178,992	**178,992**	revised 2/24/10
34	Agricultural Worker Vanpool Program	NCTPA	Operating Assistance to implement the Napa County Agriculture Worker Vanpool Program. Vouchers will be used to offset the participant's cost of riding the vanpool.			35,000	35,000			135,000	135,000	**170,000**	(l) added 07/28/10, revised 11/16/11
35	VINE Express Route 29	NCTPA	Operating assistance for Route 29 between the northern border of the City of Napa and Calistoga				-	70,688			70,688	**70,688**	(n) added 12/19/12
			County Bid Target	**322,931**	**274,290**	**84,494**	**681,715**	**70,688**	**178,992**	**135,000**	**384,680**	**1,066,395**	
			Proposed Programming	**322,931**	**274,290**	**85,000**	**682,221**	**70,688**	**178,992**	**135,000**	**384,680**	**1,066,901**	
			Unprogrammed Balance	**-**	**-**	**(506)**	**(506)**	**-**	**-**	**-**	**-**	**(506)**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
San Francisco County													
36	Shopper Shuttle	MTA	Provide a twice-monthly group van shopping service to low-income seniors and persons with disabilities who have difficulty using public transit for shopping needs	1,560,000			1,560,000				-	**1,560,000**	
37	Route 108 Treasure Island Enhanced Service	MTA	Continue providing more frequent peak period and all-night service on Route 108	262,228			262,228	408,312		495,172	903,484	**1,165,712**	revised 07/28/10
38	Route 29 Reliability Improvement Project	MTA	Continue providing extra buses on Route 29 to increase reliability, reduce pass-ups, relieve over-crowding and address schedule adherence problems	293,717		433,483	727,200				-	**727,200**	
39	Persia Triangle Transit Access Improvements Project	MTA	Build bus bulbs, consolidate bus stops and change traffic circulation to improve pedestrian access to transit, conditions at bus stops and transit connectivity		802,734		802,734				-	**802,734**	
40	Randolph/Farallones/ Orizaba Transit Access Project	MTA	Install a transit bulb island and sidewalk curb cuts to improve pedestrian safety and M-Line light rail vehicle operations		379,490		379,490				-	**379,490**	(p) revised 06/22/16
47	Mission Bay Loop	SFMTA	Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as		113,674		113,674				-	**113,674**	(p) added 06/22/16 (q) added 10/26/16
41	Balboa Park Station Eastside Connections Project	BART	Construct a safe and accessible walkway across BART tracks to the Muni Metro boarding area on the east side of Balboa Park BART station	752,440	1,153,610		1,906,050				-	**1,906,050**	revised 10/28/09
		MTA						219,567	863,710		1,083,277	**1,083,277**	added 4/28/10
42	Hunter's View Revitalization Transit Stop Connection	SF Mayor's Office of Housing	Provide an accessible pedestrian connection for Bayview/Hunters Point residents (including 4 affordable housing developments) to existing and new transit stops that are to be built as part of the Hunters View public housing revitalization project.				-		496,996		496,996	**496,996**	(i) added 4/28/10 (q) revised 10/26/16
43	~~San Bruno Avenue Transit Preferential Streets (TPS) Improvements~~	~~MTA~~	~~Implement transit priority bus treatments along 1.5 mile segment of San Bruno Avenue between Silver Avenue and Bayshore Boulevard such as new transit priority signals, turn lanes, and corner bulbs.~~				-		0		-	**-**	added 12/16/09 revised 4/28/10 revised 4/22/15
43	Potrero Hill Pedestrian Safety and Transit Stop Improvements	MTA	Improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seatings, and plantings.				-		216,000		216,000	**216,000**	(o) added 4/22/15
			County Bid Target	**2,868,385**	**2,436,344**	**433,483**	**5,738,212**	**627,879**	**1,589,870**	**495,172**	**2,712,921**	**8,451,133**	
			Proposed Programming	**2,868,385**	**2,449,508**	**433,483**	**5,751,376**	**627,879**	**1,576,706**	**495,172**	**2,699,757**	**8,451,133**	
			Unprogrammed Balance	**-**	**(13,164)**	**-**	**(13,164)**	**-**	**13,164**	**-**	**13,164**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
San Mateo													
44	East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	City of East Palo Alto	This project contains 4 elements - (1) Maintain East Palo Alto Youth Shuttle (2) Maintain funding for EPA Mobility Manager (3) Improve up to 4 EPA bus stop shelters, benches and amenities (4) Plan for shuttle operations for the Dumbarton Rail station area plan	116,250	72,000	139,393	327,643			-	-	**327,643**	revised 12/16/09 (t) revised 06/27/18 (u) revised 03/27/19
45	Bayshore Shuttle Service	Daly City	Implement a free circulator shuttle service connecting Daly City's Bayshore neighborhood with transit and essential destinations in western Daly City. The shuttle will operate 10 hours on weekdays, expanding in the second year to add 6 hours of service on weekends.	368,929			368,929	(32,012)		102,636	70,624	**439,553**	(g) revised 07/28/10 (v) revised 03/27/19
46	Route 280	Samtrans	Maintain Route 280, which serves CalWorks clusters and essential destinations for the residents of East Palo Alto.	415,935			415,935	31,211			31,211	**447,146**	revised 07/28/10
47	Route 17	Samtrans	Maintain Route 17, which serves the Half Moon Bay area, to add service during the peak commute period, new Sunday service and extended evening hours.	447,597			447,597	72,029			72,029	**519,626**	revised 12/16/09, 2/24/10, 6/27/18 (t)
48	Van purchase and operations for shelter resident transportation	Shelter Network	Purchase van and provide on-demand service for residents of four homeless shelters in San Mateo County.		28,000	64,430	92,430			-	-	**92,430**	(w) revised 03/27/19
49	Ways to Work Family Loan Program	Peninsula Family Service	The Ways to Work (WTW) program provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car to get to work, childcare, and to pursue educational or job training opportunities.							130,193	130,193	**130,193**	(u, v, w) revised 03/27/19
50	Fixed-Route 17 Bus Procurement	Samtrans	Bus purchase for Route 17		900,000		900,000				-	**900,000**	added 5/27/09
51	Senior Service bus/van purchase	Pacifica	Purchase of a replacement, 20 passenger wheel chair accessible bus to transport seniors (majority are low-income) and disabled adults to/ from the Senior Center, for local outing, shopping trips and medical appointments.				-	6,000	56,221		62,221	**62,221**	(h) added 12/16/09
52	Belle Air Parking Lot modification	San Bruno	Curve correction and street elevation adjustments to accommodate public transit bus service near Belle Air Elementary School. Additional improvements include parking lot reconfiguration, sign installations, striping, sidewalk installation, driveway improvements, curb ramps, and bus shelters to accommodate pedestrians.				-	6,000	151,251		157,251	**157,251**	(h) added 12/16/09
53	Senior shuttle bus	San Bruno	improve low-income elderly transportation to the Senior Center. This bus will also be used to provide low-income children transportation to the Recreation Center.				-	6,000	100,000		106,000	**106,000**	(h) added 12/16/09
54	Sidewalks, solar bus shelters, curb ramps	San Bruno	lighted bus shelters and accessible curb ramps adjacent to and leading to SamTrans bus stops in the City of San Bruno. The project intends to improve access for people with disabilities and improve safety and				-	6,000	142,751		148,751	**148,751**	(h) added 12/16/09
55	Countywide Low-Income Bus Tickets	San Mateo County HSA	Provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in self-sufficiency and family strengthening activities.				-	200,000			200,000	**200,000**	(h) revised 7/28/10
56	Bayshore Bus Stop Improvements	Daly City	Provide a new bus shelter and access improvements for the SamTrans southbound bus stop on Bayshore Boulevard, just south of Geneva Avenue.				-		169,171		169,171	**169,171**	(h) added 2/24/10 (s) revised 5/23/18
56	Fixed Route Bus Procurement	SamTrans	Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is $36K per year; only 26% of all SamTrans riders own or have access to a car.				-		18,010		18,010	**18,010**	(s) added 6/27/18
57	Electric Bus Project	SamTrans	This project will purchase 10 All Electric-Powered Buses to replace 10 2003 Diesel Buses that have reached the end of their useful life. The buses will be 40 ft in length and will have a wheelchair lift with two tie downs. The buses will carry up to 37 seated passengers. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is $36K per year; only 26% of all SamTrans riders own or have access to a car.						124,668		124,668	**125,000**	(y) added 6/24/20
58	Bus Stop Improvements in Communities of Concern	SamTrans	Provide for the improvement of bus stops in select locations throughout communities of concern.				-		131,048		131,048	**131,048**	(h) added 2/24/10

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1	Tier 2 Funding Sources			Tier 2	TOTAL Lifeline Funding	Notes
				STA	1B	JARC	Total	STA	1B	JARC	Total		
				1,348,711	1,145,565	295,228	2,789,504	295,228	747,555	232,829	1,275,612	4,065,116	
			Proposed Programming	1,348,711	1,000,000	295,228	2,643,939	295,228	893,120	232,829	1,421,177	4,065,116	
			Unprogrammed Balance	-	145,565	-	145,565	-	(145,565)	-	(145,565)	-	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Santa Clara County													
59	Bus Lines 17 & 14 in Gilroy	SCVTA	Improve community bus services on Lines 14 & 17 in Gilroy by operating as two-way routes	984,982			984,982	216,556			216,556	**1,201,538**	revised 12/16/09
60	Family Transportation Services	Outreach & Escort	Maintain funding to the Family Transportation Services programs, Guaranteed Ride Home (GRH) and Jump Start (JS). The GRH program provides door-to-door transportation to program participants and their dependent children. The JS program provides financial assistance to cover the cost of minor repairs to personal vehicles.	998,292		632,276	1,630,568	218,360		473,450	691,810	**2,322,378**	(b) revised 07/28/10 (k) revised 5/25/11, 11/16/11
61	Together We Ride	Outreach & Escort	Provide transportation to homeless families, veterans, emancipated foster youth, political refugees and other vulnerable populations. Transit capital funds to purchase hybrid sedans and small wheelchair-lift equipped buses for multiple rider groups	887,785	2,100,741		2,988,526	193,998	904,483		1,098,481	**4,087,007**	revised 04/28/10 (x) revised 06/26/19
62	Non-Revenue Vehicle Project	SCVTA	Utilize the remaining life of twenty-six Toyota Mirai hydrogen-electric sedans for non-revenue use.						470,425		470,425	**470,425**	(x) revised 06/26/19
63	Senior Transportation	Outreach & Escort	Maintain funding for program providing seniors with a menu of tranpsortation options, such as demand-response rides, individualized transportation plans and a volunteer driver program	1,251,057			1,251,057	273,402			273,402	**1,524,459**	revised 04/28/10
64	Hybrid Bus Purchase	SCVTA	prevent service delays and run cancellations and reduce fuel		1,400,494		1,400,494		909,873		909,873	**2,310,367**	12/16/09
65	Ways to Work Family Loan Program	Peninsula Family Service	The Ways to Work (WTW) program provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car to get to work, childcare, and to pursue educational or job training opportunities.				-			339,739	339,739	**339,739**	added 5/25/11, revised 11/16/11
			County Bid Target	**4,122,116**	**3,501,235**	**632,276**	**8,255,627**	**902,316**	**2,284,781**	**813,189**	**4,000,286**	**12,255,913**	
			Proposed Programming	**4,122,116**	**3,501,235**	**632,276**	**8,255,627**	**902,316**	**2,284,781**	**813,189**	**4,000,286**	**12,255,913**	
			Unprogrammed Balance	-	-	-	-	-	-	-	-	-	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Solano													
66	Route 85	Vallejo	Sustain intercity Route 85 which serves downtown Vallejo, Baylink Ferry, Sereno Transit Center, Discovery Kingdom, Green Valley Shopping Area, Solano Community College in Fairfield, and Solano Mall.	375,000			375,000				-	**375,000**	
67	Route 1	Vallejo	Sustain Route 1 which connects downtown Vallejo with Vallejo Middle and Senior High schools, South Vallejo Community Shopping Centers, the Curtola Park and Ride and Sonoma Boulevard.	600,000			600,000				-	**600,000**	
68	Saturday/Weekday Service	Dixon	Maintain the current dial-a-ride service for Dixon Readi-Ride on weekdays and Saturday.	69,776			69,776	228,698			228,698	**298,474**	revised 12/16/09
69	Replacement Van	Dixon	Capital Funding for the replacement of one 18 passenger Type III paratransit bus for the Dixon Readi-Ride general public Dial-a-Ride system.		60,000		60,000				-	**60,000**	
70	Bus Shelters	Fairfield/Suisun Transit	Improve 30 sites that include installation/repair of transit shelters, ADA curb cuts, concrete work, installation of benches, and other transit friendly amenities such as lighting and transit information.		300,000		300,000		119,088		119,088	**419,088**	revised 2/24/10
71	Bus Shelters	Vallejo	Replace, install and enhance, up to 65 bus shelters and bus stops including amenities such as solar lighting, trash receptacles, signage and benches.		361,010		361,010		400,004		400,004	**761,014**	revised 12/16/09
72	Bus Shelters	Vacaville	Procurement and installation of transit amenities within 5 low-income/senior/elderly communities in Vacaville. Transit amenities include bus shelters with benches, trash receptacles, map/schedule		109,800		109,800				-	**109,800**	
73	Van Replacement	Dixon	Replacement of one 18-passenger Type III paratransit bus for the Dixon Readi-Ride Dial-a-Ride system.		15,000		15,000				-	**15,000**	
74	Replacement Vehicles	Fairfield/Suisun Transit	Replace 2 paratransit vans with two higher capacity paratransit vans. The new vehicles will be able to hold 18 passengers and 4 wheelchairs.		41,600		41,600				-	**41,600**	
75	Solano Community College Project	Vallejo Transit	Provide service to Solano Community College, as well as other employment and service destinations			250,000	250,000				-	**250,000**	(c)
76	DRIVES/CARS Programs	Benicia Community Actio	Provides down payments for cars to low-income applicants. Funds will also be used for repairs to vehicles donated to the program.			30,000	30,000				-	**30,000**	(c)
77	Installation of Bicycle Racks	Fairfield/Suisun Transit	Install bike racks on 12 coaches to accommodate riders who need to use multiple travel modes to get to work and other destinations			45,000	45,000				-	**45,000**	(c)
78	Route 2 Frequency Improvements	Fairfield/Suisun Transit	Develop new service alignment, uncoupling Route 2 from Travis Air Force Base (AFB) and establishing a new Travis AFB shuttle, improving service and increasing access to jobs			91,834	91,834				-	**91,834**	(c)
79	Downtown Flex Shuttle	Fairfield/Suisun Transit	serving City Hall in Suisun City, Amtrak, Fairfield City Hall, Solano				-		60,000		60,000	**60,000**	added 12/16/09
80	Expanded Route 5 service	Vallejo	to Solano Community College, local businesses medical, and social				-			400,000	400,000	**400,000**	added 07/28/10
			County Bid Target	**1,044,776**	**887,410**	**416,834**	**2,349,020**	**228,698**	**579,092**	**400,000**	**1,207,790**	**3,556,810**	
			Proposed Programming	**1,044,776**	**887,410**	**416,834**	**2,349,020**	**228,698**	**579,092**	**400,000**	**1,207,790**	**3,556,810**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources STA	Tier 1 Funding Sources 1B	Tier 1 Funding Sources JARC	Tier 1 Total	Tier 2 Funding Sources STA	Tier 2 Funding Sources 1B	Tier 2 Funding Sources JARC	Tier 2 Total	TOTAL Lifeline Funding	Notes
Sonoma County													
81	Bus purchase	Santa Rosa CityBus	Bus purchase for Roseland service improvements on Routes 9 and 14		483,744		483,744		331,662		331,662	**815,406**	revised 2/24/09
82	Route 19	Santa Rosa CityBus	Sustain and enhance Route 19 in Roseland	394,117		130,872	524,989	120,555		155,674	276,229	**801,218**	revised 07/28/10
83	Natural gas coach purchase	Sonoma County Transit	Purchase of 14 natural gas coaches for high-density routes (60, 22, 42 and 20) serving low-income areas		483,744		483,744		331,661		331,661	**815,405**	revised 2/24/10
84	Existing bus service	Sonoma County Transit	Sustain existing service on Routes 20/22, 30, 42, 44/48 and 60	632,389			632,389	113,823			113,823	**746,212**	revised 12/16/09
85	Existing bus service	Petaluma Transit	Sustain existing city-wide service	141,365			141,365				-	**141,365**	
86	Bus replacement	Healdsburg Transit	Funds to replace the old fixed-route mini bus		49,000		49,000	-			-	**49,000**	
87	Existing bus service	Healdsburg Transit	Sustain existing city-wide service	28,872			28,872	6,366			6,366	**35,238**	revised 12/16/09
88	County transit plan	Services	collaborative efforts				-	21,219			21,219	**21,219**	added 12/16/09
89	3	Petaluma Transit	opportunities for low-income individuals. Transit routes 1, 2, and 3			50,000	50,000			251,150	251,150	**301,150**	added 07/28/10,
			County Bid Target	**1,196,743**	**1,016,488**	**181,331**	**2,394,562**	**261,963**	**663,323**	**407,515**	**1,332,801**	**3,727,363**	
			Proposed Programming	**1,196,743**	**1,016,488**	**180,872**	**2,394,103**	**261,963**	**663,323**	**406,824**	**1,332,110**	**3,726,213**	
			Unprogrammed Balance	**-**	**-**	**459**	**459**	**-**	**-**	**691**	**691**	**1,150**	
Regional Grand Totals													
			Lifeline Program Revenue Sources	**18,318,253**	**16,812,399**	**3,571,025**	**38,701,677**	**4,158,139**	**10,528,943**	**4,203,907**	**18,890,989**	**57,592,666**	
			Total Proposed Programming	**18,318,254**	**16,679,998**	**3,571,072**	**38,569,324**	**4,158,138**	**10,661,343**	**4,203,216**	**19,022,697**	**57,592,021**	
			Unprogrammed Balance	**(1)**	**132,401**	**(47)**	**132,353**	**1**	**(132,400)**	**691**	**(131,708)**	**645**	

Notes

(a) Alameda County received a $5,098,588 advance of their Tier 1 Prop 1 B funds in FY08. The funds and projects shown here were applied for in April 2008. Allocation of $270,954 of Proposition 1B funds from from Ashby BART station elevator to MacArthur BART Station Plaza Improvement is conditioned upon approval from the Alameda County Transportation Commission in December 2012.

(b) Includes $57,977 in Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and $130,000 in Tier 2.

(c) JARC funds part of the Small Urbanized Area program administered by Caltrans.

(d) Golden Gate Transit will claim the funds for these projects. Totals include administration costs.

(e) Moved from Tier 2 to Tier 1, May 2009.

(f) AC Transit will claim the funds for these projects.

(g) Tier 1 STA amount partially backfilled with Tier 2 JARC to meet sponsor's original funding request and make additional Tier 2 STA available to other projects.

(h) SamTrans will claim the funds for these projects. Tier 2 STA amounts are for SamTrans' administration costs.

(i) MTA will claim the funds for this project. Approval of this project is subject to project sponsor securing the necessary easements.

(j) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and $323,225 in Tier 2.

(k) $165,359 of the total Large Urbanized Area JARC funds awarded in Tier 2 were reprogrammed in Res. 3788 due to discontinuation of another First Cycle Lifeline project in Santa Clara County. The Tier 2 JARC amount available for MTC to encumber in this Resolution is $343,450.

(l) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans.

(m) Allocation of $35,000 in JARC funds from San Leandro LINKS Shuttle to Neighborhood Bike Centers is conditioned upon approval from the Alameda County Transportation Commission.

(n) $70,688 in STA funds transferred from VINE Route 11 and reprogrammed to VINE Route 29 in December 2012.

(o) On 4/22/15, $216,000 in Lifeline Cycle 2 Proposition 1B funds were removed from the San Bruno Transit Preferential Streets (TPS) project and programmed to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project. The San Bruno TPS project never received the $216,000 in FY2009-10 Proposition 1B funds that were programmed to the project; the San Bruno TPS project is instead being funded as part of SFMTA's Muni Forward project and the $216,000 in FY2009-10 funds were advanced to the Urban Core category from the Lifeline category in May 2011 in order to accomodate urgent funding needs of the Central Subway project. SFMTA has confirmed that in April 2015, the $216,000 will be returned to the Lifeline category using SFMTA's FY2015 Revenue-Based PTMISEA funds (see MTC Resolution Nos. 3880, Revised and 4179, Revised).

(p) On 6/22/16, Project Cost saving of $100,510 in Lifeline Cycle 2 Proposition 1B funds were transferred from the Randolph/ Farallones/ Orizaba Transit Access Improvements project and programmed to the MIssion Bay Loop project. The additional $100,510 would fund unanticipated project costs associated with relocating a sewer line adjacent to the track on the Mission Bay Loop project. (see also MTC Resolution Nos. 3880, Revised).

(q) On 10/26/16 Project Cost savings of $13,164 in Lifeline Cycle 2 Proposition 1B funds was transferred from the Humter's View Revitalization Project and programmed to the Mission Bay Loop project. The additional $13,164 would fund unanticipated project costs associated with relocating a sewer line adjacent on the track of the Mission Bay Loop project (See Resolution 3880 Revised).

(r) On 05/24/17 unused JARC Program funds from FTA Grant CA-37-X104 in the amount of $304,532 in Lifeline Transportation Cycle 2 (LTP C2) funds were redirected/ programmed to the San Leandro LINKS Shuttle sponsored by San Leandro Transportation Management Organization ($204,532) and the Neighborhood Bicycle Center project sponsored by Cycles of Change ($100,000) for similar ongoing work on their LTP C2 projects.

(s) On 06/27/18, project cost savings of Proposition 1B funds from Daly City Bayshore Bus Stop Improvements in the amount of $18,010 in LTP Cycle 2 were redirected/ programmed to the SamTrans replacement of articulated bus fleet project.

(t) On 06/27/18, remaining Cycle 2 STA funds from the East Palo Alto Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project in the amount of $91,204 were redirected/programmed to Route 17 project (on the coastside of San Mateo County).

(u) On 03/27/19, remaining Cycle 2 STA funds from the East Palo Alto Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project in the amount of $80,912 were redirected/programmed to the Ways to Work Family Loan Program.

(v) On 03/27/19, remaining Cycle 2 STA funds from the Bayshore Shuttle Service project in the amount of $41,461 were redirected/programmed to the Ways to Work Family Loan Program.

(w) On 03/27/19, remaining Cycle 2 STA funds from the Shelter Network - Van Purchase project in the amount of $7,820 were redirected/programmed to the Ways to Work Family Loan Program.

(x) On 06/26/19, $470,425 in Lifeline Cycle 2 Proposition 1B funds were removed from the discontinued Together We Ride project. This project included the purchase of twenty-six Toyota Mirai sedans purchased by Outreach and Escort. Funds are reprogrammed to the Non-Revenue Fleet project. LTP requirements for the $470,425 (Prop 1B funds) are waived.

(y) On 06/24/20, $124,668 in total cost savings from Lifeline Cycle 2 Proposition 1B funding was redirected from the Bus Stop Improvements project ($65,819) and the San Bruno Bus Stop Improvements project ($58,849) to the Electric Bus project (see also MTC Reso. 3880, Revised, Attachment A).

Date:	May 23, 2012	
W.I.:	1311	
Referred by:	PAC	
Revised:	06/27/12-C	07/25/12-C
	12/19/12-C	04/24/13-C
	10/23/13-C	12/18/13-C
	02/26/14-C	07/23/14-C
	11/19/14-C	07/22/15-C
	03/23/16-C	06/22/16-C
	06/27/18-C	6/24/20-C

ABSTRACT

Resolution No. 4053, Revised

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Third Cycle Lifeline Transportation Program of Projects - FY2011-2013

This resolution was amended on June 27, 2012 to add approximately $34 million in programming for STA, STP/CMAQ, and JARC projects, and to add about $21 million in programming for Proposition 1B projects that were previously deferred.

This resolution was amended on July 25, 2012 to add approximately $0.8 million in programming for projects that were previously deferred.

This resolution was amended on December 19, 2012 to revise the San Francisco Municipal Transportation Agency's (SFMTA's) Proposition 1B program of projects, to program $2.6

million for San Francisco County STA projects, and to revise Santa Rosa CityBus's JARC project.

This resolution was amended on April 24, 2013 to program approximately $1.2 million in STP/CMAQ funds for a San Francisco County project; and to revise the funding sources of Tri Delta Transit's Route 200 and 201 project and Contra Costa County Employment and Human Services Department's Taxi Referral program, and of the City of Concord's Monument Shuttle project and the County Connection Preservation of Operations in Communities of Concern project.

This resolution was amended on October 23, 2013 to transfer JARC funds from Cycles of Change Neighborhood Bicycle project to San Leandro Transportation Management Organization LINKS Shuttle project, in the amount of $35,000, and to adjust previously awarded STA amounts to reflect actual FY2011-12 and FY2012-13 STA revenues.

This resolution was amended on December 18, 2013 to transfer Proposition 1B funds from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project, in the amount of $500,000.

This resolution was amended on February 26, 2014 to replace FY2010-11 JARC funds which lapsed, with STA or FY2013-14 FTA Section 5307 funds for several projects, with no changes to the total amount programmed to each project.

This resolution was amended on July 23, 2014 to make a minor revision to AC Transit's Proposition 1B-funded East Bay Bus Rapid Transit (BRT) project.

This resolution was amended on November 19, 2014 to replace the City of Vacaville's STP/CMAQ-funded Accessible Paths to Transit project with a Safe Routes to School project, and to make minor revisions to two Proposition 1B-funded projects: CCTA's vehicle replacement project and SFMTA's 8X Mobility Maximization Project.

This resolution was amended on July 22, 2015 to reassign approximately $89,000 in unused MTC administration funds to the Community Based Transportation Planning (CBTP) Program.

This resolution was amended on March 23, 2016 to redirect $213,647 from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project, and to redirect $451,324 from SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

This resolution was amended on June 22, 2016 to make revisions to the Proposition 1B-funded projects in Contra Costa County. WestCAT is removing the Purchase and Installation of Bus Shelters project from the Lifeline program because the project was completed with other funds. The freed up Proposition 1B funds ($147,335) are being reprogrammed to a newly added project, the Dial-A-Ride Replacement Vehicles project (which is also a Lifeline Cycle 4 project).

This resolution was amended on June 27, 2018 to reflect programming changes in Alameda and San Mateo counties. AC Transit is redirecting $500,000 in Proposition 1B funds from the Contra Costa Community College Transit Center Improvement project to a newly added San Pablo and Telegraph Rapid Bus Upgrade project (Cycle 3) and redirecting $2,100,000 from the San Leandro BART Station Terminus project to the East Bay Bus Rapid Transit (BRT) Vehicles, Design and Construction Project. San Mateo County is also redirecting $93,031 in project cost savings in State Transit Assistance (STA) funds from the North Fair Oaks On-Demand Shuttle project (Cycle 3) to the SamTrans Route 17 on the Coastside of San Mateo County project (which is also a Cycle 2 and 3 project).

This resolution was amended on June 24, 2020 to redirect $340,668 from the cancelled Outreach & Escort, Inc., Family Transportation Services project to the newly added Santa Clara Valley Transportation American with Disabilities Act Transition Plan program.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012, July 11, 2012, December 12, 2012, April 10,

2013, October 9, 2013, December 11, 2013, February 12, 2014, July 9, 2014, November 12, 2014, July 8, 2015, March 9, 2016, June 8, 2016, June 13, 2018, and June 10, 2020.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

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

WHEREAS, MTC adopted Resolution 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, 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 23, 2012.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Alameda County									
1	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910				**240,910**	
2	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000				**52,000**	
3	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directories. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations.	3,545,360				**3,545,360**	(2)
4	East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.	603,487			1,225,539	**1,829,026**	(2) (27)
5	Update Community-Based Transportation Plans	Alameda CTC	Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately three to four CBTP updates will be funded.				475,000	**475,000**	
6	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Cycles of Change	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.			10,000		**10,000**	(14)
7	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library/City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately seven classes per week to the library by bus. Request is for three years of program operations.		185,000			**185,000**	(1)
8	Neighborhood Bicycle Centers/"Bike-go-Round"	Cycles of Change	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.			360,000		**360,000**	
9	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for three years of service.		4,316,118	525,429		**4,841,547**	(1)(16)
10	Hathaway Avenue Transit Access Improvements	Alameda County Public Works	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.				430,000	**430,000**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
11	BART Transbay Owl Express Bus Service	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional $200K is being provided by Contra Costa County. This is a one-year pilot project.		297,800			**297,800**	(1)(7)
12	Oakland Broadway Shuttle	City of Oakland	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also incudes expanding weekday evening service until 10pm Mon-Thurs.		723,000			**723,000**	(16)
13	WHEELS Route 14 Service Provision	LAVTA	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations.		366,000			**366,000**	(1)
14	San Leandro "LINKS" Shuttle	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.		310,089	60,911		**371,000**	(14)(16)
15	Estuary Crossing Shuttle Service Extension	City of Alameda Public Works	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.			187,957		**187,957**	
16	Operation Support for Route 2	Union City Transit, City of Union City	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.		115,666			**115,666**	(1)
			County Bid Target	**N/A***	**6,313,673**	**1,144,297**	**2,130,539**		
			Proposed Programming	**4,441,757**	**6,313,673**	**1,144,297**	**2,130,539**	**14,030,266**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Contra Costa County									
17	Richmond BART Station Eastside Access Improvements	BART	Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways	1,500,000				**1,500,000**	
18	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000				**400,000**	(2)
19	Concord BART Station Intermodal Improvements	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project may also include upgraded lighting within the existing garage.	400,000				**400,000**	
~~20~~	~~Bus shelters, Bus Pads, and Real Time Departure information~~	~~WestCAT~~	~~Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.~~	-				**-**	(2), (24)
21	Dial-A-Ride Vehicle Replacements	WestCAT	Replacement of Dial-A-Ride Vehicles	147,335				**147,335**	(24)
22	Replacement Buses	County Connection	Procure replacement buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534				**484,534**	(19)
(28) O	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	160,000				**160,000**	(15)(25)
24	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019				**327,019**	
25	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.		161,648			**161,648**	(12)(16)
26	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		707,302	150,055		**857,357**	(1)(12)
27	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		757,775	126,353		**884,128**	(1)(11)
28	KEYs Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from $4,000 to $5,500.			129,500		**129,500**	
29	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.				1,000,000	**1,000,000**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
30	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		984,087	299,353		**1,283,440**	(1)
31	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional $298K is being provided by Alameda County. This is a one-year pilot project.		198,311			**198,311**	(1)(7)
32	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		201,325	75,007		**276,332**	(1)
33	Taxi Referral Program	Contra Costa County Employment and Human Services Dept. (via Tri Delta)	Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program.		126,353	147,832		**274,185**	(1)(11)(16)
34	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.			140,000	203,291	**343,291**	(4)
			County Bid Target	**N/A***	**3,136,801**	**1,068,100**	**1,203,291**		
			Proposed Programming	**3,418,888**	**3,136,801**	**1,068,100**	**1,203,291**	**8,827,080**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Marin County									
35	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000				**985,000**	
36	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information; dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729			233,728	**726,457**	(2)
37	Canal Neighborhood Transit Service	Marin Transit (via GGBHTD)	Transit service to the low income and minority population in the Canal Area of San Rafael on Routes 35 and 36.		413,894			**413,894**	(1)
38	Route 257 Shuttle	Marin Transit	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.			238,867		**238,867**	
39	San Rafael School Shuttle	San Rafael Schools (via GGBHTD)	Enable Canal parents to participate in their children's education at San Pedro School by providing shuttle service and emergency taxi vouchers for low-income residents of the San Rafael Canal community (or nearby vicinity) to attend critical academic meetings and other school activities.		158,268			**158,268**	(1)
			County Bid Target	**N/A***	**572,162**	**238,867**	**233,728**		
			Proposed Programming	**1,477,729**	**572,162**	**238,867**	**233,728**	**2,522,486**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Napa County									
40	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000				**192,000**	
41	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000				**192,000**	
42	VINE Transit CAD/AVL System Part 1	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	213,647				**213,647**	(22)
43	Operating Assistance for new VINE Routes	NCTPA	Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system.		485,548			**485,548**	(1)
44	Community-Based Transportation Plan Update	NCTPA	Update Napa's community-based transportation plan.				80,000	**80,000**	
45	ADA Bus Stop Upgrades	NCTPA	ADA and accessibility improvements at bus stops that are used on a frequent basis.				116,794	**116,794**	
			County Bid Target	**N/A***	**485,548**	**-**	**196,794**		
			Proposed Programming	**597,647**	**485,548**	**-**	**196,794**	**1,279,989**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
San Francisco County									
46	Mission Mobility Maximization	SFMTA	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras.	5,056,891				**5,056,891**	(2)(3)(9)
47	8X Mobility Maximization	SFMTA	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, Transit Only Lane Enforcement Cameras, and improvements at the Balboa Park Station Area and Plaza (pedestrian improvements, lighting, and wayfinding).	5,285,000				**5,285,000**	(2)(3)(9)(20)
48	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project.	1,381,539				**1,381,539**	(9)
49	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650				**2,143,650**	(2)
50	Continuation of Bus Restoration Project	SFMTA	Continue for two years the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.		957,620	1,200,942		**2,158,562**	(1)(10)
51	Route 108 Treasure Island Enhanced Service	SFMTA	Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years.		800,000			**800,000**	(1)(10)
52	Route 29 Reliability Improvement	SFMTA	Continue providing more frequent service on 29-Sunset route to increase reliability for two years.		800,000			**800,000**	(1)(10)
53	Free Muni for Low Income Youth Pilot Program	SFMTA	The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of $9.9 million.		400,000			**400,000**	(1)
54	Eddy and Ellis Traffic Calming Improvements	SFMTA	Implement pedestrian and traffic calming improvements along Eddy and Ellis Streets as proposed through the Tenderloin-Little Saigon Neighborhood Transportation Plan, including: 1) the conversion of Ellis and Eddy Streets from one-way streets to two-way streets, 2) full signal upgrades at the intersections of Eddy/Taylor and Ellis/Taylor, including pedestrian countdown signals, and 3) bulbouts at Eddy/Leavenworth and Ellis/Taylor.				1,175,105		(13)
			County Bid Target	**N/A***	**2,957,620**	**1,200,942**	**1,175,105**		
			Proposed Programming	**13,867,080**	**2,957,620**	**1,200,942**	**1,175,105**	**19,200,747**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
San Mateo County									
55	Replacement Fixed Route Vehicles	SamTrans	Replace a portion of the 1998 40-foot Gillig Bus Fleet. The 1998 Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	1,821,373				**1,821,373**	(23)
56	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000				**32,000**	
57	Fixed Route 17	SamTrans	Continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 17 on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.		500,079			**500,079**	(1) (26)
58	Ways to Work Auto Loans for purchase or repair of vehicles	Peninsula Family Services	Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.			375,000		**375,000**	
59	Middlefield/Woodside Rd (SR 84) Intersection Improvements	City of Redwood City	Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road.				339,924	**339,924**	
60	North Central Ped Infrastructure Improvements	City of San Mateo	Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the $1.5 Million North Central Pedestrian Infrastructure Improvement Program – Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central.				339,924	**339,924**	(1)(5)
61	Coast Service On-Demand	SamTrans	Continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero.		300,000			**300,000**	(1)
62	Bus Passes and Tickets for Low Income Families	San Mateo Human Services Agency (via SamTrans local agency fund exchange)	This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		300,000			**300,000**	(1)
63	Community Learning Center Public Transportation Workshops	City of South San Francisco (via SamTrans)	Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants.		210,000			**210,000**	(1)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
64	Midday Shuttle Belle Haven Community and Other Communities	City of Menlo Park (via SamTrans)	The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center.		240,820			**240,820**	(1)(5)
65	North Fair Oaks On-Demand Shuttle	City of Redwood City (via SamTrans)	Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours.		129,896			**129,896**	(1)(5)(26)
66	Weekday Community Shuttle	City of East Palo Alto	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.			123,368		**123,368**	
67	Weekday Evening Shuttle	City of East Palo Alto	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.			76,871		**76,871**	
68	Taxi Vouchers for Low Income Program Participants	San Mateo Human Services Agency	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner.			60,000		**60,000**	
69	Weekend Shuttle	City of East Palo Alto	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.			59,557		**59,557**	
70	San Carlos Transit Center	SamTrans	The San Carlos Transit Center project will enhance an existing multi-modal transit center to facilitate improved safety and connections between SamTrans fixed route bus service, Caltrain commuter rail, local shuttles and pedestrians and bicyclists. The proposed improvements provide for new and relocated bus stops, relocated shuttle and taxi stops/queuing spaces, and pedestrian pathways.	451,324				**451,324**	(23)
			County Bid Target	**N/A***	**1,680,795**	**694,796**	**679,848**		
			Proposed Programming	**2,304,697**	**1,680,795**	**694,796**	**679,848**	**5,360,136**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Santa Clara County									
70	Alum Rock Rapid Transit Bus Purchase	VTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049				**9,186,049**	(3)
71	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		601,161	1,236,573		**1,837,734**	(1)(16)(28)
72	American with Disabilities Act Transition Plan Program	VTA	The goals and objectives of this project are to enhance access to VTA's accessible transportation services by removing barriers that might dissuade persons with disabilities from using fixed route service. VTA will engage with the public to develop a schedule and budget to remove those barriers. More than 300 bus stops, at least five transit centers, two customer service centers, and VTA's adminstrative offices will be fully accessible.		340,668			**340,668**	(28)
73	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions--who serve as drivers, mentors, tutors, companions, and care givers--with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.			83,287		**83,287**	
74	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908			**3,075,908**	(1)
75	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,711,015			**1,711,015**	(1)
76	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.				2,127,977	**2,127,977**	
			County Bid Target	**N/A***	**5,728,752**	**1,319,860**	**2,127,977**		
			Proposed Programming	**9,186,049**	**5,728,752**	**1,319,860**	**2,127,977**	**18,362,638**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Solano County									
77	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328			481,368	**1,028,696**	
78	Intercity Bus Replacement	SolTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000				**1,000,000**	
79	Sustaining Route 1	SolTrans	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.		500,000			**500,000**	(1)
80	Sustaining Route 85	SolTrans	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.		250,000			**250,000**	(1)
81	Route 30 Saturday Service	Fairfield and Suisun Transit	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UCDavis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.		120,000			**120,000**	(1)
82	Sustaining Span of Service	SolTrans	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.		419,884			**419,884**	(1)
83	Safe Routes to School (SRTS) Infrastructure Improvements Project	City of Vacaville	Improve sidewalks and bicycle routes to Vacaville High School and Foxboro Elementary School, and improve access to the adjacent transit center located at Cernon Street and West Monte Vista Avenue.				40,000	**40,000**	(18)
			County Bid Target	**1,547,328**	**1,289,884**	**-**	**521,368**		
			Proposed Programming	**1,547,328**	**1,289,884**	**-**	**521,368**	**3,358,580**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Sonoma County									
84	Bus Stop Improvements	Petaluma Transit	Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24.	76,734				**76,734**	
85	Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center	Santa Rosa CityBus	Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland.	1,268,194				**1,268,194**	
86	Bus Stop Improvements	Sonoma County Transit	Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or	200,000				**200,000**	
87	Vehicle Purchase	Sonoma County Transit	Purchase one (1) 40-foot CNG transit coach.	393,864				**393,864**	
88	Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program	Santa Rosa CityBus	Implement an Automatic Vehicle Location and Real-time Transit Information Program serving patrons of Santa Rosa CityBus. The goals of the project are to improve service reliability and on-time performance, make real-time transit information widely available in a range of formats, enhance transit security, and improve planning and scheduling.						(2)(6)(8)
89	Roseland Lifeline Operations	Santa Rosa CityBus	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.		537,614	405,987		**943,601**	(1)(8)(16)
90	Added Capacity on Lifeline Routes 20, 30 & 60	Sonoma County Transit	Support Sonoma County Transit's designated Lifeline routes 20, 30, and 60, including adding capacity during peak commute times.		1,199,831			**1,199,831**	(1)
91	Healdsburg Pedestrian Safety & Access Improvements	City of Healdsburg	Construct supportive infrastructure to enhance pedestrian mobility and safety between low income areas and various activity centers. This project includes access and safety improvements linking the High School, Junior High School and Sonoma County Healdsburg Library; and installation of a high-intensity activated crosswalk (HAWK) signal proposed at the main entrance to the Healdsburg High School at Powell Ave				202,937	**202,937**	
92	Central Sonoma Valley Trail	Sonoma County Regional Parks	Construct 0.42 mile of Class I trail in Central Sonoma Valley, creating a safe route parallel to busy Highway 12 for pedestrians and bicyclists. This project will connect Flowery Elementary School, Larson Park, Maxwell Farms Regional Park, and the Boys and Girls Club.				500,000	**500,000**	
			County Bid Target	**1,938,792**	**1,737,445**	**405,987**	**702,937**		
			Proposed Programming	**1,938,792**	**1,737,445**	**405,987**	**702,937**	**4,785,161**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA[1]	JARC[5]	STP/CMAQ		
Multi-County & Regional Projects									
93	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000				**100,000**	
94	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	-				**-**	(2) (15)
94	San Pablo and Telegraph Rapid Bus Upgrade	AC Transit	Upgrades include Transit Signal Priority (TSP) equipment and optimized bus stop locations. Along the Berkeley South side Transit Lane, the project will add one mile of red transit lanes.	500,000				**500,000**	(15)(25)
95	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction	AC Transit	Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project	7,140,000				**7,140,000**	(17) (27)
96	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the $1 million set-aside will be used for	-	308,575	-	-	**308,575**	(1)(16)
96	Administration & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration and technical assistance for three years.		-	317,798		**317,798**	(16) (21)
97	Community-Based Transportation Planning (CBTP) Program Update	MTC	The CBTP Program provides funding to CMAs for planning efforts in Communities of Concern and other transportation-disadvantaged areas. The goal of the program is to develop projects to mitigate existing transportation gaps in those communities. The updated CBTP Program will provide funding to CMAs to develop new plans or to update existing plans.		89,013			**89,013**	(21)
			Multi-County & Regional Target	**N/A***	**397,588**	**317,798**	**-**		
			Proposed Programming	**7,740,000**	**397,588**	**317,798**	**-**	**8,455,386**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

Regional Grand Totals					
Lifeline Program Revenue Sources	**46,519,967**	**24,300,268**	**6,390,647**	**8,971,587**	**86,182,469**
Total Proposed Programming	**46,519,967**	**24,300,268**	**6,390,647**	**8,971,587**	**86,182,469**
Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**

Third Cycle Lifeline Program of Projects (FY 2011-2013)

* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

Notes

(1) On 10/23/13, the STA amounts were updated to reflect FY2012 & FY2013 actual revenues, including FY2012 and FY2013 interest. The County Lifeline Program Administrators (LPAs) had originally programmed 95 percent of their county's estimated two-year STA amount, and then developed a contingency plan for the remaining five percent should it be available. The actual two-year revenues plus interest were sufficient to fully fund the 95 percent program, and to provide partial funding to the contingency projects that had been previously identified by the County LPAs.

(2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at http://www.mtc.ca.gov/planning/tcip/. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.

(3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.

(4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.

(5) JARC funds include FTA Section 5316 funds apportioned in FY12 and Section 5307 funds apportioned in FY13 and FY14. For more infomation regarding the FY2013 Section 5307 funds, see the Transit Capital Priorities (TCP) Process and Criteria for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4072) and the TCP Program for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4084).

(6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*

(7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.

(8) On 12/19/12, $405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.

(9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from $9,310,080 to $5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from $2,413,350 to $5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed $1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.

(10) San Francisco County STA projects were recommended for funding in December 2012.

(11) On 4/24/13, $126,353 in JARC funding was transferred from Contra Costa County Employment & Human Services Taxi Referral Program to Tri Delta Transit for Route 200 & 201. $126,353 in STA funding was transferred from Tri Delta Transit Route 200 & 201 to Contra Costa County Employment & Human Services Department Taxi Referral Program, as a pass through from Tri Delta Transit.

(12) On 4/24/13, $150,055 in JARC funding was transferred from City of Concord Monument Neighborhood Shuttle to County Connection Preseve Operations in Community Concern project. $150,055 in local Measure J funds will be programmed to the Monument Neighborhood Shuttle by the Contra Costa Transportation Authority.

(13) SFCTA Board approval for SFMTA's STP/CMAQ project was received in April 2013.

(14) On 10/23/13, $35,000 in JARC funding was transferred from Cycles of Change's Neighborhood Bike Centers project to the San Leandro TMO LINKS Shuttle. This modifications pays LINKS back from funds borrowed by Cycles in 2012, LTP2 JARC funds.

(15) On 12/18/13, $500,000 in Proposition 1B funding was transferred from AC Transit's Internal Text Messing Signs project to the Contra Costa College Transit Center Improvements project. This modification is due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.

(16) On 2/26/14 $1,745,579 in STA funds were redirected to five projects impacted by the loss of JARC funds: Oakland Broadway Shuttle, $723,000; San Leandro "LINKS" Shuttle, $310,089; Concord Monument Neighborhood Shuttle, $161,648; Outreach Family Transportation Services, $461,829; and MTC Admin & Tech. Asst., $89,013. The STA funds were from the Means-Based Fare Study ($691,745) and the FY14 STA Lifeline category ($1,053,834). Additionally, JARC funds were replaced with 5307 FY14 funds on the following projects: Contra Costa County Taxi Referral Program, $37,884; AC Transit Preserve Ops in Comm of Concern, $45,986; and Santa Rosa Roseland Operations, $124,214.

(17) On 7/23/14, AC Transit's East Bay Bus Rapid Transit (BRT) project was revised to add a design and construction component to the existing vehicle purchase component.

(18) On 11/19/14, the City of Vacaville's Accessible Paths to Transit project was replaced with the Safe Routes to School (SRTS) Infrastructure Improvements Project.

(19) As of 11/19/14, CCCTA's original bus replacement project was delivered using alternative funds because the Lifeline Prop 1B funds were not available at the time of procurement, partly due to the delay in available bond proceeds. The $484,534 in Lifeline Prop 1B funds will be used in a future vehicle procurement (anticipated FY2014-15), which will serve the same areas (Concord Monument Corridor and North Martinez).

(20) On 11/19/14, SFMTA's 8X Mobility Maximization project scope was expanded to include improvements at the Balboa Park Station Area and Plaza.

(21) On 7/22/15, $89,013 in STA funds that had originally been set aside and allocated for MTC administration and technical assistance in FY 2014, but had not been needed for that purpose, were re-programmed to the Community Based Transportation Planning (CBTP) program.

(22) On 3/23/16, $213,647 in Proposition 1B funds were redirected from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project. VINE Transit CAD/AVL project is also a Lifeline Cycle 4 project.

(23) On 3/23/16, $451,324 in Proposition 1B funds were redirected from the SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

(24) On 6/22/16, $147,335 in Proposition 1B funds were reprogramed from the cancelled WestCAT Purchase and Installation of Bus Shelters project to the newly added Dial-A-Ride Replacement Vehicles project (also a Lifeline Cycle 4 project).

(25) On 6/27/18, $500,000 in Proposition 1B funds were redirected from the reduced project scope for the Contra Costa Community College Transit Center Improvement project to the newly added San Pablo and Telegraph Rapid Bus Upgrade project.
See also MTC Reso. No. 3880, Revised, Proposition 1B - Regional Transit Program.

(26) On 6/27/18, $93,031 in project cost savings in State Transit Assistance funds from the City of Redwood City North Fair Oaks On-Demand Shuttle were redirected to the Lifeline Transportation Program Cycle 3, Route 17 project (on the Coastside of San Mateo County).

(27) On 6/27/18, $2.1M in Proposition 1B PTMISEA funds were redirected from the AC Transit San Leandro BART Station Terminus project (LTP Cycle 3) to the AC Transit East Bay Bus Rapid Transit (EBBRT) Vehicles, Design and Construction project.
The EBBRT Vehicles, Design and Construction project is also a Lifeline Transportation Program Cycle 4 project.

(28) On 6/24/20, $340,668 in State Transit Assitance (STA) funds were redirected from the cancelled Outreach & Escort, Inc. - Family Transportation Services project to the VTA American with Disabilities Act Transition Plan program.

Date:	March 25, 2015	
W.I.:	1311	
Referred by:	PAC	
Revised:	04/22/15-C	07/22/15-C
	05/25/16-C	05/24/17-C
	12/19/18-C	06/24/20-C

ABSTRACT

Resolution No. 4179, Revised

This resolution adopts the FY2013-14 through FY2015-16 Program of Projects for MTC's Cycle 4 Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, and FTA Section 5307 Urbanized Area/Job Access Reverse Commute (JARC) funds. The initial program consists of $4.9 million in Proposition 1B Transit funds programmed to AC Transit, NCTPA and CCCTA. This resolution will be amended to add the remainder of the Cycle 4 program in April 2015.

The evaluation criteria established in Resolution 4159 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Cycle 4 Lifeline Transportation Program of Projects - FY2014 - FY2016

This resolution was amended on April 22, 2015 to add approximately $59 million in programming for STA, 5307/JARC and Proposition 1B projects.

This resolution was amended on July 22, 2015 to add two pedestrian/bicycle projects in Napa County, and to add three operations projects in Marin County.

This resolution was amended on May 25, 2016 to program $528,650 in State Transit Assistance funds to Marin Transit, which involves a funding exchange with local Measure A funds through the Transportation Authority of Marin.

This resolution was amended on May 24, 2017 to reflect programming changes in the Lifeline Transportation Cycle 4 Program for AC Transit, to add the East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project to the FY 2014-15 Proposition 1B project list and Lifeline Transportation Cycle 4 project list, and to transfer $1,000,000 in cost savings from AC Transit's Vehicle Replacement project to AC Transit's BRT project. The BRT is a Lifeline Transportation Cycle 3 project.

This resolution was amended on December 19, 2018 to reflect programming changes in the Lifeline Transportation Cycle 4 Program for San Mateo and Santa Clara Counties. These changes include for San Mateo County, to transfer $300,000 in State Transit Assistance funds from the Mobility Management/Transportation Voucher program to the added Cycle 4 Menlo Park Crosstown Shuttle; and for Santa Clara County, to transfer $1,308,909 in FTA 5307 funds from Outreach and Escort's Family Transportation Services to the added Cycle 4 Valley Transportation Authority's Mobility Assistance Program.

This resolution was amended on June 24, 2020 to reflect programming changes in the Lifeline Transportation Cycle 4 Program for Outreach & Escort, Inc. in Santa Clara County. Changes include redirecting STA funds of $1,000,000 from the cancelled Family Transportation Services project to the added Cycle 4 VTA Route 22 Overnight Service and redirecting $2,132,935 from the Senior Transportation & Resources project and $1,463,608 from the Together We Ride project to the VTA Americans with Disabilities Act Transition Plan program.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated March 11, 2015, April 8, 2015, July 8, 2015, May 11, 2016, May 10, 2017, December 12, 2018, and June 10, 2020.

Date: March 25, 2015
W.I.: 1311
Referred by: PAC

RE: Cycle 4 Lifeline Transportation Program of Projects – FY2014 – FY2016

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4179

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

WHEREAS, MTC adopted Resolution 4159, which establishes program guidelines to be used for the funding and oversight of the Cycle 4 Lifeline Transportation Program, Fiscal Years 2014-2016; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4159 to fund a Program of Projects for the Cycle 4 Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, and Section 5307 Urbanized Area/Job Access Reverse Commute (JARC) funds; and

WHEREAS, the Cycle 4 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 4 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 25, 2015.

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%)[1]	STA (5% Conting.)[1]	5307/JARC		
Alameda County									
1	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of Concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 31, 40, 45, 62, 98, 800 and 801.Request is for 3 years of service.		3,583,129		1,416,871	**5,000,000**	
2	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library, City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately 7 classes per week to the library by bus. Request is for 3 years of program operations.		249,813			**249,813**	
3	Ashland and Cherryland Transit Access Improvements	Alameda County Public Works (via AC Transit)	This capital project will close gaps in existing sidewalks to improve the pedestrian access to transit routes, and subsequently to jobs, in the Ashland and Cherryland unincorporated areas. The project areas are along 164th Avenue between 14th St and Liberty Ave and on Blossom Way between Meekland and Haviland Aves. The project will also provide needed bus shelters.		450,000			**450,000**	
4	Additional Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 1/1R, 14, 73, and 88. Request is for 3 years of service.		1,740,785	349,062		**2,089,847**	
5	WHEELS Route 14 Operating Assistance	LAVTA	The WHEELS Route 14 provides essential transportation service to residents and employees of the Central District of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 2 years of service.		388,467		129,033	**517,500**	
6	City of Oakland Broadway Shuttle	City of Oakland (via AC Transit)	The B Shuttle provides a key "last-mile" link in downtown Oakland to AC Transit's Uptown Transit Center, two BART stations, Amtrak Capitol Corridor and the SF Bay Ferry. The Broadway Shuttle currently operates Monday-Thursday 7am-10pm; Friday 7am-1am; and Saturday 6pm-1am, every 10-15 minutes. Daytime service runs between Embarcadero West (Jack London Square) and Grand Avenue. After 7pm, service runs between Jack London Square and 27th Street. Request is for 3 years of program operations.				405,368	**405,368**	
7	Operations Support for Route 2	Union City Transit, City of Union City	Service operations for Route 2, the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor. The route runs six days a week from approximately 5:15am to 10pm weekdays and 7:30am to 7pm on Saturdays. The Lifeline request is for 3 years of service.		220,000			**220,000**	
8	Transit Center Upgrades and Improvements	LAVTA	Repair and improve facilities and external amenities at the Livermore Transit Center. The Transit Center serves as an intermodal local and regional connection providing residents with access to jobs, services, and community opportunities. LAVTA's 2007 ridership study shows that 41% of Wheels riders report a household income below $15,000. For riders identifying transit as their sole mode of transportation, the low income ridership number rises to 58%.	125,625				**125,625**	
9	19th Street Wayfinding and Lighting	BART	Project will provide wayfinding signage throughout 19th Street Station and LED pedestrian lighting at 19th Street Station entrances. Distribute 100+ signs at the street, concourse, mid-platform, and lower platform levels at 19th Station. This is almost double the number of signs required at most BART stations, as this station has an extra platform level. Project will also include six street-level station identification pylons; and real-time transit displays and transit information displays at the concourse level.	2,072,000				**2,072,000**	
			County Bid Target	**N/A***	**6,632,194**	**349,062**	**1,951,272**		
			Proposed Programming	**2,197,625**	**6,632,194**	**349,062**	**1,951,272**	**11,130,153**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%)[1]	STA (5% Conting.)[1]	5307/JARC		
Contra Costa County									
10	Preserve Operations in Community of Concern	County Connection (CCCTA)	Maintain existing service on Routes 11, 14, 16, 18, 19, 311, 314, 316. These routes provide basic transportation services to County Connection riders, 35 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.		1,162,836	61,202	375,962	**1,600,000**	
11	Route 200 and 201	Tri Delta Transit	Provide continued and expanded service between Bay Point (Community of Concern) and central Concord and Martinez. Participation in the Bay Point community Based Transportation Planning exercise, the CC County Low-Income Transportation Plan and the TEACH workshops in Bay Point led to the development of Route 201 and changes to Route 200 to better serve that community.		810,250	42,645	347,105	**1,200,000**	
12	Preserve Operations in Community of Concern	AC Transit	Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.		1,999,404	105,232	245,364	**2,350,000**	
13	C3 Operations	WestCAT	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually.		221,432	11,654	245,363	**478,449**	
14	City of Concord - Bus Stop Access Improvements	County Connection (CCCTA)	Improve access to five (5) bus stops in the Monument Corridor. Improvements include: reconstructing concrete sidewalks, reconstructing driveways, installing red curb, installing concrete surfaces (pedestrian landings), reconstructing ADA ramps, installing concrete bus pads, installing pedestrian scale light posts, and adding street furniture including shelters and benches to improve the safety and accessibility of existing County Connection bus stops.	255,194				**255,194**	
15	Replacement and Expansion Vehicles	Tri Delta Transit	Bus (fixed route and dial-a-ride) replacement and expansion vehicles for enhancements to route 200 and 201 serving Antioch, Pittsburg and Martinez.	178,754				**178,754**	
16	Dial-A-Ride Vehicle Replacements	WestCAT	Replacement of Dial-A-Ride Vehicles	81,113				**81,113**	
17	Lighting Enhancements at El Cerrito del Norte Station	BART	Pedestrian scale lighting and wayfinding along the Ohlone Greenway and into the El Cerrito del Norte Station to improve safety and security in the station area and to and from the faregates.	1,312,326				**1,312,326**	
			County Bid Target	**N/A***	**4,193,922**	**220,733**	**1,213,794**		
			Proposed Programming	**1,827,387**	**4,193,922**	**220,733**	**1,213,794**	**7,455,836**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%)[1]	STA (5% Conting.)[1]	5307/JARC		
Marin County									
18	Novato Transit Facility at Redwood Boulevard and Grant Avenue	GGBHTD/Marin Transit	Redesign and upgrade the bus facility at Redwood Boulevard and Grant Avenue. The improvements reconfigure the two stops into one location to improve pedestrian safety and transit operations by installing new shelters, security lighting, and other bus stop amenities	787,196				**787,196**	
19	Route 257 Shuttle Service	Marin Transit	This project will support Route 257 shuttle service to connect welfare recipients and other low income individuals to jobs and employment-related services.				222,210	**222,210**	
20	The Ride to School for Parents Program	San Rafael Schools (via GGBHTD)	Provides scheduled shuttle or van services for parents to access San Pedro Elementary School during the school day, in the evenings and on weekends to attend school-related meetings and special events. Taxi service to address emergencies (such as a picking up a sick child or address a matter around a behavioral concern).		120,605	6,348		**126,953**	
21	On-Demand Shuttle Project (ODSP)	Marin City Community Service District (via GGBHTD)	ODSP establishes a specialized demand-responsive shuttle service that offers specific trips for Marin City residents to shop, conduct business, and recreate. ODSP trips will be identified by residents and community groups. The Marin City Community Services District will administer the shuttle operations.		144,963	7,630		**152,593**	
22	Operating Assistance (funding exchange project)	Marin Transit	This project will support Marin County Local Fixed route service operations to help fund existing service expansion plans. (Funding exchange with 2 projects: Novato and Marin County projects)		502,218	26,433		**528,651**	(5)
			County Bid Target	**787,196**	**767,786**	**40,410**	**222,210**		
			Proposed Programming	**787,196**	**767,787**	**40,410**	**222,210**	**1,817,603**	
			Unprogrammed Balance	**-**	**(1)**	**0**	**-**	**(0)**	
Napa County									
23	Operating Assistance	NCTPA	Continue VINE Transit fixed route service. The operating assistance will address numerous issues listed in the community based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, and on-time performance.		595,503	31,342	90,657	**717,502**	(4)
24	Computer-Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) Project	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	299,070				**299,070**	
25	Tulocay Creek Bridge/Trail Completion	City of Napa	Pave three-quarter mile of Class 1 multi-use trail between new Tulocay Creek bicycle/pedestrian bridge and Riverfront Green Park at Soscol & Third. Project connects low income housing to the south with downtown and transit hub to the north through completion of the Class 1 trail.				120,000	**120,000**	(4)
26	Pedestrian Safety Enhancement	City of Calistoga	Installation of crosswalk and in-pavement crosswalk lighting with advanced warning flashing beacons on Lincoln Avenue at Brannan Street-Wappo Avenue.				80,000	**80,000**	(4)
26			**County Bid Target**	**N/A***	**595,503**	**31,342**	**290,657**		
			Proposed Programming	**299,070**	**595,503**	**31,342**	**290,657**	**1,216,572**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%)[1]	STA (5% Conting.)[1]	5307/JARC		
San Francisco County									
27	Potrero Hill Pedestrian Safety and Transit Stop Improvements	SFMTA	Improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seating, and plantings.	See footnote (3)	159,854			**159,854**	(3)
28	Expanding Late Night Transit Service to Communities in Need	SFMTA	Support emerging recommendations from the Late Night Transportation Study by improving late-night Owl transit service in key communities of concern for three years by: (1) upgrading the 108-Treasure Island Owl frequency; (2) closing gaps in the Owl network through short lines of the 48-Quintara/24th Street (Mission to Dogpatch) and 44-O'Shaughnessy (Bayview to Glen Park); (3) investing in additional service hours, maintenance and supervision in the existing Owl Network to improve performance; and (4) increasing the number of real-time information displays for late-night customers.		3,511,930	193,252	1,062,678	**4,767,860**	
29	Van Ness Bus Rapid Transit (BRT)	SFMTA	The Van Ness BRT project calls for dedicated bus lanes on Van Ness Avenue from Lombard to Mission streets, mainly used by Muni's 49 and 47 lines and Golden Gate Transit. All-door boarding, elimination of most left turns, transit signal priority, and traffic signal optimization will help reduce transit travel time on the corridor by as much as 33 percent. Strengthening transit along this two-mile stretch of Van Ness will also positively affect the efficiency of connecting routes. In addition, pedestrian improvements, signal upgrades, new streetlights, new landscaping, and roadway resurfacing will be implemented throughout the corridor to improve safety and aesthetics.	6,189,054				**6,189,054**	
30	Wayfinding Signage and Pit Stop Initiative	BART	Install wayfinding signage at the 16th/Mission and 24th/Mission Stations, similar to those recently installed in the downtown San Francisco stations. In addition, provide high quality portable toilets and sinks with solar-powered lighting, used needle receptacles, and dog waste stations at the 16th/Mission and Civic Center stations through the San Francisco Public Works' Pit Stop Initiative. The scope includes one year of service to operate and monitor the facility Tuesday through Friday from 2 pm to 9 pm.	1,220,326				**1,220,326**	
			County Bid Target	**N/A***	**3,671,784**	**193,252**	**1,062,678**		
			Proposed Programming	**7,409,380**	**3,671,784**	**193,252**	**1,062,678**	**12,337,094**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%)[1]	STA (5% Conting.)[1]	5307/JARC		
San Mateo County									
31	San Mateo County Transportation Assistance for Low-Income Residents	San Mateo County Human Services Agency (via SamTrans local agency fund exchange)	Provide bus tokens, bus tickets and bus passes for low income families and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		350,000			**350,000**	
32	Operating Support for Fixed Route 17 and SamCoast Service	SamTrans	Continue funding transit operations on the coastside of San Mateo County: (1) Expanded service on Route 17. The existing Lifeline-funded expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week; (2) SamCoast, a general public demand response system on the coastside of San Mateo County centered in Pescadero.		905,326	129,954		**1,035,280**	
33	Menlo Park Midday Shuttle	City of Menlo Park (via SamTrans)	Operate the Menlo Park Midday Shuttle, which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low income community by providing access to essential destinations not otherwise available.		354,100			**354,100**	
34	Daly City Bayshore Shuttle	City of Daly City (via SamTrans)	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daly City with transit and important destinations in the western portion of Daly City. The shuttle is free for passengers and operates ten hours per day on weekdays and will operate for six hours per day on weekends.		559,704			**559,704**	
~~35~~	~~Mobility Management/Transportation Voucher Program~~	~~Outreach & Escort, Inc.~~	~~Provide mobility management services and transportation vouchers to seniors, veterans & individuals with disabilities to access mobility options offered by third-parties including: nonprofit transportation providers, volunteer driver programs, taxis, etc. Vouchers address travel for urgent, basic needs trips. Project targets residents of Communities of Concern and areas with CBTP's.~~		-			**-**	(7)
35	Menlo Park Crosstown Shuttle	City of Menlo Park (via SamTrans)	The Menlo Park Crosstown Shuttle is a proposed expansion to the current "Midday Shuttle" (M1-Menlo Midday and M2-Belle Haven routes), which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low-income community by providing all-day access to essential destinations not otherwise available.		300,000			**300,000**	(7)
36	Expansion of Fixed Route 122	SamTrans	Route 122 provides trips for customers between San Mateo County and the Stonestown Shopping Center. Currently, the service ends before the Center closes, so Center employees cannot ride public transit home after work. JARC funds will be used to expand Route 122 service so that service is available for Center workers to return home after work and provide additional trips for customers. Sam Trans will add approximately 5.4 hours to daily weekday and Saturday service and 1.1 hours for Sunday service.				439,400	**439,400**	
37	Fixed Route Bus Procurement	SamTrans	Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is $36K per year; only 26% of all SamTrans riders own or have access to a car.	1,230,533			275,209	**1,505,742**	
			County Bid Target	**N/A***	**2,469,130**	**129,954**	**714,609**		
			Proposed Programming	**1,230,533**	**2,469,130**	**129,954**	**714,609**	**4,544,226**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%)[1]	STA (5% Conting.)[1]	5307/JARC		
Santa Clara County									
38	Vehicle Loan Program - Santa Clara County	Peninsula Family Service (via Santa Clara VTA)	Provide low-interest auto loans to individuals who are unable to access affordably priced consumer loan financing. The loans, coupled with financial education and credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.				689,629	**689,629**	
39	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for Cal Works participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs. This program offers a menu of subprograms referred to as Guaranteed Ride Program, Jump Start, and Mobility Management.			356,388	-	**356,388**	(8) (9)
40	Route 22 Overnight Service	Valley Transportation Authority	Continue providing overnight service on Route 22 which serves low-income riders (2017 VTA on-board survey). Overnight service between 1am-4am consists of six trips (3 in each direction) seven days a week. Route 22 is one of VTA's most utilized routes between Palo Alto and Eastridge Transit Center in San Jose. Staff estimates the project would provide at least 40,000 trips to low-income residents annually.		1,000,000			**1,000,000**	(9)
41	Mobility Assistance Program	Valley Transportation Authority	This program seeks to provide several reduced cost and no-cost transportation options to all qualified low-income individuals and families in Santa Clara County with an emphasis on CalWORKSs Program participants, older adult workers, and disabled and low income individuals. Programs include door-to-door rides, supporting public transit use with a focus on residents of MTC's designated Communities of Concern.				1,308,909	**1,308,909**	(8)
42	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults, veterans and persons with disabilities to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program. The demand-response rides offer individual transportation options with enrollment and advance scheduling. The program offers individualized transportation planning, especially for use of public transit.		1,467,065			**1,467,065**	(10)
43	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to homeless individuals and families, veterans, emancipated foster youth, persons with disabilities and other vulnerable populations in the County's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; individualized public transit transportation plans; shared rides/carpools; group trips; and mobility management. These services are provided at no-cost to low-income riders every day of the year.		707,753			**707,753**	(10)
44	Americans with Disability Act Transition Plan	VTA	The goals and objectives of this project are to enhance access to VTA's accessible transportation services by removing barriers that might dissuade persons with disabilities from using fixed route service. VTA will engage with the public to develop a schedule and budget to remove these barriers. More than 300 bus stops, at least five transit centers, two customer service centers, and VTA's administrative offices will be fully accessible.		3,596,543			**3,596,543**	(10)
45	Replacement Vehicles	VTA	Purchase 60-ft articulated hybrid diesel-electric buses to replace the existing articulated bus fleet. These vehicles will provide mobility to transit dependent riders on VTA's most heavily used routes by expanding the fleet and replacing aging diesel buses with hybrid buses.	4,832,062				**4,832,062**	
			County Bid Target	**N/A***	**6,771,361**	**356,388**	**1,998,538**		
			Proposed Programming	**4,832,062**	**6,771,361**	**356,388**	**1,998,538**	**13,958,349**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%)[1]	STA (5% Conting.)[1]	5307/JARC		
Solano County									
46	Solano County Intercity Taxi Scrip Program	Solano Transportation Authority (STA)	For Solano County's ADA paratransit certified, ambulatory residents, the Intercity Taxi Scrip Program provides 24-hour on-call service between cities in Solano County for only 15% of the regular taxi fare. This request would fund the continuation of this successful program and potentially include adding ADA paratransit certified non-ambulatory residents into the program.		190,000	10,000		**200,000**	(2)
47	Sustaining Route 85	SolTrans	Provide Route 85 service in Vallejo, with non-stop express service between the Vallejo Transit Center, Sereno Transit Center, Kaiser Hospital and Fairgrounds (Six Flags/Marine World), and operating express service along I-80 with stops at Suisun Valley Road at Kaiser Drive, Solano Community College in Fairfield, Fairfield Transportation Center and Solano Mall. Route 85 operates weekdays 5:05a.m. to I 0:55 p.m. and Saturdays 6:05a.m. to 9:55p.m.		754,477	39,709		**794,186**	(2)
48	Sustaining Route 1	SolTrans	Provide service on SolTrans Route 1 which operates seven days a week and provides service from North West Vallejo to the Vallejo Transit Center. Major destinations along this route include the Vallejo High School, Raley's Shopping Center, Seafood City and Food-4-Less.		706,977	37,209		**744,186**	(2)
49	Volunteer Driver Program 60 Years	Faith in Action (via STA)	Provide services to seniors 60 years and over living in Solano County through three volunteer-based programs: (1) Caregiver Respite – 1:1 escort door-through-door or door-to-door for primarily medical appointments; (2) Ride with Pride – curb-to-curb shuttle services to both medical appointments and life enhancement destinations; and (3) Senior Peer Counseling – curb-to-curb for mental health appointments.		71,758	3,777		**75,535**	(2)
50	East Tabor Ave Sidewalk Gap Closure	City of Fairfield/ Fairfield and Suisun Transit	Funding will be used for the design and construction of a sidewalk on the north side of East Tabor Avenue across the railroad tracks owned by the Union Pacific Railroad, connecting to existing sidewalk on both sides of the tracks, as well as improvements to the intersection of East Tabor Avenue and Railroad Avenue, and East Tabor Avenue and the railroad tracks to enhance motorist, bicyclist and pedestrian safety.		152,000	8,000		**160,000**	(2)
51	Sustaining Route 30 Saturday Service	Fairfield and Suisun Transit	Continue funding Route 30 bus service on Saturdays between Fairfield and the City of Davis, serving Vacaville and Dixon along the route. The route serves UC Davis and key transit centers that connect to local transit routes and regional providers, such as SolTrans.				84,060	**84,060**	(2)
52	ADA Local Taxi Scrip Program	Fairfield and Suisun Transit	Provide a subsidized taxi fare program for seniors over age 60 and ADA qualified residents of Fairfield and Suisun City. Taxi trips within the City of Fairfield and Suisun City are subsidized by 50% for qualified residents. Subsidized trips support employment, shopping, medical, and educational needs for qualified residents.				300,000	**300,000**	(2)
53	Sustaining Route 2 (SCC-Vallejo)	SolTrans	Provide continued funding of the Solano Community College/SolTrans Bus Project (SolTrans Route 2), which provides transit bus service to and from the Solano College Vallejo campus for the benefit of low-income, transit dependent students.				560,389	**560,389**	(2)
54	Sustaining Route 20	Fairfield and Suisun Transit	Fund Route 20, which provides intercity service between Fairfield and Vacaville and serves Solano Town Center, Fairfield Transportation Center, Vacaville Transportation Center, and Vacaville Davis Street Park and Ride lot. 76 percent of Route 20 riders are low-income (income less than $35,000 a year).				166,660	**166,660**	(2)
55	Replacement Vehicle	City of Dixon	Replace one cutaway bus to be deployed to all locations of the City of Dixon, including low-income communities within the service area.	8,421				**8,421**	
56	Replacement Vehicles	SolTrans	Replace three buses that will be deployed on Lifeline routes serving low-income communities within the SolTrans service area. The timely replacement of these buses will ensure comfortable and reliable public transit service to improve the mobility of low-income residents.	890,796				**890,796**	
			County Bid Target	**899,217**	**1,875,212**	**98,695**	**1,111,109**		
			Proposed Programming	**899,217**	**1,875,212**	**98,695**	**1,111,109**	**3,984,233**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%)[1]	STA (5% Conting.)[1]	5307/JARC		
Sonoma County									
57	Weekend Service	Petaluma Transit	Project will support continued fixed route bus service on Saturday and Sunday for two years, in order to meet the needs of riders who have employment and other weekend travel needs.		270,360	14,229	76,934	**361,523**	
58	Lifeline Vehicle Replacement	Santa Rosa CityBus	Project includes partial funding for the replacement of up to ten (10) fixed route buses in the aging Santa Rosa CityBus fleet. Procuring new buses would allow Santa Rosa CityBus to further enhance rider experience not only on Lifeline routes but the system as a whole.	671,975			162,506	**834,481**	
59	Roseland Lifeline Operations	Santa Rosa CityBus	Project will support continued operations of Lifeline transit routes serving the Roseland community of the City of Santa Rosa and unincorporated Sonoma County. The need for higher levels of transit service in Roseland was identified in the Roseland Community Based Transportation Plan completed in 2007.		800,881	42,152		**843,033**	
60	CNG Bus Purchase	Sonoma County Transit	Project will assist with the purchase of two compressed natural gas (CNG) transit coaches. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.	373,086	300,973	15,841	173,388	**863,288**	
61	Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma-Springs CBTP Areas	Sonoma County Transit	Project will implement expanded feeder bus service during peak commute times on routes providing service within the Healdsburg, Lower Russian River and Sonoma – Springs CBTP areas. Expanded feeder service on SCT's routes 20, 22, 26, 30, 40, 60, and 62 will be designed to provide connections to SMART's service and provide enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma.		938,416	49,390		**987,806**	
			County Bid Target	**1,045,061**	**2,310,630**	**121,612**	**412,828**		
			Proposed Programming	**1,045,061**	**2,310,630**	**121,612**	**412,828**	**3,890,131**	
			Unprogrammed Balance	**-**	**-**	**-**	**-**	**-**	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA (95%)[1]	STA (5% Conting.)[1]	5307/JARC		
Multi-County & Regional Projects									
62	Vehicle Replacements	AC Transit	Replacement vehicles to be used District-wide. Newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. This strategy meets the criteria of increased reliability of AC Transit service as discussed in multiple CBTPs.	3,299,828				**3,299,828**	
63	Regional Means-Based Fare Project	MTC	Potential development and implementation of a regional means-based transit fare program. In Lifeline Cycle 3, MTC set aside $300,000 for Phase 1 of this project to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase 1 study, funds from this set-aside may be used for Phase 2 implementation activities. If the set-aside is not needed for Phase 2 of the Means-Based project, it would be used for other Lifeline projects.		665,000	35,000		**700,000**	
63	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction	AC Transit	Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project	1,000,000				**1,000,000**	
			Multi-County & Regional Target	**N/A***	**665,000**	**35,000**	**-**		
			Proposed Programming	**4,299,828**	**665,000**	**35,000**	**-**	**4,999,828**	
			Unprogrammed Balance	**N/A***	**-**	**-**	**-**	**-**	

Regional Grand Totals						
Lifeline Program Revenue Sources	**24,827,359**	**29,952,522**	**1,576,448**	**8,977,695**	**65,334,024**	
Total Proposed Programming	**24,827,359**	**29,952,523**	**1,576,448**	**8,977,695**	**65,334,025**	
Unprogrammed Balance	**-**	**(1)**	**0**	**-**	**(0)**	

* In most cases, Proposition 1B Transit funds are allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and

Notes

(1) Because the STA amounts are continually changing, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their

(2) Solano County projects are pending STA Board approval on April 15, 2015

(3) On 4/22/15, the Potrero Hill Pedestrian Safety and Transit Stop Improvements was recommended to receive $216,000 in Lifeline Cycle 2 Proposition 1B funds (see MTC Res. 3880, Revised and 3881, Revised). The $216,000 in Lifeline Cycle 2 (FY2009-10) Prop 1B funds were advanced to the Proposition 1B Urban Core category by the Proposition 1B Lifeline category in 2011 and are now being repaid to the Lifeline category. SFCTA programmed the $216,000 as part of their Cycle 4 programming effort, which is why the project is listed in both this resolution and in the Lifeline Cycle 2 resolution (MTC Res. 3881).

(4) On 7/22/15, the NCTPA Operating Assistance project STA amount was increased by $200,00 (from 395,503 to 595,503) and the 5307/JARC amount was reduced by $200,000 (from 290,657 to 90,657). The $200,000 in 5307/JARC funds remaining were then assigned to the City of Napa Tulocay Creek Bridge/Trail project ($120,000) and the City of Calistoga Pedestrian Safety Enhancement project ($80,000). The Napa County Lifeline Program Administrator had originally programmed $200,000 in STA funds to the City of Napa and City of Calistoga bike/ped projects, but the projects were found to be ineligible for STA funds, so are instead being programmed Section 5307 funds.

(5) The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM)) had originally programmed $318,000 in STA funds to the City of Novato Pedestrian Access to Transit Crosswalk Improvements project and $210,650 to the Lower Marin County Drainage for Access Improvements Study, but these projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding swap with Marin Transit. Marin Transit will receive $528, 650 in STA funds for transit operations and in exchange will give TAM Measure A Strategy 1: Local Bus funds to fully fund the Lifeline projects (for Novato and Marin County projects).

(6) On 5/24/2017, $1,000,000 in Proposition 1B funding was transferred from AC Transit's Vehicle Replacement project (from project cost savings) to a newly added project to Cycle 4: AC Transit's East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project. The EBBRT project is currently an existing Cycle 3 project and the Cycle 4 funds add additional funds to the previously committed funding from Cycle 3.

(7) On 12/19/18, $300,000 in STA funds were reprogrammed from the Outreach and Escort: Mobility Management/Transportation Voucher Program to the newly added Menlo Park Crosstown Shuttle (also a Lifeline Cycle 5 project).

(8) On 12/19/18, $1,308,909 in FTA 5307 funds were reprogrammed from the Outreach and Escort: Family Transportation Services program to the newly added Mobility Assistance Program (also a Lifeline Cycle 5 project).

(9) On 6/24/20, $1,000,000 in STA funds were reprogrammed from the Outreach and Escort: Family Transportation Services program to the newly added VTA Route 22 Overnight Service project.

(10) On 6/24/20, $2,132,935 in STA funds were reprogrammed from Outreach and Escort's, Senior Transportation & Resources project to VTA's American with Disabilities Act Transition Plan program. Additionally, $1,463,608 in STA funds were reprogrammed from Outreach and Escort's, Together We Ride project to VTA's Americans with Disabilities Act Transition Plan program.

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	20-0438	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	2/27/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution No. 4416. Lifeline Transportation Program Cycle 6 Guidelines for FY2018-19 and FY2019-20.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2e - 20-0438 ResoNo 4416 LTP C6.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4416. Lifeline Transportation Program Cycle 6 Guidelines for FY2018-19 and FY2019-20.

Presenter:
Judis Santos

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2e - 20-0438**

MTC Resolution No. 4416

Subject: Lifeline Transportation Program Cycle 6 Guidelines for FY2018-19 and FY2019-20

Background: MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. Projects typically funded with Lifeline resources include transit operations, improvements at transit stations, pedestrian and bicycle projects, and other operations such as community shuttles and taxi vouchers. In previous Cycles 1 – 5, the program was administered by the nine county transportation agencies (CTA), and in Santa Clara County via a joint arrangement between the CTA and the County. In this role, the CTAs would initiate a call for projects process to those eligible to receive grant funds. In the first five funding cycles, approximately $277 million in Lifeline funding was programmed to 318 projects throughout the region. In the previous cycle (Cycle 5), approximately $22 million was available for two fiscal years of funding.

Lifeline Cycle 6 Development

During the first quarter of 2020, MTC staff solicited feedback from transit operators and CTAs on the development of Cycle 6. In addition, on April 17, staff received input from MTC's Policy Advisory Council's Equity and Access Subcommittee on whether to focus Cycle 6 on traditional Lifeline projects (similar to previous Cycles 1-5) or to broaden the project eligibility in response to the COVID-19 pandemic. The Council voted unanimously to focus Cycle 6 on traditional Lifeline projects similar to previous cycles as noted in Attachment D.

Fund Source

The total amount available for Cycle 6 is approximately **$7 million**, which includes two years of funding (FY2018-19 and FY2019-20). This cycle includes only FTA Section 5307 funds. See Attachment A for a summary of the funding available. Attachment B shows the amounts available by transit operator, based on each transit operator's share of the region's low-income ridership, urbanized area eligibility, and Community of Concern (CoC) population shares (see Attachment C). Consistent with past Lifeline Transportation program funding rounds, Cycle 6 does not include commuter rail and ferry service due to traditionally minimal low-income ridership thresholds. As ridership demographics change over time and with newer services such as the Sonoma Marin Area Rail Transit ridership demographic data becoming available, staff intends to revisit this policy element for future Lifeline funding rounds.

Guidelines

- **Administration.** The LTP Cycle 6 will be administered by MTC and directly programmed to transit agencies by formula. Transit board action is required. No CTA board action is required.

- **Formula Updates.** Funding for FTA Section 5307 is apportioned to urbanized areas. Cycle 6 assigns funding to transit operators first on urbanized area eligibility, and then a 50/50 distribution formula based on:
  - 50% low-income ridership estimates. A transit agency's estimated low-income ridership is calculated by the transit agency's total ridership (FTA National Transit Data, 2018) multiplied by the percent of ridership that is low-income (MTC On-Board Transit Passenger Demographic Surveys).
  - 50% CoC population shares. Total population for transit service area (FTA National Transit Data, 2018) and percent of the full transit service area that is within a CoC (MTC Resolution No. 4217, 2012-2016 American Community Survey, 5-year tract level data).

Timeline

The anticipated timeline for Cycle 6 is as follows:

Action:	**Anticipated Date:**
MTC Commission action on Cycle 6 Guidelines	June 24, 2020
MTC approves TIP amendment (administrative modification)	June 24, 2020
Transit operator Board-approved LTP Cycle 6 programs due to MTC	August 2020
MTC Commission action on Cycle 6 Program of Projects	September 23, 2020
FTA grantees can submit FTA grants for FY19 and FY20 funds (after all Board approvals completed)	October 2020

Issues: Staff proposes this funding approach based on the principles of the Lifeline Transportation Program and in response to input received by transit operators, CTAs, and the MTC Policy Advisory Council Equity and Access Subcommittee.

Recommendation: Refer MTC Resolution No. 4416 to the Commission for approval.

Attachments:
Attachment A – Lifeline Transportation Program Cycle 6 Funding
Attachment B – FTA Section 5307 Funding by Operators
Attachment C – Communities of Concern Map
Attachment D – MTC Policy Advisory Council Memo – April 22, 2020
Attachment E – MTC Resolution No. 4416

Therese W. McMillan

Attachment A – Lifeline Transportation Program
Cycle 6 Funding
FY2018-19 through FY2019-20

Table 1 – FTA Section 5307

Fund Source	FY2019	FY2020	Total
5307[1]	$ 3,508,000	$3,580,441	$7,088,441
Total	**$ 3,508,000**	**$3,580,441**	**$7,088,441**

Table 2 – Actual 5307 Funding by Urbanized Areas

Apportionment Year	**FY2018-19**	**FY2019-20**	**Two-Year Total**
FTA Apportionments	Actual	Actual	Actual
Antioch	169,903	173,412	343,315
Concord	172,518	176,081	348,599
San Francisco--Oakland	1,686,399	1,721,223	3,407,622
San Jose	726,455	741,456	1,467,911
Santa Rosa	175,097	178,713	353,810
Large Urbanized Area Subtotal	2,930,372	2,990,885	5,921,257
Fairfield	121,891	124,408	246,299
Gilroy-Morgan Hill	88,773	90,606	179,379
Livermore	38,359	39,151	77,510
Napa	77,528	79,129	156,657
Petaluma	43,035	43,924	86,959
Vacaville	52,918	54,011	106,929
Vallejo	155,124	158,327	313,451
Small Urbanized Area Subtotal	577,628	589,556	1,167,184
Total	**3,508,000**	**3,580,441**	**7,088,441**

(1) The FY2018-19 and FY2019-20 FTA 5307 amount is based on programming in the Transit Capital Priorities Program (Res. 4272).

Attachment B – FTA Section 5307 Funding by Operators
FY2018-19 through 2019-20

Operator[1]	Share of Regional Low Income Ridership Estimate[2]	Operator Percent Low-Income Ridership Estimate[3] (50% Distribution)	CoC Population Served as Share of Service Area Population[4] (50% Distribution)	Total
Alameda-Contra Costa Transit District (AC Transit)	23.1%	49.0%	28.3%	1,026,784
San Francisco Bay Area Rapid Transit District (BART)	16.9%	14.7%	26.8%	1,172,942
Central Contra Costa Transit Authority (CCCTA)	1.1%	34.1%	4.5%	83,785
Fairfield and Suisun Transit (FAST)	.3%	37.5%	34.0%	246,299
Golden Gate Bridge, Highway, and Transportation District (GGBHTD) – Bus Service	.4%	8.5%	12.3%	153,491
Livermore-Amador Valley Transit Authority (LAVTA)	.6%	37.1%	1.6%	94,183
Marin Transit District	1.0%	35.5%	3.8%	33,892
Napa VINE	.4%	40.4%	23.5%	156,657
Petaluma Transit	.2%	53.1%	100.0%	54,789
San Mateo County Transit District (SamTrans)	4.1%	38.7%	16.9%	262,751
San Francisco Municipal Transportation Agency (SFMTA)	40.4%	20.1%	24.1%	1,127,352
Santa Rosa CityBus	1.0%	61.6%	23.8%	203,782
Solano County Transit (SolTrans)	.5%	37.2%	32.4%	313,451
Sonoma County Transit	.5%	56.8%	12.4%	166,459

Operator[1]	Share of Regional Low Income Ridership Estimate[2]	Operator Percent Low-Income Ridership Estimate[3] (50% Distribution)	CoC Population Served as Share of Service Area Population[4] (50% Distribution)	Total
Eastern Contra Costa Transit Authority (Tri Delta Transit)	.8%	38.4%	28.7%	199,621
Union City Transit	.1%	42.4%	10.5%	12,674
Vacaville - City Coach	.1%	31.7%	6.7%	106,929
Western Contra Costa Transportation Authority (WestCAT)	.2%	16.1%	24.6%	25,311
Santa Clara Valley Transportation Authority (VTA)	8.4%	25.2%	16.1%	1,647,290
Total	**100.0%**	**N/A**	**N/A**	**$7,088,441**

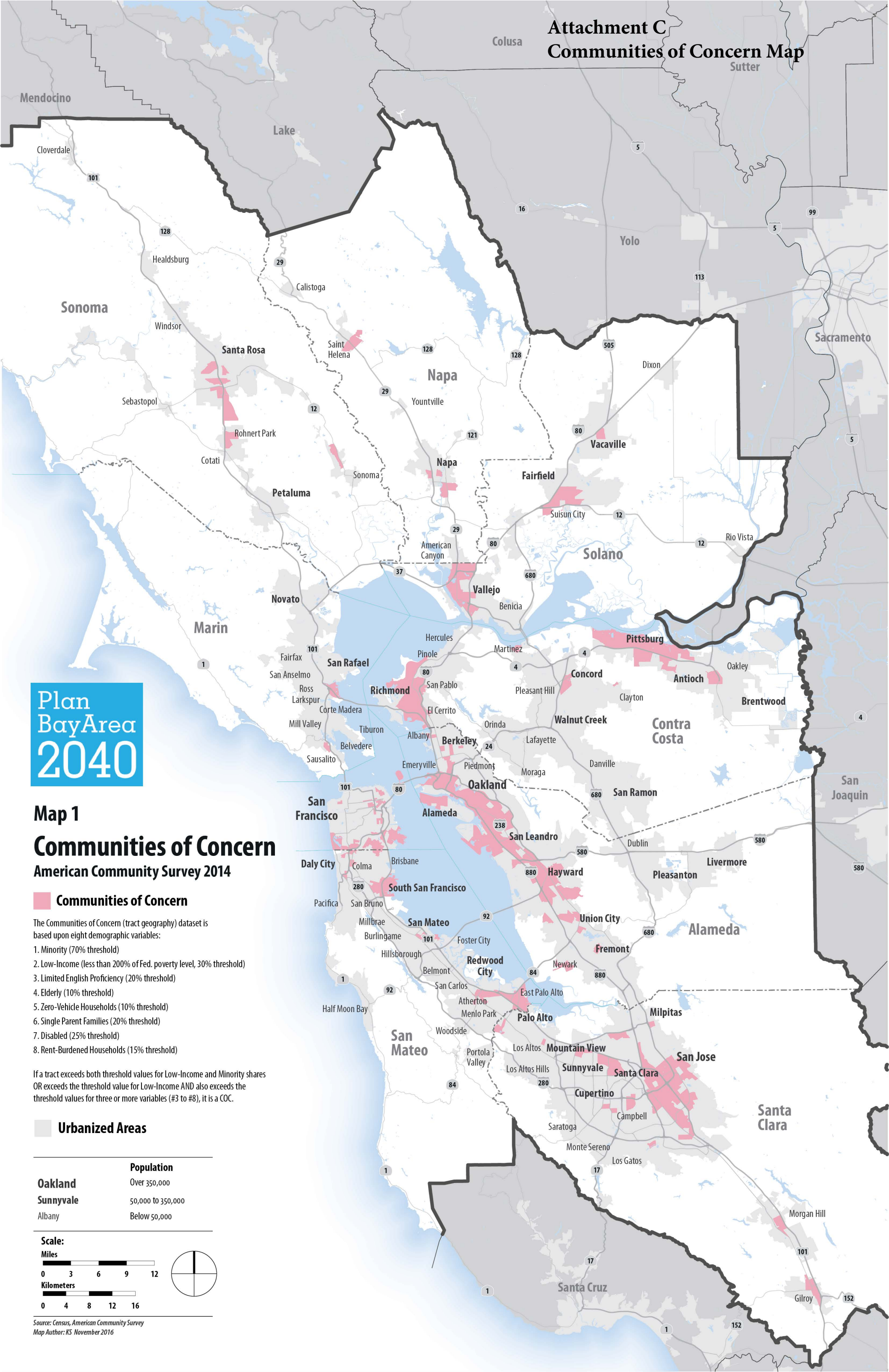
(1) Transit operators listed represent agencies that are eligible to receive FTA Section 5307 for both fiscal years based on urbanized area eligibility and transit service category.

(2) "Share of Regional Low Income Ridership" percentage is based on low-income ridership estimates from the most recent MTC On-Board Transit Passenger Demographic Surveys, 2012-2017. Consistent with past Lifeline Transportation program funding rounds, Cycle 6 does not include commuter rail and ferry service due to traditionally minimal low-income ridership thresholds. As ridership demographics change over time and services such as the Sonoma Marin Area Rail Transit have commenced new service, staff intends to revisit this policy element for future Lifeline funding rounds.

(3) Fifty percent (50%) low-income ridership estimates. A transit agency's estimated low-income ridership is calculated by the transit agency's total ridership (FTA National Transit Data, 2018) multiplied by the percent of ridership that is low-income (from the 2012-2017 MTC On-Board Transit Passenger Demographic Surveys).

(4) Fifty percent (50%) Community of Concern (CoC) population shares. Source: Total population for transit service area (FTA National Transit Data, 2018) and percent of full transit service area that is within a Community of Concern (MTC Resolution No. 4217, 2012-2016 ACS, 5-year tract level data (See Figure 1). MTC will assign funds to eligible projects to transit operators. See Section 5 for details about FTA Section 5307 programming process and Appendix 1 for detailed eligibility requirements.

Attachment C
Communities of Concern Map



Attachment D

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO:	MTC Commission	DATE:	April 22, 2020
FR:	MTC Policy Advisory Council	W.I.	1114
RE:	Lifeline Transportation Program Cycle 6		

At its Friday, April 17, 2020 meeting, the Policy Advisory Council Equity & Access Subcommittee (Subcommittee) received an update on the development of Lifeline Transportation Program Cycle 6 for Fiscal Year (FY) 2018-19 and FY 2019-20. Staff requested input from the Subcommittee on the types of projects that should be funded in Cycle 6.

After the presentation, the Subcommittee considered the possibility of using Cycle 6 funds to assist transit operators with responding to the COVID-19 pandemic. Given the limited amount of Cycle 6 funds (approximately $7 million) and the Federal Transit Administration formula funds transit operators will receive under the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748), the Policy Advisory Council voted unanimously to recommend that staff use the Cycle 6 funds only for projects typically funded with Lifeline resources, including transit operations, improvements at transit stations, pedestrian and bicycle projects, and other operations such as community shuttles and taxi vouchers.

Date: June 24, 2020
W.I.: 1310
Referred by: PAC

ABSTRACT

Resolution No. 4416

This Resolution adopts the Lifeline Transportation Program Cycle 6 Guidelines.

The following attachment is provided with this Resolution:

Attachment A —Lifeline Transportation Program Cycle 6 Guidelines FY2018-19 and FY2019-20

Further discussion of the Lifeline Transportation Program Cycle 6 Guidelines is provided in the Programming and Allocations Committee Summary sheet dated June 10, 2020.

Date: June 24, 2020
W.I.: 1310
Referred by: PAC

RE: Lifeline Transportation Program Cycle 6 Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4416

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

WHEREAS, MTC adopted Resolution 4242, which established the Transit Capital Priorities Process and Criteria for programming FY2016-17 through FY2019-20 Federal Transit Administration Section 5307 Urbanized Area Formula funds, including a set-aside for the Lifeline Transportation Program; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a Cycle 6 for the Lifeline Transportation Program; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of Cycle 6 Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

_____
Scott Haggerty, Chair

The above Resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California and at other
remote locations on June 24, 2020.

METROPOLITAN
TRANSPORTATION
COMMISSION

Lifeline Transportation Program Cycle 6 Guidelines

June 2020

METROPOLITAN TRANSPORTATION COMMISSION

LIFELINE TRANSPORTATION PROGRAM CYCLE 6 GUIDELINES FY 2019 AND FY 2020

June 2020

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METROPOLITAN TRANSPORTATION COMMISSION
LIFELINE TRANSPORTATION PROGRAM CYCLE 6 GUIDELINES
FY 2019 AND FY 2020

June 2020

1. PROGRAM GOAL. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

   The Lifeline Program supports community-based transportation projects that:

   - Are developed through a collaborative and inclusive planning process that engages a broad range of stakeholders such as public agencies, transit operators, community-based organizations and residents, and outreach to underrepresented communities.
   - Improve a range of transportation choices by adding new or expanded services including but not limited to: enhanced fixed route transit services, first-and last-mile shuttles, taxi voucher programs, and other eligible projects.
   - Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations such as countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A map of communities of concern (CoC) is included in the Equity Analysis Report for Plan Bay Area 2040, which is available at: http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf

2. PROGRAM ADMINISTRATION. The Lifeline Program will be administered by MTC in coordination with transit agencies, county transportation agencies (CTAs) or other designated county-wide agencies as follows:

   a. Role of the Transit Agency/Operator. Transit agencies may submit application(s) and propose projects for Lifeline Cycle 6 funding. Board action is required.

   b. Role of the CTA. MTC staff may engage CTA staff to advise and ensure projects are consistent with the Community Based Transportation Plans, MTC Coordinated Plan, county and local plans. No board action is required.

3. FUNDING APPORTIONMENT AND AVAILABILITY. The fund source for the Cycle 6 Lifeline Transportation Program is Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula[1] funds. Cycle 6 will cover a two-year programming cycle, FY2018-19 and FY2019-20.

---

[1] The Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation eliminated the FTA Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were

a. Funding for FTA Section 5307 is apportioned to urbanized areas. The Cycle 6 distribution assigns funding to transit operators first on urbanized area eligibility, and then based on a 50/50 distribution formula of:

(1) Fifty percent (50%) low-income ridership estimates. A transit agency's estimated low-income ridership is calculated by the transit agency's total ridership (FTA National Transit Data, 2018) multiplied by the percent of ridership that is low-income (from the 2012-2017 MTC On-Board Transit Passenger Demographic Surveys).

(2) Fifty percent (50%) Community of Concern (CoC) population shares. Source: Total population for transit service area (FTA National Transit Data, 2018) and percent of full transit service area that is within a Community of Concern (MTC Resolution No. 4217, 2012-2016 ACS, 5-year tract level data (See Figure 1).[2] MTC will assign funds to eligible projects to transit operators. See Section 5 for details about FTA Section 5307 programming process and Appendix 1 for detailed eligibility requirements.

made eligible for 5307 funding, and, consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution No. 4242), in FY2016-17 and FY2019-20 Section 5307 programs, a portion of the Bay Area's urbanized area funds have been set aside for the Lifeline program.

[2] FTA Section 5307 funds are apportioned by transit operator.

Figure 1. Lifeline Cycle 6 – Share of Regional Low-Income Ridership Estimate and 50/50 Distribution of Low-Income Ridership Estimate and Community of Concern Population Shares

Operator[1]	*Share of Regional Low- Income Ridership Estimate*[2]	*Operator Percent Low-Income Ridership Estimate*[3] *(50% Distribution)*	*CoC Population Served as Share of Service Area Population*[4] *(50% Distribution)*
Alameda-Contra Costa Transit District (AC Transit)	23.1%	49.0%	28.3%
San Francisco Bay Area Rapid Transit District (BART)	16.9%	14.7%	26.8%
Central Contra Costa Transit Authority (CCCTA)	1.1%	34.1%	4.5%
Fairfield and Suisun Transit (FAST)	.3%	37.5%	34.0%
Golden Gate Bridge, Highway, and Transportation District – Bus Service (GGBHTD)	.4%	8.5%	12.3%
Livermore-Amador Valley Transit Authority (LAVTA)	.6%	37.1%	1.6%
Marin Transit	1.0%	35.5%	3.8%
Napa VINE	.4%	40.4%	23.5%
Petaluma Transit	.2%	53.1%	100.0%
San Mateo County Transit District (SamTrans)	4.1%	38.7%	16.9%
San Francisco Municipal Transportation Agency (SFMTA)	40.4%	20.1%	24.1%
Santa Rosa CityBus	1.0%	61.6%	23.8%
Solano County Transit (SolTrans)	.5%	37.2%	32.4%

Operator[1]	***Share of Regional Low- Income Ridership Estimate***[2]	***Operator Percent Low-Income Ridership Estimate***[3] ***(50% Distribution)***	***CoC Population Served as Share of Service Area Population***[4] ***(50% Distribution)***
Sonoma County Transit	.5%	56.8%	12.4%
Eastern Contra Costa Transit Authority (Tri Delta Transit)	.8%	38.4%	28.7%
Union City Transit	.1%	42.4%	10.5%
Vacaville – City Coach	.1%	31.7%	6.7%
Western Contra Costa Transportation Authority (WestCAT)	.2%	16.1%	24.6%
Santa Clara Valley Transportation Authority (VTA)	8.4%	25.2%	16.1%
TOTAL	**100%**	**N/A**	**N/A**

(1) Transit operators listed represent agencies that are eligible to receive FTA Section 5307 for both fiscal years based on urbanized area eligibility and transit service category.

(2) "Share of Regional Low Income Ridership" percentage is based on low-income ridership estimates from the most recent MTC On-Board Transit Passenger Demographic Surveys, 2012-2017. Consistent with past Lifeline Transportation program funding rounds, Cycle 6 does not include commuter rail and ferry service due to traditionally minimal low-income ridership thresholds. As ridership demographics change over time and services such as the Sonoma Marin Area Rail Transit have commenced new service, staff intends to revisit this policy element for future Lifeline funding rounds.

(3) Fifty percent (50%) low-income ridership estimates. A transit agency's estimated low-income ridership is calculated by the transit agency's total ridership (FTA National Transit Data, 2018) multiplied by the percent of ridership that is low-income (from the 2012-2017 MTC On-Board Transit Passenger Demographic Surveys).

(4) Fifty percent (50%) Community of Concern (CoC) population shares. Source: Total population for transit service area (FTA National Transit Data, 2018) and percent of full transit service area that is within a Community of Concern (MTC Resolution No. 4217, 2012-2016 ACS, 5-year tract level data (See Figure 1). MTC will assign funds to eligible projects to transit operators. See Section 5 for details about FTA Section 5307 programming process and Appendix 1 for detailed eligibility requirements.

b. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow transit operators to use local fund exchanges to fund projects that are not otherwise eligible for federal funds in Cycle 6. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program. In the event that a transit operator is unable to identify a Lifeline eligible project for the FTA Section 5307 funds, the operator may request to have the funds transferred to another operator or return funds to MTC for redistribution to other operators. Transit operators must notify MTC about their intent to

exchange, transfer or return funds, and MTC staff will review and may approve the requests on a case-by-case basis.

4. FTA SECTION 5307 ELIGIBLE RECIPIENTS/SUBRECIPIENTS.

Transit operators that are FTA grantees are the only eligible recipients of FTA Section 5307 funds.

Non-profit organizations and public agencies that are not FTA grantees are only eligible for Section 5307 funds if they partner with an FTA grantee (transit operator) that is willing to serve as the direct recipient of the Section 5307 funds and pass through the funds to the sub recipient non-profit or public agency.

Section 5307 recipients/sub recipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.[3] A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (http://fedgov.dnb.com/webform).

5. PUBLIC PARTICIPATION. For FTA Section 5307 funds, MTC staff will be soliciting applications from the transit operators for the Lifeline Transportation Program.

Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC encourages transit operators to conduct a broad, inclusive public involvement process, and use multiple methods of public outreach in identifying Lifeline projects. Funds in the Cycle 6 program are restricted to transit operators (see Section 4 for recipient eligibility restrictions). Therefore, MTC also acknowledges that each transit operator public outreach strategy will be tailored accordingly.

Further guidance for public involvement is contained in MTC's Public Participation Plan. Additionally, a list of Caltrans best practices for community engagement can be accessed through the Caltrans Final Sustainable Communities Grant Guide at:

http://www.dot.ca.gov/hq/tpp/grants/1718/1_14SEP17_FinalSustainableCommunitiesGrantGuideFY2017-18.pdf

[3] A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct sub-recipients.

6. ELIGIBLE ACTIVITIES.

a. Eligible operating projects. Eligible operating projects include (but are not limited to) new or enhanced fixed route transit services, restoration of Lifeline-related transit services eliminated due to budget shortfalls, shuttles, taxi voucher programs, auto loan programs, etc. See Appendix 1 for additional details about eligibility by funding source. Eligible operating projects are different for large and small urbanized areas (UZAs). Refer to FTA Section 5307 Circular (FTA C9030.1E).

(1) General Eligibility. In an effort to address the sustainability of fixed-route transit operations, transit operators may elect to allocate some or all of their Section 5307 funds directly for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Transportation Program reporting requirements.

b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to) purchase of vehicles; bus stop enhancements; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.

c. FTA Section 5307 restrictions

(1) Job Access and Reverse Commute requirement. For the Lifeline Transportation Program, the use of FTA Section 5307 funds is restricted solely to Job Access and Reverse Commute (JARC) -type projects. For details regarding eligible FTA Section 5307 JARC-type projects, see the FTA Section 5307 Circular (FTA C 9030.1E), Chapter IV, Section 5 available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf Also see Appendix 1 for detailed eligibility requirements by fund source.

(2) New and existing services. Consistent with the FTA Section 5307 circular (FTA C 9030.1E), Chapter IV, Section 5.a, eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a "development project" or "maintenance project" as follows:

i. Development Projects. "Development of transportation services" means new projects that meet the statutory definition and were not in service as of the date Fixing America's Surface Transportation (FAST) Act, became effective December 4, 2015. This includes projects that expand the service area or hours of operation for an existing service.

ii. Maintenance Projects. "Maintenance of transportation services" means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 Job Access and Reverse Commute program.

7. LOCAL MATCH REQUIREMENTS. The Lifeline Transportation Program requires a minimum local match of 20% of the total project cost. Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.

a. Exceptions to 20% requirement. There are two exceptions to the 20% local match requirement:

(1) FTA Section 5307 operating projects require a 50% match.

(2) All auto-related projects require a 50% match.

b. Sources of local match. Project sponsors may use certain federal, state or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

For FTA Section 5307 projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.
Transportation Development Credits ("Toll Credits") are not an eligible source of local match for the Lifeline Transportation Program.

8. COORDINATED PLANNING. Under FAST Act, projects funded with Section 5307 funds are no longer required by FTA to be derived from a locally developed, coordinated public transit-human services transportation plan ("Coordinated Plan"); however, in the Bay Area's Coordinated Plan, MTC continues to identify the transportation needs of individuals with disabilities, older adults, *and* people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with Lifeline Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan to the extent practicable considering any other funding source restrictions. The Bay Area's Coordinated Plan was updated in February 2018 and is available at: https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf

a. Mobility management. Mobility management was a key coordination strategy recommended in the 2018 plan. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the County or sub regional level is an essential component of that strategy. Consistent with those recommendations, MTC may, choose to give priority to—projects

sponsored by or coordinated with County or sub regional Mobility Managers or CTSAs. If mobility management projects are not identified as part of the Program of Projects, provide explanation and justification.

Transportation needs specific to senior and disabled residents of low-income communities may also be considered when funding Lifeline projects.

9. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used. Transit operators with multi-county projects must notify the relevant CTA Lifeline Program Administrators about their intent to submit a multi-county project. Once MTC receives the application, MTC may send the application to the CTAs. MTC will coordinate with associated CTAs to assess multi-county projects and the associated program of projects submitted by transit operators.

10. APPLICATION EVALUATION SCREENING.
Project will be evaluated based on meeting eligibility requirements outlined in Sections 6 – 9, evaluation screening criteria, and county goal alignment. Standard screening criteria will be used to assess projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority and county plans, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. MTC will establish the weight to be assigned for each criterion in the assessment process.

See Appendix 2 for the detailed standard screening criteria.

11. TRANSIT OPERATOR PROGRAM OF PROJECTS. A full program of projects is due to MTC from each transit operator based on the timeline outlined in Section 18. MTC will provide the transit operator program of projects to the associated CTA Lifeline Program Administrator.

12. POLICY BOARD ADOPTION.

    a. Transit Operator Board Resolution and Concurrence. Prior to MTC's programming of Lifeline Cycle 6 funds (FTA Section 5307) to any project, MTC requires that the transit operator adopt and submit a resolution of local support. The resolution shall state that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution template. MTC has the option of collecting the resolutions of local support from transit operators along with the project applications, or after the project is selected by MTC for funding.

13. PROJECT DELIVERY. All projects funded under the transit operator programs are subject to the following MTC project delivery requirements:

Project sponsors must expend the Lifeline Transportation Program Section 5307 funds within three years of the FTA grant award or execution of agreement with pass-through agency, whichever is applicable. To prevent the Section 5307 funds from lapsing on the federal obligation deadline, MTC

reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by the following dates:

- August 2023 for FY2018-19 funds
- August 2024 for FY2019-20 funds

Project sponsor are encouraged to submit grant applications at least 90 days prior to the close of FTA's Transit Award Management System (TrAMS) due to the time need for application review by USDOT and the US Department of Labor prior to any grants being awarded. Direct recipients are responsible for carrying out the terms of their grants.

14. PROJECT OVERSIGHT. Transit operators are responsible for meeting the MTC obligation deadlines and project delivery requirements. In addition, transit operators will carry out the scope described in the grant applications for the period of performance. All project budget and scope of work changes must be approved by the MTC Commission; however transit operators are responsible for approving budget and scope of work changes prior to MTC's authorization. Transit operators will work with CTA Lifeline Program Administrators and MTC on proposed changes. All scope changes must be fully explained and must demonstrate consistency with Lifeline Transportation Program goals.

    See Appendix 1 for detailed accountability and reporting requirements by funding source.

15. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Transit operators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

16. FTA SECTION 5307 FUND ADMINISTRATION.

    Project sponsors are responsible for entering projects into MTC's Fund Management System for inclusion in the Transportation Improvement Program (TIP). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 funds. FTA grantees will act as direct recipients, and will submit grant applications directly to FTA.

    For projects funded with FTA Section 5307 funds that are sponsored by non-FTA grantees (e.g., nonprofits or other local government entities), the FTA grantee who was identified as the partner agency at the time of the application will submit the grant application to FTA directly and, following FTA approval of the grant, will enter into funding agreements with the sub recipient project sponsor.

FTA recipients are responsible for following all applicable federal requirements and for ensuring that their sub recipients comply with all federal requirements. See Section 18 for federal compliance requirements.

17. COMPLIANCE WITH FEDERAL REQUIREMENTS – Transit Operator Responsibilities

FTA Section 5307 applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5307; FTA Circulars C 9030.1E, 4702.1B and 4703.1; the most current FTA Master Agreement; and the most current Certifications and Assurances for FTA Assistance Programs.

FTA Section 5307 direct recipients will be responsible for adhering to FTA requirements through their agreements and grants with FTA directly and for ensuring that all sub recipients and third-party contractors comply with FTA requirements.

18. FUTURE PROGRAM CONSIDERATIONS. These guidelines apply for the purposes of this programming cycle only. Future programs and funding formulas would be subject to revisiting under the following conditions, for example:
    - Changes in mix of fund sources for the Lifeline Transportation Program
    - Changes in the mix of transit operators in the region
    - Changes in ridership demographics and services commenced over time
    - Updated data and changes to the definition of Communities of Concern
    - Evaluation and experience from this cycle does not meet the intent of the Lifeline Transportation Program.

19. TIMELINE. The anticipated timeline for Cycle 6 is as follows:

Action	Anticipated Date*
Commission approves Cycle 6 Program Guidelines	June 24, 2020
MTC approves TIP amendment (administrative modification)	June 24, 2020
MTC issues guidelines to transit operators	June 30, 2020
Transit Operator Board-approved** programs due to MTC from Transit Operator	July/August 2020
MTC Commission approval of Program of Projects	**September 2020**
FTA grantees can submit FTA grants for FY19 and FY20 funds (after all Board approvals completed)	October 2020

* Dates subject to change depending on Federal deadlines and availability of funds.
** Transit Operator Board approval and concurrence may be pending at the time of deadline.

Appendix 1
Lifeline Transportation Program Cycle 6
Funding Source Information

	FTA Section 5307
Purpose of Fund Source	**To support the continuation and expansion of public transportation services in the United States**
Detailed Guidelines	**https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf**
Use of Funds	For the Lifeline Transportation Program, the use of FTA Section 5307 funds is restricted solely to Job Access and Reverse Commute-type projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment
Eligible Recipients	▪ Transit operators that are FTA grantees
Eligible Sub-recipients **(must partner with an eligible recipient that will serve as a pass-through agency)**	▪ Private non-profit organizations ▪ Public agencies that are not FTA grantees (e.g., cities, counties)

	FTA Section 5307
Eligible Projects	New and existing services. Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a "development project" or a "maintenance project" (see Section 7.c.(2) of these guidelines for details regarding "development" and "maintenance" projects). Capital and Operating projects. Projects that comply with the requirements above may include, but are not limited to: ▪ Late-night & weekend service; ▪ Guaranteed ride home service; ▪ Shuttle service; ▪ Expanding fixed route public transit routes, including hours of service or coverage; ▪ Demand-responsive van service; ▪ Ridesharing and carpooling activities; ▪ Transit-related aspects of bicycling; ▪ Administration and expenses for voucher programs; ▪ Local car loan programs; ▪ Intelligent Transportation Systems (ITS); ▪ Marketing; and ▪ Mobility management. See FTA C 9030.1E, Chapter IV, Section 5307 for details regarding eligible projects.

	FTA Section 5307	
Lifeline Program Local Match	20%	▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for **both** JARC and STA) ▪ 50% for auto projects ▪ 20% for planning and capital projects
Estimated timing for availability of funds to transit operator	Transit operators, CTSAs and eligible cities and counties can initiate claims for FY18 and FY19 funds immediately following MTC approval of program of projects. For sub recipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.	Following MTC approval of the program of projects, project sponsor will submit project in FMS for inclusion in the TIP. Following Federal TIP approval, FTA grantees must submit FTA grants. FTA grantees can begin their projects after the funds are obligated in an FTA grant. For sub recipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.
Accountability & Reporting Requirements	Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to MTC for review, and then to MTC along with annual claim. Depending on the arrangement with the pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to MTC for review.	FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 grants. MTC may request copies of FTA grantees' quarterly Section 5307 grant reports to FTA. Depending on the arrangement with the pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to MTC for review, and then to the pass-through agency for reimbursement. Sub recipients will also submit Title VI reports annually to the pass-through agency.

Note: Information on this chart is accurate as of April 2020. MTC will strive to make transit operators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2
Lifeline Transportation Program Cycle 6
Standard Evaluation Screening Criteria

The following standard evaluation screening criteria are intended to provide consistent guidance to transit operators in submitting projects to receive Lifeline Transportation Program funds. Each transit operator, will consider these screening criteria when submitting applications for projects.

a. **Project Need/Goals and Objectives – Serves Low-Income Communities/Residents:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Capital or operations projects (sponsored by public transit operators or in partnership with non-profits or cities) that support and augment but are not traditional fixed route projects may be given extra points under this criteria. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.

b. **Community-Identified Priority and County Plans:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused inclusive engagement to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan. MTC will coordinate with CTAs to assess project consistency with County Plans.

   Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A map of communities of concern (CoC) is included in the Equity Analysis Report for Plan Bay Area 2040, which is available at http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf

c. **Implementation Plan and Project Management Capacity:** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan.

   For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

   Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

   Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

d. **Coordination and Program Outreach:** Projects will be screened based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.

e. **Cost-Effectiveness and Performance Indicators:** The project will be screened based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.

f. **Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0740	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	4/28/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution No. 4272, Revised. FY2016-17 through FY2019-20 Transit Capital Priorities Program Revisions				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2f - 20-0740 ResoNo 4272 TCP Program Revisions.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4272, Revised. FY2016-17 through FY2019-20 Transit Capital Priorities Program Revisions

Presenter:
Rob Jaques

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2f - 20-0740**

MTC Resolution No. 4272, Revised

Subject: FY2016-17 through FY2019-20 Transit Capital Priorities Program Revisions

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:

1. Reprogram a total of $45,001,490 among various projects in FY2016-17 through FY2019-20 for the Alameda-Contra Costa Transit District (AC Transit), consistent with the TCP Process and Criteria. These changes are requested to reflect vehicle procurement needs associated with AC Transit's updated fleet plan. In particular, they demonstrate AC Transit's strategy for their transition to a fully zero-emission fleet – a shift from hybrids to diesel buses in the near-term to reduce costs and simplify maintenance, while making an early investment in 40-ft zero-emission buses.

These revisions also include Preventive Maintenance programming to AC Transit in exchange for State Transportation Improvement Program (STIP) funds which have been awarded for transbay bus replacements. This revision is consistent with the TCP Process and Criteria's Preventive Maintenance funding exchange provision.

2. Revise the preliminary FY2016-17 through FY2019-20 TCP program previously adopted by the Commission in order to make minor technical corrections to programming for Santa Rosa CityBus and Sonoma County Transit in the Santa Rosa urbanized area (UZA) associated with the release of final FY2019-20 FTA apportionment in March 2020.

Issues: None.

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

Attachments: MTC Resolution No. 4272, Revised

Therese W. McMillan

Date:	March 22, 2017	
W.I.:	1512	
Referred By:	PAC	
Revised:	07/26/17-C	12/20/17-C
	06/27/18-C	01/23/19-C
	05/22/19-C	06/26/19-C
	09/25/19-C	12/18/19-C
	03/25/20-C	04/22/20-C
	06/24/20-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.

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.

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.

Attachments A through E of this resolution were revised on June 24, 2020 to make revisions and technical corrections to the TCP program of projects as requested by operators 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, March 11, 2020, and June 10, 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

Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 07/26/17-C 12/20/17-C
06/27/18-C 09/25/19-C
03/25/20-C 06/24/20-C

Attachment A
Resolution No. 4272

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Actual Apportionments	**429,068,809**	**216,350,798**	**200,398,884**	**12,319,127**
		Previous Year Carryover	**21,951,733**	**4,394,818**	**17,174,630**	**382,285**
		Funds Available for Programming	**451,020,542**	**220,745,616**	**217,573,514**	**12,701,412**
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200	3,368,200		
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331	3,856,331		
ALA170079	ACE	Railcar Midlife Overhaul	51,578	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999	2,415,999		
SM-170010	Caltrain	TVM Rehab and Clipper Functionality	175,410	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024	541,024		
MRN150014	GGBHTD	Ferry Major Components Rehab	175,309	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	341,904	341,904		
MRN110047	Marin Transit	ADA Paratransit Assistance	701,236	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311	63,311		
SON150007	Petaluma	ADA Set-Aside	90,300	90,300		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353	1,773,353		
SON170003	Santa Rosa	ADA Operating Assistance	236,154	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625	4,591,625		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	290,178	290,178		
SON150013	Sonoma County	SCT Replacement Bus Purchase	25,581	25,581		
ALA170039	Union City	ADA Set-Aside	134,260	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,433	3,754,433		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365	258,365		
		Total Program Set-asides and Commitments	**24,052,329**	**24,052,329**	**-**	**-**
		Funds Available for Capital Programming	**426,968,213**	**196,693,287**	**217,573,514**	**12,701,412**
Capital Projects						
ALA170028	AC Transit	Purchase 35 40-ft Hybrid-Electric Buses	14,472,150	14,472,150		
ALA170027	AC Transit	Purchase ~~31~~ 36 45-ft Over-the-Road Coaches	5,924,378	4,587,713		1,336,665
ALA170029	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	3,003,000	3,003,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994	1,168,994		
ALA170030	AC Transit	Preventive Maintenance (deferred comp)	780,640	780,640		
ALA170079	ACE	Railcar Midlife Overhaul	3,080,000		3,080,000	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000	1,355,640	134,360	
BRT030005	BART	Traction Power	17,000,000	12,777,726	4,222,274	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030004	BART	Train Control	10,000,000	10,000,000		
REG090037	BART	Railcar Procurement Program	6,426,296	364,117	6,062,179	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	31,805,399	31,805,399		
SM-170005	Caltrain	South San Francisco Station Rehabilitation	16,207,600		16,207,600	
REG090051	Caltrain	Revenue Vehicle Rehab Program	5,000,000		5,000,000	
SM-03006B	Caltrain	Systemwide Track Rehabilition	4,693,408		4,693,408	
SM-050041	Caltrain	Communications System/Signal Rehabilition	1,200,000		1,200,000	
NEW	ECCTA	Oakley Park & Ride	812,898	812,898		
SOL010006	Fairfield	Operating Assistance	2,493,081	2,493,081		
SOL110041	Fairfield	Bus Replacement	269,387			269,387
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	3,000,000		3,000,000	
MRN170009	GGBHTD	Replacing 6 Paratransit 22' Gas Cut-away Vehicles	557,202			557,202
MRN170003	Marin Transit	Replace 3 Paratransit Vehicle	218,940	218,940		
MRN170004	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280	85,280		
NAP970010	Napa VINE	Operating Assistance	2,084,334	2,084,334		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	180,025	15,278		164,747
SON170004	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100	45,100		
SON170005	Petaluma	Transit Yard & Facilities Improvements	45,100	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861	455,861		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches	95,660,612		95,660,612	
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520	63,128,520		
SF-170005	SFMTA	Replacement of 60' Trolley Coaches	28,100,579		28,100,579	
SF-150006	SFMTA	Replacement of 60' Motor Coaches	10,008,506	5,295,178		4,713,328
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	2,190,339	1,824,023		366,316

Date: March 22, 2016
W.I.: 1512
Referred by: PAC
Revised: 07/26/17-C 12/20/17-C
06/27/18-C 09/25/19-C
03/25/20-C 06/24/20-C

Attachment A
Resolution No. 4272

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program

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

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Attachment B
Resolution No. 4272

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Actual Apportionments	**479,370,309**	**224,379,528**	**238,132,825**	**16,857,956**
		Previous Year Carryover	**15,414,000**	**5,874,065**	**7,318,897**	**2,221,038**
		Funds Available for Programming	**494,784,309**	**230,253,593**	**245,451,722**	**19,078,994**
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,437,064	3,437,064		
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	3,935,175	3,935,175		
ALA170079	ACE	Railcar Midlife Overhaul	52,633	52,633		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,465,395	2,465,395		
SM-170010	Caltrain	TVM Rehab and Clipper Functionality	178,996	-	178,996	
CC-99T001	CCCTA	ADA Paratransit Assistance	1,232,472	1,232,472		
MRN150014	GGBHTD	Ferry Major Components Rehab	178,839	178,839		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	349,165	349,165		
MRN110047	MCTD	ADA Paratransit Assistance	715,573	715,573		
NAP030004	Napa Vine	ADA Operating Assistance	64,606	64,606		
SON150007	Petaluma	ADA Set-Aside	92,187	92,187		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,809,609	1,809,609		
SON170003	Santa Rosa	ADA Operating Assistance	240,982	240,982		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,685,502	4,685,502		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	296,111	296,111		
SON150013	Sonoma County	SCT Replacement Bus Purchase	26,116	26,116		
CC-030035	ECCTA	ADA Operating Assistance	552,085	552,085		
ALA170039	Union City	ADA Set-Aside	137,005	137,005		
SCL050046	VTA	ADA Operating Set-Aside	3,831,392	3,831,392		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	263,648	263,648		
REG090057	WETA	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Intir	7,929	7,929		
		Total Program Set-asides and Commitments	**24,552,483**	**24,373,487**	**178,996**	**-**
		Funds Available for Capital Programming	**470,231,826**	**205,880,106**	**245,272,726**	**19,078,994**
Capital Projects						
ALA170082	AC Transit	Purchase ~~(59)~~ 40 40ft Urban Buses - ~~Diesel~~ Zero-Emission	5,820,689			5,820,689
ALA170027	AC Transit	Purchase ~~31~~ 36 45-ft Over-the-Road Coaches	4,582,729	4,582,729		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,449,739	1,449,739		
ALA170079	ACE	Railcar Midlife Overhaul	2,975,789		2,975,789	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000	1,143,890	346,110	
REG090037	BART	Railcar Procurement Program	26,763,592	23,130,134	3,633,458	
BRT97100B	BART	Rail,Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	17,000,000		17,000,000	
BRT030004	BART	Train Control	9,563,082		9,563,082	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	73,796,897	73,796,897		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	12,893,000		12,893,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	819,309		819,309	
CC-170051	CCCTA	Replace 42 22' Gasoline 7-Year Paratransit Vans	4,305,000	2,426,455		1,878,545
CC-170053	CCCTA	Replace 3 Gasoline 7-Year Paratransit Minivans	130,380	130,380		
NEW	ECCTA	Oakley Park & Ride	989,240			989,240
SOL010006	Fairfield	Operating Assistance	2,554,835	2,554,835		
SOL110041	Fairfield	Bus Replacement	367,380			367,380
MRN170008	GGBHTD	Replace 67 Fixed Rte 40' Buses	48,457,080	45,104,777		3,352,303
MRN150014	GGBHTD	Ferry Major Components Rehab - MS Marin	2,000,000		2,000,000	
MRN150015	GGBHTD	Ferry Propulsion: MS Marin	2,000,000		2,000,000	
ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	630,170	245,149		385,021
MRN170005	MCTD	Replace Four (4) Rural Cutaway Vehicles	505,120	505,120		
MRN150011	MCTD	Vehicle Replacement- one Shuttle	102,500	102,500		
NAP970010	Napa Vine	Operating Assistance	2,164,144	2,164,144		
NAP090008	Napa Vine	Replacement and upgrades to equipment	224,681	-		224,681
SON170018	Petaluma	Purchase (1) Replacement Fixed Route Bus	185,867	185,867		
SON170020	Petaluma	Purchase (2) Replacement Paratransit Vans	147,600	147,600		
SON170005	Petaluma	Transit Yard and Facility Improvements	45,800	45,800		
SON170019	Petaluma	Purchase Service Vehicle	28,000	28,000		
SON170017	Petaluma	AVL Equipment	19,200	19,200		
SON090023	Santa Rosa	Operating Assistance	1,614,870	1,614,870		
SON090024	Santa Rosa	Preventive Maintenance	563,010	563,010		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches	93,892,831		93,892,831	
SF-970170	SFMTA	Muni Rail Replacement	10,002,337		10,002,337	
SF-99T005	SFMTA	Rehab Historic Streetcars	7,000,000		7,000,000	
SF-150005	SFMTA	Replacement of 40' Motor Coaches	5,013,526	5,013,526		
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilita	4,500,000		4,500,000	
SF-970170	SFMTA	Overhead Line Rehabilitation	3,750,000		3,750,000	
SF-150007	SFMTA	Farebox Replacement	2,060,800		2,060,800	
SF 99T002	SFMTA	Cable Car Infrastructure	1,250,000		1,250,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,018,464		1,018,464	

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Attachment B
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FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program

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

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Attachment C
Resolution No. 4272

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
		Actual Apportionments	**476,218,214**	**229,832,145**	**230,892,790**	**15,493,279**
		Previous Year Carryover	**10,471,956**	**7,109,963**	**1,961,180**	**1,400,813**
		Funds Available for Programming	**486,690,170**	**236,942,109**	**232,853,970**	**16,894,092**
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,508,001	3,508,001		
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	4,394,476	4,394,476		
ALA170079	ACE	Railcar Midlife Overhaul	9,920	9,920		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	865,835	865,835		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,623	1,207,623		
MRN150014	GGBHTD	Ferry Major Components Rehab	171,757	171,757		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	406,769	406,769		
MRN110047	MCTD	ADA Paratransit Assistance	687,028	687,028		
NAP030004	Napa Vine	ADA Operating Assistance	68,209	68,209		
SON150007	Petaluma	ADA Set-Aside	86,485	86,485		
SON170003	Santa Rosa	ADA Operating Assistance	245,955	245,955		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,854,074	1,854,074		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,343,542	4,343,542		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	294,296	294,296		
SON150013	Sonoma County	Replacement Bus Purchase	31,966	31,966		
CC-030035	ECCTA	ADA Operating Assistance	556,469	556,469		
ALA170039	Union City	ADA Set-Aside	133,210	133,210		
SCL050046	VTA	ADA Operating Set-Aside	3,808,721	3,808,721		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	244,729	244,729		
		Total Program Set-asides and Commitments	**22,919,064**	**22,919,064**	**-**	**-**
		Funds Available for Capital Programming	**463,771,106**	**214,023,045**	**232,853,970**	**16,894,092**
Capital Projects						
ALA170081	AC Transit	Replace ~~(24) 60ft Artic Urban Buses - Hybrid~~ 50 40-ft diesel buses	8,556,284	1,097,938		7,458,346
ALA170029	AC Transit	Preventive Maintenance	5,717,246	5,717,246		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,580,574	1,580,574		
~~ALA170080~~	~~AC Transit~~	~~Replace (10) 24ft Cut-Away Vans~~	~~637,000~~	~~637,000~~		
~~ALA170038~~	~~AC Transit~~	~~Replace (6) 24ft Cut-Away Vans~~	~~382,200~~	~~382,200~~		
ALA170079	ACE	Railcar Midlife Overhaul	3,070,079	1,409,473	1,660,606	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000		1,490,000	
REG090037	BART	Railcar Replacement Program	45,466,817	22,227,925	23,238,892	
BRT97100B	BART	Rail,Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	10,000,000		10,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA190014	BART	Elevator Renovation Program	7,000,000		7,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000	6,211,000		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	1,896,182		1,896,182	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	67,582,236	67,582,236		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	222,104		222,104	
NEW	ECCTA	Oakley Park & Ride	512,543			512,543
SOL010006	Fairfield	Operating Assistance	2,597,033	2,597,033		
SOL110041	Fairfield	Bus Replacement	336,529			336,529
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	13,500,000		13,500,000	
MRN050025	GGBHTD	Facilities Rehabiliation	8,600,000	8,600,000		
MRN170024	GGBHTD	Replace 14 Paratransit Vehicle	1,044,680			1,044,680
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab	500,000		500,000	
ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	169,830			169,830
MRN170006	MCTD	Replace Articulated Vehicles	7,216,000	7,216,000		
NAP970010	Napa Vine	Operating Assistance	2,623,951	2,623,951		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	205,812			205,812
SON170017	Petaluma	AVL Model Upgrade	60,000	60,000		
SM150011	SamTrans	Purchase of Replacement Minivans	619,920	619,920		
SON150008	Santa Rosa	Fixed Route Bus Replacement	1,309,308	431,309		877,999
SON090023	Santa Rosa	Operating Assistance	1,095,895	1,095,895		
SON090024	Santa Rosa	Preventive Maintenance	611,309	611,309		
SF-970170	SFMTA	Overhead Line Rehabilitation	20,000,000		20,000,000	
SF-170018	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931	19,392,931		
SF-170019	SFMTA	40' Motor Coach Mid-Life Overhaul	16,928,241	16,928,241		
SF-970170	SFMTA	Muni Rail Replacement	16,736,000		16,736,000	
SF-090012	SFMTA	LRV Replacement	13,220,000		13,220,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	8,640,000		8,640,000	

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Attachment C
Resolution No. 4272

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-99T005	SFMTA	Rehab Historic Streetcars	8,000,000		8,000,000	
SF-190004	SFMTA	Fixed Guideway Facilities Condition Assessment Implementation Projects	5,900,000	5,000,000	900,000	
SF-190003	SFMTA	Muni Metro East Facility - Boiler Replacement	4,100,000		4,100,000	
SF-190002	SFMTA	L-Taraval Improvement Project - SGR Project Elements	4,070,000		4,070,000	
SF 99T002	SFMTA	Cable Car Infrastructure	4,000,000		4,000,000	
SF-030013	SFMTA	Wayside Fare Collection	2,000,000		2,000,000	
SF-070005	SFMTA	Van Ness BRT - SGR Project Elements	1,830,000		1,830,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,042,907		1,042,907	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	1,000,000		1,000,000	
SF-150007	SFMTA	Farebox Replacement	336,000	336,000		
SOL110040	SolTrans	Operating Assistance	2,419,610	2,419,610		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SolTrans	Bus Purchase Alternative Fuel	457,580			457,580
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	Replacement Bus Purchase	446,684	446,684		
SON150013	Sonoma County	Replacement Bus Purchase	220,141			220,141
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard & Small Bus Replacement	17,204,124	13,665,061	-	3,539,063
SCL090044	VTA	OCS Rehabilitation Program	12,520,000		12,520,000	
SCL 050002	VTA	Rail Replacement Program	5,692,305		5,692,305	
SCL190027	VTA	SCADA Hardware, Software, & Network Upgrade	4,447,296		4,447,296	
SCL190023	VTA	Bus CCTV Replacement	2,640,000	2,640,000		
SCL190024	VTA	Transit Center Park & Ride Rehabilitation	1,600,000	1,600,000		
SCL190026	VTA	HVAC Replacement	1,448,265	1,448,265		
SCL110099	VTA	LRV Bridge Repair/Hamilton Structural Stabilization	1,080,000		1,080,000	
SCL190025	VTA	Gigabit Ethernet Network	960,000	960,000		
SCL170010	VTA	Replace Guadalupe Train Wash	800,000		800,000	
SCL170009	VTA	Chaboya Yard Well Removal	120,000	120,000		
CC-170010	WestCAT	Replacement of (9) 40ft Revenue Vehicles	3,877,781	3,877,781		
CC-150021	WestCAT	AVL & APC System Procurement & Installation	294,105	294,105		
CC-170020	WestCAT	Replace (2) Minivans	255,840	255,840		
CC-170011	WestCAT	Purchase of (9) Fast Fare Electronic Fareboxes	128,241	128,241		
CC-170013	WestCAT	Purchase of (2) Radio systems for (2) Cut Away Vans	1,600	1,600		
SF-110053	WETA	Ferry Vessel Replacement - Bay Breeze	15,306,920		15,306,920	
REG090057	WETA	Ferry Major Component Rehabilitation	720,000		720,000	
		Total Capital Projects	**444,194,903**	**202,366,168**	**227,006,212**	**14,822,523**
		Total Programmed	**467,113,967**	**225,285,232**	**227,006,212**	**14,822,523**
		Fund Balance	**19,576,203**	**11,656,877**	**5,847,758**	**2,071,569**

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Attachment D
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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
		Final Apportionments	**470,042,633**	**239,075,753**	**214,847,302**	**16,119,578**
		Previous Year Carryover	**19,576,203**	**11,656,877**	**5,847,758**	**2,071,569**
		Funds Available for Programming	**489,618,836**	**250,732,630**	**220,695,060**	**18,191,147**
MTC Debt Service						
REG170023	MTC	TCP Financing Repayment Obligations	35,070,000	3,900,000	31,170,000	
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439		
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	4,461,934	4,461,934		
ALA170079	ACE	Railcar Midlife Overhaul	14,346	14,346		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,800,403	2,800,403		
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	62,350	62,350		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,218,311	1,218,311		
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	174,393	174,393		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	412,325	412,325		
MRN110047	MCTD	ADA Paratransit Assistance	697,574	697,574		
NAP030004	Napa Vine	ADA Operating Assistance	70,704	70,704		
SON150007	Petaluma	ADA Set-Aside	89,821	89,821		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,882,536	1,882,536		
SON170003	Santa Rosa	ADA Operating Assistance	251,035	251,035		
SF-990022	SFMTA	ADA Paratransit Operating Support	3,410,218	3,410,218		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	305,060	305,060		
SON170006	Sonoma County	SCT Replacment Bus Purchase	33,199	33,199		
CC-030035	ECCTA	ADA Operating Assistance	571,422	571,422		
ALA170039	Union City	ADA Set-Aside	135,255	135,255		
SCL050046	VTA	ADA Operating Set-Aside	3,970,716	3,970,716		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	248,485	248,485		
REG090057	WETA	Ferry Major Component Rehabilitation	17,418	17,418		
		Total Program Set-asides and Commitments	**59,477,946**	**28,307,946**	**31,170,000**	**-**
		Funds Available for Capital Programming	**430,140,891**	**222,424,684**	**189,525,060**	**18,191,147**
Capital Projects						
ALA170031	AC Transit	Replace ~~(27)~~ 50 40ft ~~Urban~~ Diesel Buses ~~- Hybrid~~	8,666,696	-		8,666,696
ALA170029	AC Transit	Preventive Maintenance	5,733,468	5,733,468		
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		

Date: February 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C 06/27/18-C
05/22/19-C 06/26/19-C
12/18/19-C 03/25/20-C
04/22/20-C 06/24/20-C

Attachment D
Resolution No. 4272

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
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528	85,432		5,096
SON190005	Petaluma	Upgrade Security System	40,000	40,000		
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140	1,375,140		
SON090023	Santa Rosa	Operating Assistance	1,535,279	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	648,760	648,760		
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 Replacment Bus Purchase	713,040	483,330		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	VTA	Rehabilitation of LRV System Elevators & Escalators	7,440,000		7,440,000	
SCL050001	VTA	Standard and Small Bus Replacement	7,220,578	3,521,503		3,699,075
NEW	VTA	Pedestrian Backgates - non-Vasona	6,560,000		6,560,000	
NEW	VTA	Downtown San Jose Speed Improvements (LRV)	4,920,000		4,920,000	
SCL150008	VTA	Track Intrusion Abatement	4,000,000	4,000,000		
SCL170047	VTA	Paratransit Fleet Program	3,978,116	3,978,116		
NEW	VTA	Facilities ADA Upgrades	2,560,000	2,560,000		
NEW	VTA	Guadalupe Steam Rack Improvements & Liner Replacement	2,400,000		2,400,000	
NEW	VTA	PA System Hardware & Software Upgrade	2,216,352		2,216,352	
NEW	VTA	Guadalupe Roll-up Doors	2,000,000		2,000,000	
NEW	VTA	Fuel Dispenser & UDC Replacement	1,920,000	1,920,000		
NEW	VTA	Cameras for VTA ACCESS Paratransit Vehicles	1,804,850	1,804,850		
NEW	VTA	Mobile Router/Passenger WiFi	1,200,000	1,200,000		
NEW	VTA	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	1,200,000	1,200,000		
NEW	VTA	Network & Gigabit Fiber Upgrade	1,200,000	1,200,000		
NEW	VTA	Guadalupe Entrance Security Improvements	1,000,000	-	1,000,000	
NEW	VTA	LRV Station Rehabilitation	776,000		776,000	
NEW	VTA	LRV Station Platform CCTV System Replacement	445,600		445,600	
NEW	VTA	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	
		Total Capital Projects	**412,946,100**	**213,557,899**	**185,596,038**	**13,792,163**
		Total Programmed	**472,424,046**	**241,865,845**	**216,766,038**	**13,792,163**
		Fund Balance	**17,194,791**	**8,866,785**	**3,929,022**	**4,398,984**

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 (CCCGP) 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. AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2018-19 and FY2019-20 for over-the-road coaches ($11,450,714), using 5307 for PM in place of STIP funds for the bus purchases.
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	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).
23	In April 2020, programming for was 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)

File #:	20-0614	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	4/2/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-38.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2g - 20-0614 ResoNo 4375 TIP Amendment 2019-38.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-38.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2g - 20-0614**

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-38.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every two years. The 2019 TIP, covering the four-year period from FY 2018-19 through 2021-22, was adopted by the Commission on September 26, 2018, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 17, 2018. The 2019 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program.

Amendment 2019-38 makes revisions to 32 projects with a net funding increase of approximately $787 million. Among other changes, this revision:

- Adds 26 new projects to the TIP to reflect the programming of Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to the region's transit operators;
- Adds three new projects to the TIP to reflect the funding available through the Transit Capital Priorities (TCP) Program; and
- Updates the funding plan of one project and deletes one project to reflect the latest programming decisions in the North Bay Priority Conservation (PCA) Area Grant Program.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2019 TIP remains financially constrained with this amendment. The 2019 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

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

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

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

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

Issues: None

Recommendation: Staff requests the Commission approve MTC Resolution No. 4375, Revised.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-38; and
MTC Resolution No. 4375, Revised

Therese W. McMillan

TIP Revision Summary
2019-38

Attachment A

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
System: Public Lands/Trails					
MRN170026	Novato	Hill Recreation Area Improvements	Update the funding plan to add $104K in Local funds as they are being transferred from MRN170029	$104,000	13.1%
MRN170029	Novato	Carmel Open Space Acquisition	Update the funding plan to remove all funding and delete the project as it will not move forward. $104K in Local funds are being redirected to MRN1700026.	-$312,000	-100.0%
System: Regional					
VAR190003	Metropolitan Transportation Commission (MTC)	FPP: I-80 in Alameda, Contra Costa and SF	Update the project scope to include studies of improvements in San Francisco County	$0	0.0%
System: Transit					
ALA190023	Alameda Contra Costa Transit District (AC Transit)	AC Transit: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $80M in CARES Act 5307 funds	$80,366,395	~%
ALA190024	San Joaquin Regional Rail Commission (SJRRC)	ACE: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $2.7M in CARES Act 5307 funds	$2,680,453	~%
ALA190025	Bay Area Rapid Transit District (BART)	BART: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $252M in CARES Act 5307 funds	$251,637,050	~%
ALA190026	Livermore Amador Valley Transit (LAVTA)	LAVTA: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $3.5M in CARES Act 5307 funds	$3,501,369	~%
ALA190027	Union City Transit	Union City Transit: COVID-19 Emergency Transit Ops	Amend a new exempt project into the TIP with $923K in CARES Act 5307 funds	$922,560	~%
CC-190013	Central Contra Costa Transit Agency (CCCTA)	CCCTA: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $7M in CARES Act 5307 funds	$7,067,680	~%
CC-190014	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $3.9M in CARES Act 5307 funds	$3,891,364	~%
CC-190015	Western Contra Costa Transit Authority (WestCAT)	WCCTA: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $2.2M in CARES Act 5307 funds	$2,218,204	~%
MRN190013	Marin County Transit District	Marin Transit: COVID-19 Emergency Transit Ops	Amend a new exempt project into the TIP with $5.2M in CARES Act 5307 and $240K in CARES Act 5311 funds	$5,438,809	~%
MRN190014	Golden Gate Bridge, Highway and Transit District	GGBHTD: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $30M in CARES Act 5307 funds	$30,163,006	~%
NAP190005	Napa Valley Transportation Authority	NVTA: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $2.5M in CARES Act 5307 and $240K in CARES Act 5311 funds	$2,701,734	~%

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
REG190001	Metropolitan Transportation Commission (MTC)	MTC: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $7.8M in CARES Act 5307 funds	$7,808,416	~%
SCL190038	Santa Clara Valley Transportation Authority (VTA)	VTA: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP $73M in CARES Act 5307 and $91K in CARES Act 5311 funds	$73,023,596	~%
SCL190039	Santa Clara Valley Transportation Authority (VTA)	VTA: Facilities ADA Upgrades	Amend a new exempt project into the TIP with $2.6M in 5307 and $640K in Local funds	$3,200,000	~%
SCL190040	Santa Clara Valley Transportation Authority (VTA)	VTA: Fuel Dispenser & UDC Replacement	Amend a new exempt project into the TIP with $1.9M in 5307 and $480K in Local funds	$2,400,000	~%
SCL190041	Santa Clara Valley Transportation Authority (VTA)	VTA: Replace UPSs and PDU in OCC/EOC	Amend a new exempt project into the TIP with $377K in 5307 and $94K in Local funds	$471,702	~%
SF-190007	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $197M in CARES Act 5307 funds	$197,190,672	~%
SM-190010	San Mateo County Transit District (SAMTRANS)	SamTrans: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $28M in CARES Act 5307 and $178K in CARES Act 5311 funds	$28,519,037	~%
SM-190011	Caltrain	Caltrain: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $49M in CARES Act 5307 funds	$49,292,725	~%
SOL190018	Dixon	Dixon: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $305K in CARES Act 5311 funds	$305,302	~%
SOL190019	Rio Vista	Rio Vista: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $119K in CARES Act 5311 funds	$119,328	~%
SOL190020	Fairfield	Fairfield: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $2M in CARES Act 5307 Funds	$2,002,985	~%
SOL190021	Solano County Transit (SolTrans)	SolTrans: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $2.6M in CARES Act 5307 funds	$2,590,800	~%
SOL190022	Vacaville	Vacaville: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $489K in CARES Act 5307 funds	$488,659	~%
SON190007	Sonoma County Transit	Sonoma Co Transit: COVID-19 Emergency Transit Ops	Amend a new exempt project into the TIP with $2.5M in CARES Act 5307 and $550K in CARES Act 5311 funds	$3,014,482	~%
SON190008	Petaluma	Petaluma: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $498K in CARES Act 5307 funds	$498,342	~%
SON190009	Santa Rosa City Bus	SR CityBus: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $2.5M in CARES Act 5307 funds	$2,493,979	~%

TIP Revision Summary
2019-38

Attachment A

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
SON190010	Sonoma Marin Area Rail Transit (SMART)	SMART: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $10.4M in CARES Act 5307 funds	$10,375,471	~%
VAR190008	Water Emergency Transportation Authority (WETA)	WETA: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with $12.5M in CARES Act 5307 funds	$12,529,213	~%
			Total Funding Change:	$786,705,333	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	$3,000,000	$0	$0	$1,106,000	$4,106,000	$4,106,000
Proposed:	$788,698,992	$0	$0	$2,112,341	$790,811,333	$790,811,333
Delta:	$785,698,992	$0	$0	$1,006,341	$786,705,333	$786,705,333

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

ABSTRACT

Resolution No. 4375, Revised

This resolution adopts the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 12, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, April 14, 2019, May 8, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, December 11, 2019, January 8, 2020, February 12, 2020, March 11, 2020, the Planning Committee summary sheet dated May 8, 2020, and the Programming & Allocations Committee summary sheet dated May 13, 2020 and June 10, 2020. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2019 TIP'.

2019 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
2019-01	Admin. Mod.	52	$36,741,847	12/19/2018	12/19/2018
2019-02	Admin. Mod.	12	$7,296,176	2/1/2019	2/1/2019
2019-03	Amendment	40	$155,338,096	12/19/2018	2/5/2019
2019-04	Admin. Mod.	10	$5,506,382	3/5/2019	3/5/2019
2019-05	Amendment	3	$22,503,964	1/23/2019	2/19/2019
2019-06	Amendment	2	$15,814,128	1/23/2019	2/15/2019
2019-07	Admin. Mod.	19	$11,050,370	3/28/2019	3/28/2019
2019-08	Amendment	12	-$25,513,326	2/27/2019	4/3/2019
2019-09	Admin. Mod.	7	$1,547,102	5/6/2019	5/6/2019
2019-10	Amendment	4	-$18,724,000	3/27/2019	4/24/2019

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
2019-11	Admin. Mod.	46	-$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	$13,699,781	4/24/2019	6/6/2019
2019-13	Admin. Mod.	22	$15,402,477	7/3/2019	7/3/2019
2019-14	Amendment	25	$801,633,123	5/22/2019	6/27/2019
2019-15	Admin. Mod.	11	9,525,440	8/13/2019	8/13/2019
2019-16	Amendment	8	$21,335,503	6/26/2019	8/26/2019
2019-17	Admin. Mod.	11	-$7,160,690	8/29/2019	8/29/2019
2019-18	Amendment	9	$115,165,869	7/24/2019	9/10/2019
2019-19	Admin. Mod.	34	-$6,469,315	10/7/2019	10/7/2019
2019-20	Admin. Mod.	6	$0	10/31/2019	10/31/2019
2019-21	Amendment	15	$-141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	10	$1,370,190	12/12/2019	12/12/2019
2019-23	Amendment	6	$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	9	$43,720,114	1/17/2020	1/17/2020
2019-25	Amendment	17	$204,462,942	11/20/2019	12/23/2019
2019-26	Admin. Mod.	6	$3,953,795	2/14/2020	2/14/2020
2019-27	Amendment	12	$112,588,334	12/18/2019	2/26/2020
2019-28	Admin. Mod.	7	$2,956,808	3/26/2020	3/26/2020
2019-29	Amendment	8	$1,762,160	1/22/2020	2/26/2020
2019-30	Admin. Mod.	56	$52,669,979	5/1/2020	5/1/2020
2019-31	Amendment	3	$6,508,000	2/26/2020	4/2/2020
2019-32	Admin. Mod.	Pending	Pending	Pending	Pending
2019-33	Amendment	12	$4,108,000	3/25/2020	Pending
2019-34	Admin. Mod.	Pending	Pending	Pending	Pending
2019-35	Amendment	1	$86,000,000	5/27/2020	Pending
2019-36	Amendment	29	$349,621,214	5/27/2020	Pending
2019-37	Admin. Mod.	Pending	Pending	Pending	Pending
2019-38	Amendment	32	$786,705,332	6/24/2020	Pending
Net Funding Change		560	$2,863,573,858		
Absolute Funding Change			$3,284,428,710		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM2.5) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM2.5 SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on September 26, 2018.

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

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

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

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

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

Revisions to the 2019 TIP

Revisions to the 2019 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2019-01 is an administrative modification that revises 52 projects with a net funding increase of approximately $36.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 19, 2018. Among other changes, this revision:

- Updates the funding plans of 36 Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect obligations and programming decisions;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's US-101 Express Lanes in Santa Clara County project to reflect the programming of $3.3 million in repurposed earmark funds;
- Updates the funding plan and back-up listing of the Caltrans-managed local Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually listed HBP-funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $3.3 million in repurposed earmark funds, $17.4 million in HBP funds and $5.3 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-02 is an administrative modification that revises 12 projects with a net funding increase of approximately $7.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 1, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Road Repair and Accountability Act (SB1) and State Transportation Improvement Program funded project, and one High Priority Program earmark funded project to reflect the latest programming decisions; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $421,807 in High Priority Program earmark funds, $207,000 in SB1 funds and $6 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-03 is an amendment that revises 40 projects with a net funding increase of approximately $155 million. The revision was referred by the Programming and Allocations Committee on December 12, 2018, and approved by the MTC Commission on December 19, 2018. Caltrans approval was received on January 15, 2019, and final federal approval was received on February 5, 2019. Among other changes, this revision:

- Updates the funding plans of six Highway Bridge Program funded projects to reflect the latest programming information from Caltrans;
- Adds two new exempt projects and one new non-exempt not regionally significant project, deletes an existing exempt project and updates the funding plans of 14 additional projects to reflect Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions and obligations;
- Adds one new grouped listing and updates the funding plans and back up listings of three existing grouped listings to reflect the latest information from Caltrans;
- Adds three additional new exempt projects to the TIP; and
- Carries forward two exempt projects and two grouped listings from the 2017 TIP.

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

Revision 2019-04 is an administrative modification that revises ten projects with a net funding increase of approximately $5.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 5, 2019. Among other changes, this revision:

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions, including the exchange of approximately $16 million in STP/CMAQ and an equal amount of sales tax proceeds between San Francisco's Better Market Street project and SFMTA's New Central Subway project;

- Also updates the funding plan of the Better Market Street project to reflect the award of $15 million in Better Using Investments to Leverage Development (BUILD) grant funds;
- Combines the two Innovative Deployments to Enhance Arterials program listings into a single listing;
- Splits out near-term, High Priority Program-funded improvements from Alameda County's Vasco Road Safety Improvements project; and
- Updates the funding plan and back-up listing of the Lifeline Transportation Program – Cycle 5 grouped listing to reflect the programming of additional Federal Transit Administration Section 5307 funds and State Transit Assistance program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $15 million in BUILD funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-05 is an amendment that revises three projects with a net funding increase of approximately $22.5 million. The revision was referred by the Programming and Allocations Committee on January 9, 2019, and approved by the MTC Commission on January 23, 2019. Caltrans was received on February 6, 2019, and final federal approval was received on February 19, 2019. Among other changes, this revision updates the funding plan and back-up listing of the Caltrans managed Highway Safety Improvement Program grouped listing.
Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-06 is an amendment that revises two projects with a net funding increase of approximately $15.8 million. The revision was proposed subsequent to the Programming and Allocations Committee review of Revision 2019-05 on January 9, 2019 and was approved by the MTC Commission on January 23, 2019. Caltrans approval was received on February 6, 2019, and final federal approval was received on February 15, 2019. Among other changes, this revision:

- Adds one Federal Transit Administration Bus and Bus Facilities Program and Low or No Emission Vehicle Program funded Fairfield and Suisun Transit project to the TIP; and
- Adds the San Joaquin Regional Rail Commission's Oakley Station Platform project to reflect the award of Transit and Intercity Rail Capital Program funds.

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

Revision 2019-07 is an administrative modification that revises 19 projects with a net funding increase of approximately $11 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 28, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent Safety Barrier project to reflect the programming of approximately $45.2 million in Federal Highway

Infrastructure Program (FHIP) funds in lieu of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant 2 (OBAG2) funds;

- Updates the funding plans of nine other STP/CMAQ funded projects and one High Priority Program Earmark (HPP) funded project to reflect planned obligations;
- Updates the funding plan of San Rafael's Francisco Blvd West Multi-Use Pathway project to reflect the programming of Regional Measure 2 (RM2) and Transportation Fund for Clean Air (TFCA) funds; and
- Updates the funding plans and back-up listings of the State Highway Operation and Protection Program (SHOPP) Collision Reduction, Local Highway Bridge Program (HBP) and FTA Section 5311 Fiscal Years 2018/19 and 2019/20 grouped listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $45.2 million in FHIP funds, $2.4 million in HPP funds, $248,400 in TFCA funds, $6.3 million in SHOPP funds, and $283,186 in FTA Section 5311f funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-08 is an amendment that revises 12 projects with a net funding decrease of approximately $25.5 million. The revision was referred by the Programming and Allocations Committee on February 13, 2019, and approved by the MTC Commission on February 27, 2019. Caltrans approval was received on March 13, 2019, and final federal approval was received on April 3, 2019. Among other changes, this revision:

- Adds one new exempt project and updates the funding plan of one other project to reflect the award of Federal Transit Administration Bus and Bus Facilities Infrastructure Investment Program discretionary grants;
- Updates the funding plan of the Solano Transportation Authority's I-80/I-680/SR-12 Interchange Improvements project to reflect the award of Trade Corridor Enhancement Program funds;
- Updates the funding plans of two Altamont Corridor Express projects to reflect the award of Transit and Intercity Rail Capital Program funds;
- Archives three implemented projects; and
- Deletes three projects that will not move forward as federal projects.

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

Revision 2019-09 is an administrative modification that revises seven projects with a net funding increase of approximately $1.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 6, 2019. Among other changes, this revision:

- Updates the funding plan of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules; and
- Updates the funding plans of two Road Repair and Accountability Act (SB1) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $1.77 million in SB1 funds and $165,452 in CalRecycle funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-10 is an amendment that revises four projects with a net funding decrease of approximately $18.7 million. The revision was referred by the Programming and Allocations Committee on March 6, 2019, and approved by the MTC Commission on March 27, 2019. Caltrans approval was received on April 5, 2019, and final federal approval was received on April 24, 2019. Among other changes, this revision:

- Amends one new exempt project into the TIP; and
- Archives one project.

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

Revision 2019-11 is an administrative modification that revises seven projects with a net funding decrease of approximately $10.6 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 6, 2019. Among other changes, this revision:

- Updates the funding plans of 36 Transit Capital Priorities Program funded projects to reflect the latest programming decisions;
- Updates the funding plans of five Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules;
- Updates the funding plan of the Contra Costa Transportation Authority's New State Highway (SR-239) Study project to reflect the programming of unexpended High Priority Program and Transportation Improvement earmark funds; and
- Updates the Water Emergency Transportation Authority's San Francisco Ferry Terminal/Berthing Facilities project to reflect the programming of FHWA Ferry Boat Program (FBP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $597,635 in High Priority Program earmark funds, $4.4 million in Transportation Improvement earmark funds, $877,388 in FBP funds, $311,764 in Low Carbon Transit Operations program funds, $976,000 in Proposition 1B funds, and $216,827 in SB1 funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-11, remains in conformity with the applicable State

Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-12 is an amendment that revises four projects with a net funding increase of approximately $13.7 million. The revision was referred by the Programming and Allocations Committee on April 10, 2019, and approved by the MTC Commission on April 24, 2019. Caltrans approval was received on May 8, 2019, and final federal approval was received on June 6, 2019. Among other changes, this revision:

- Reprograms Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available through the Transit Performance Initiative – Capital Investment Program from VTA's Santa Clara Pocket Track Light Rail Interlocking project to their Light Rail Track Crossovers and Switches project and deletes the interlocking project; and
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Emergency Response program to reflect the latest information from Caltrans including the addition of $14.6 million in SHOPP funds.

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

Revision 2019-13 is an administrative modification that revises 22 projects with a net funding increase of approximately $15.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 3, 2019. Among other changes, this revision:

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $300 million in FTA Core Capacity funds, $3.8 million in ATP funds, $5 million in FRA PTC funds and $24,540 in California Natural Resources Agency Urban Greening funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-14 is an amendment that revises 25 projects with a net funding increase of approximately $802 million. The revision was referred by the Programming and Allocations Committee on May 8, 2019, and approved by the MTC Commission on May 22, 2019. Caltrans approval was received on June 12, 2019, and final federal approval was received on June 27, 2019. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in the Transit Capital Priorities (TCP) Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-15 is an administrative modification that revises 11 projects with a net funding increase of approximately $9.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) – Mobility Program grouped listing to reflect the latest information from Caltrans including the addition of a total of $9.5 million in SHOPP funds;
- Updates the funding plan of the Golden Gate Bridge Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of $680,815 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plan of Solano County's Redwood – Fairgrounds Drive Interchange Improvements project to reflect the programming of $26,573 in High Priority Program (HPP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $16.8 million in SHOPP funds, $26,573 in HPP funds, and $680,815 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-16 is an amendment that revises eight projects with a net funding increase of approximately $21.3 million. The revision was referred by the Programming and Allocations Committee on June 12, 2019, and approved by the MTC Commission on June 26, 2019. Caltrans approval was received on August 7, 2019, and final federal approval was received on August 26, 2019. Among other changes, this revision:

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) Collision Reduction program to reflect the latest information from Caltrans including the addition of $11.7 million in SHOPP funds;

- Archives three projects as they have been completed or all federal funding for the project has been obligated; and
- Adds one new exempt project.

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

Revision 2019-17 is an administrative modification that revises 11 projects with a net funding decrease of approximately $7.2 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 29, 2019. Among other changes, this revision:

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $9 million in Highway Bridge Program earmark funds and $97,649 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-18 is an amendment that revises nine projects with a net funding increase of approximately $115 million. The revision was referred by the Programming and Allocations Committee on July 10, 2019, and approved by the MTC Commission on July 24, 2019. Caltrans approval was received on September 6, 2019, and final federal approval was received on September 10, 2019. Among other changes, this revision:

- Amends four new exempt projects into the TIP and updates one existing project to reflect the recent CTC approval of Regional Active Transportation Program (rATP), Cycle 4;
- Amends San Jose's Better Bikeway San Jose – San Fernando Street project into the TIP to reflect the award of Statewide Competitive ATP funds; and
- Updates the funding plan of the Caltrans managed Highway Bridge Program grouped listing.

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $175 million in TCEP funds and $35,990 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-20 is an administrative modification that revises six projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 31, 2019. Among other changes, this revision updates the funding plans of the six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and future obligations, transfers of funding to the Federal Transit Administration and conversions of advanced construction to federal funds. MTC's 2019 TIP, as revised with Revision No. 2019-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-21 is an amendment that revises 15 projects with a net funding decrease of approximately $142 million. The revision was referred by the Programming and Allocations Committee on September 4, 2019, and approved by the MTC Commission on September 25, 2019. Caltrans approval was received on October 7, 2019, and final federal approval was received on October 18, 2019. Among other changes, this revision:

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

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

Revision 2019-22 is an administrative modification that revises 10 projects with a net funding increase of approximately $1.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 12, 2019. Among other changes, this revision:

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $3 million in Ferry Boat Discretionary and $644,731 in Ferry Boat Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-23 is an amendment that revises six projects with a net funding increase of approximately $185 million. The revision was referred by the Programming and Allocations Committee on October 9, 2019, and approved by the MTC Commission on October 23, 2019. Caltrans approval was received on October 31, 2019, and final federal approval was received on November 13, 2019. Among other changes, this revision:

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

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

Revision 2019-24 is an administrative modification that revises nine projects with a net funding increase of approximately $43.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 17, 2020. Among other changes, this revision:

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $22.7 million in SHOPP funds, $13.6 million in HM funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-24, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-25 is an amendment that revises 17 projects with a net funding increase of approximately $204 million. The revision was referred by the Programming and Allocations Committee on November 13, 2019, and approved by the MTC Commission on November 20, 2019. Caltrans approval was received on November 21, 2019, and final federal approval was received on December 23, 2019. Among other changes, this revision:

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

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

Revision 2019-26 is an administrative modification that revises six projects with a net funding increase of approximately $4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 14, 2020. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions; and
- Updates the funding plans and back-up listings for two grouped listings to reflect the latest programming decisions, including the addition of $3.5 million in Section 130 Railroad-Highway Crossing program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $3.5 million in Section 130 Railroad-Highway Crossing funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-27 is an amendment that revises 12 projects with a net funding increase of approximately $113 million. The revision was referred by the Programming and Allocations Committee on December 11, 2019, and approved by the MTC Commission on December 18, 2019. Caltrans approval was received on January 2, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

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

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

Revision 2019-28 is an administrative modification that revises seven projects with a net funding increase of $3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 26, 2020. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program (STP) funded projects to reflect the latest programming decisions;
- Updates the funding plan of the California Ave. Roundabouts project in the City of Napa to reflect the latest programming decisions including the addition of $280,000 in State Highway Operations and Protection Program (SHOPP) funds; and
- Updates the funding plan and back-up listing for the Local Highway Bridge Program to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $280,000 in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-28, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-29 is an amendment that revises eight projects with a net funding increase of approximately $1.8 million. The revision was referred by the Programming and Allocations Committee on January 8, 2020, and approved by the MTC Commission on January 22, 2020. Caltrans approval was received on January 30, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

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

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

Revision 2019-30 is an administrative modification that revises 56 projects with a net funding increase of $53 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 1, 2020. Among other changes, this revision:

- Updates the funding plans of 17 Transit Capital Priorities funded projects to reflect the latest programming decisions;
- Updates the funding plans of 18 projects to reflect the recent adoption of the 2020 State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC);
- Combines the ongoing funds for five transit operating project listings and four transit preventive maintenance project listings into two new grouped listings; and
- Updates the funding plans and back-up listings for four existing grouped listings to reflect the latest information from Caltrans including the addition of $41.8 million in State Highway Operation and Protection Program (SHOPP) funding and $3.4 million in Section 130 Railroad-Highway Crossing Program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $4 million in STIP funds, $41.8 million in SHOPP funds, and $3.4 million in Section 130 Railroad-Highway Crossing Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-30, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-31 is an amendment that revises three projects with a net funding increase of approximately $6.5 million. The revision was referred by the Programming and Allocations Committee on February 12, 2020, and approved by the MTC Commission on February 26, 2020. Caltrans approval was received on March 18, 2020, and final federal approval was received on April 2, 2020. Among other changes, this revision:

- Amends SolTrans's Electric Bus Charging Infrastructure project into the TIP to reflect the award of $1.8 million in FTA Bus and Bus Facilities Program funds;
- Updates the scope and funding of the City of Concord's Willow Pass Road Repaving and Safe Routes to Schools Improvements project; and
- Archives one completed project.

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

Revision 2019-32 is a pending administrative modification.

Revision 2019-33 is an amendment that revises 12 projects with a net funding increase of approximately $4.1 million. The revision was referred by the Programming and Allocations Committee on March 11, 2020, and approved by the MTC Commission on March 25, 2020. Caltrans approval was received on April 2, 2020, and final federal approval is expected in mid-May 2020. Among other changes, this revision:

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

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

Revision 2019-34 is a pending administrative modification.

Revision 2019-35 is an amendment that revises the I-680 Express Lane Gap Closure Project in Alameda County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately $86 million. The revision was approved by the MTC Commission on May 27, 2020. Caltrans and final federal approval are expected shortly after. Changes made with this revision do not conflict with the financial constraint requirements. The revision of this project to the 2019 TIP requires a new Transportation-Air Quality Conformity Analysis on the Amended Plan Bay Area 2040 and the Amended 2019 TIP. In accordance with MTC's public participation plan, this amendment and conformity analysis were released for public review on March 26, 2020 and the public review period ended on April 24, 2020.

Revision 2019-36 is an amendment that revises 29 projects with a net funding increase of approximately $350 million. The revision was approved by the MTC Commission on May 27,

2020. Caltrans approval is expected in late June 2020, and final federal approval is expected in mid-July 2020. Among other changes, this revision:

- Amends two new projects into the TIP and updates six other projects to reflect the recent adoption of the 2020 State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC);
- Amends the Santa Clara Valley Transportation Authority's (VTA's) "Not on Transit" Program into the TIP to reflect the award of $350,000 in Federal Transit Administration (FTA) Human Trafficking Awareness and Public Safety Initiative Grant funds. This program aims to train employees and raise passenger awareness to recognize and report human trafficking activities on transit;
- Updates the funding plans of six projects, amends one new project into the TIP and deletes an existing project to reflect changes in the Transit Capital Priorities (TCP) Program;
- Amends four other new exempt, individually-listed projects and one new grouped listing, totaling $103 million, into the TIP; and
- Archives five projects as they have been completed or all federal funds for the project have been obligated.

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

Revision 2019-37 is a pending administrative modification.

Revision 2019-38 is an amendment that revises 32 projects with a net funding increase of approximately $787 million. The revision was referred by the Programming and Allocations Committee on June 10, 2020, and approved by the MTC Commission on June 24, 2020. Caltrans approval is expected in late July 2020, and final federal approval is expected in mid-August 2020. Among other changes, this revision:

- Adds 26 new projects to the TIP to reflect the programming of Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to the region's transit operators;
- Adds three new projects to the TIP to reflect the funding available through the Transit Capital Priorities (TCP) Program; and
- Updates the funding plan of one project and deletes one project to reflect the latest programming decisions in the North Bay Priority Conservation (PCA) Area Grant Program.

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

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0815	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	5/11/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution No. 4381, Revised. An allocation of $1.7 million in FY2019-20 State Transit Assistance funds to SMART to support transit operations.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2h - 20-0815 ResoNo 4381 SMART Allocation.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4381, Revised. An allocation of $1.7 million in FY2019-20 State Transit Assistance funds to SMART to support transit operations.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2h - 20-0815**

MTC Resolution No. 4381, Revised

Subject: Allocation of $1.7 million in State Transit Assistance (STA) funds to SMART in FY 2019-20 to support transit operations

Background: As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the allocation of STA funds. STA funds are derived from a sales tax on diesel. In the Governor's May Budget Revision, STA revenue is now projected to be 2.5 percent lower in FY 2019-20. This $1.7 million allocation will support their transit operations and has been adjusted to reflect the State's revised estimate.

SMART's total revised operating budget for FY 2019-20 is expected to be $41.9 million, with an additional $16.8 million for debt service. SMART will be allocated a total of $2.2 million in STA, or five percent of their operating budget. The allocation of the remaining funds will be made through the Executive Director's Delegation of Authority.

SMART received $10.4 million in the first distribution of federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds. Any remaining deficit in their FY 2019-20 operating budget will be covered with reserves.

Issues: None

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

Attachments: MTC Resolution No. 4381, Revised
- Attachment A, List of Allocations

Therese W. McMillan

Date:	June 26, 2019	
W.I.:	1514	
Referred by:	PAC	
Revised:	07/24/19-C	09/25/19-C
	11/20/19-C	12/18/19-C
	01/22/20-C	01/22/20-DA
	03/25/20-C	04/22/20-DA
	05/27/20-C	06/24/20-C

ABSTRACT

Resolution No. 4381, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2019-20.

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

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

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

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

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

On January 22, 2020, Attachment A was revised to allocate funds to the Bay Area Rapid Transit District (BART) and rescind funds from VTA. The resolution was further revised by Delegated Authority on January 22, 2020 to rescind Revenue-based funds from SamTrans and SFMTA due to a reduction of estimated funds.

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

On April 22, 2020, Attachment A was revised to rescind funds from Solano Transportation Authority and Soltrans.

On May 27, 2020, Attachment A was revised to allocate funds to AC Transit.

On June 24, 2020, Attachment A was revised to allocate funds to SMART.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, July 10, 2019, September 4, 2019, November 13, 2019, December 11, 2019, January 8, 2020, March 11, 2020, May 13, 2020, and June 10, 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4381

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty

Scott Haggerty, Chair

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

Date: June 26, 2019
Referred by: PAC
Revised: 07/24/19-C 09/25/19-C
11/20/19-C 12/18/19-C
01/22/20-C 01/22/20-DA
03/25/20-C 04/22/20-DA
05/27/20-C 06/24/20-C

Attachment A
MTC Resolution No. 4381

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
Soltrans	Transit Operations	1,057,109	16	09/25/19	Solano County
Soltrans	Transit Operations	(498,977)	16	04/22/20	Solano County
	Subtotal	**558,132**			
5820 - 6730A Operations - Population-based Lifeline					
AC Transit	Cycle 5: Preserve service in CoC	1,109,174	05	07/24/19	Alameda County
	Subtotal	**1,109,174**			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	32,900,898	01	06/26/19	VTA
AC Transit	Transit Operations	20,253,875	06	07/24/19	AC Transit
WCCTA	Transit Operations	2,601,185	07	07/24/19	BART
SFMTA	Transit Operations	64,970,651	08	07/24/19	SFMTA
ECCTA	Transit Operations	2,802,042	09	07/24/19	BART
GGBHTD	Transit Operations	8,291,789	17	09/25/19	GGBHTD
SamTrans	Transit Operations	9,149,033	23	12/18/19	SamTrans
SamTrans	Transit Operations	5,327,497	24	12/18/19	Caltrain
BART	Transit Operations	33,543,538	25	01/22/20	BART
VTA	Transit Operations	(9,666,856)	01	01/22/20	VTA
SFMTA	Transit Operations	(1,343,127)	08	01/22/20-DA	SFMTA
SamTrans	Transit Operations	(667,724)	24	01/22/20-DA	Caltrain
AC Transit	Transit Operations	4,095,985	06	05/27/20	AC Transit
SMART	Transit Operations	1,671,319	30	06/24/20	SMART
	Subtotal	**173,930,105**			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	7,100,000	02	06/26/19	MTC
MTC	Clipper Operations	600,000	02	03/25/20	MTC
MTC	Means-based Fare Pilot	1,500,000	29	03/25/20	Means-based
	Subtotal	**9,200,000**			

5820 - 6730A Operating Costs - County Block Grant

CCCTA	Transit Operations	5,513,876	03	06/26/19	Contra Costa County
AC Transit	Transit Operations	5,331,184	10	07/24/19	Alameda County
AC Transit	Transit Operations	1,517,019	11	07/24/19	Contra Costa County
LAVTA	Transit Operations	1,834,900	12	07/24/19	Alameda County
Sonoma County	Transit Operations	2,133,337	13	07/24/19	Sonoma County
ECCTA	Transit Operations	3,167,597	14	07/24/19	Contra Costa County
SFMTA	Transit Operations	1,603,814	15	07/24/19	San Francisco County
NVTA	Transit Operations	1,928,357	18	09/25/19	Napa County
CCCTA	Transit Operations	(533,329)	03	11/20/19	Contra Costa County
AC Transit	Transit Operations	13,209	10	11/20/19	Alameda County
AC Transit	Transit Operations	3,387	11	11/20/19	Contra Costa County
LAVTA	Transit Operations	4,391	12	11/20/19	Alameda County
Sonoma County	Transit Operations	387,964	13	11/20/19	Sonoma County
ECCTA	Transit Operations	7,071	14	11/20/19	Contra Costa County
Marin Transit	Transit Operations	1,045,059	20	11/20/19	Marin County
GGBHTD	Transit Operations	1,559,474	21	11/20/19	Marin County
Santa Rosa	Transit Operations	2,102,652	22	11/20/19	Sonoma County
BART	Elevator Attendant Program	1,300,000	27	01/22/20	San Francisco County
	Subtotal	**28,919,962**			

5822 - 6731C Paratransit - Operating - County Block Grant

VTA	Transit Operations	7,414,416	04	06/26/19	Santa Clara County
VTA	Transit Operations	(600,000)	04	11/20/19	Santa Clara County
SamTrans	Transit Operations	1,407,983	28	12/18/19	San Mateo County
	Subtotal	**6,814,416**			

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

Solano TA	Planning and Admin	1,461,293	19	09/25/19	Solano County
Solano TA	Planning and Admin	(920,406)	19	04/22/20	Solano County
	Subtotal	**540,887**			

5821 - 6730B Capital Costs - Revenue-based

SamTrans	Transit Capital	4,477,945	26	12/18/19	Caltrain
	Subtotal	**4,477,945**			

TOTAL 225,550,621

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0754	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	4/30/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution No. 4419. Adoption of the FY 2020-21 Regional State Transit Assistance (STA) Program				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2i - 20-0754 ResoNo 4419 STA Regional Coordination Program.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4419. Adoption of the FY 2020-21 Regional State Transit Assistance (STA) Program

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2i - 20-0754**

MTC Resolution No. 4419

Subject: Adoption of the FY2020-21 State Transit Assistance (STA) Regional Coordination Program

Background: As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the programming and allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has discretion over the programming of population-based funds and MTC Resolution No. 4321 establishes the framework (70% by County Block Grant formula, 30% to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund) for the apportionment of these funds. This item presents the proposed program for the 30 percent of these funds apportioned to support regional programs. Staff annually presents a program of projects to the Commission for the use of these funds.

The Governor's May Budget revision reduced the estimated STA revenue for FY 2020-21 by 40 percent. As a result, only $12.1 million in revenue is now estimated instead of $20 million. STA revenue has always been volatile since it is tied to the price of diesel fuel, so staff has traditionally taken a conservative approach to programming funds and has maintained healthy reserves. The program is expected to have approximately $10 million in reserve to start FY 2020-21. However, with $15.2 million in programming proposed, $3.1 million of reserve will be needed leaving only $6.5 million in reserve.

On a positive note, federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funding directed to MTC, has made it possible to fund the STA Regional Coordination Program despite the 40 percent reduction in STA funding anticipated for FY 2020-21. CARES Act funding of $7.8 million is expected to help fund Clipper operations, the Means-based Fare Discount Pilot, modernization of the Regional Transit Connection Senior/Disabled Card Program, and COVID-19 recovery planning efforts.

The proposed STA Regional Coordination Program of projects for FY 2020-21 includes:

- Clipper® operations for $5.8 million;
- Regional Means-based Fare Discount Pilot Program for $8 million; and
- Other regional transit efforts such as 511 Transit, Transit Hub Signage, and the Coordinated Plan project for $1.4 million.

Attachment A to MTC Resolution No. 4419 summarizes the program of projects proposed for FY 2020-21. Attachment B provides more detailed information about each of these projects.

Issues: Should STA revenue stay suppressed, there will be insufficient funds to sustain the projected funding needs for the regional program, namely the funding needed for Clipper operations and the Means-based Fare Program after FY 2021-22.

Recommendation: Refer MTC Resolution No. 4419 to the Commission for approval.

Attachments: MTC Resolution No. 4419
- Attachment A, STA Regional Coordination Program Summary
- Attachment B, STA Regional Coordination Program: Project Descriptions

Therese W. McMillan

Date: June 24, 2020
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

ABSTRACT

Resolution No. 4419

This resolution establishes the FY 2020-2021 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

- Attachment A, STA Regional Coordination Program Summary
- Attachment B, STA Regional Coordination Program: Project Descriptions

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2020.

Date: June 24, 2020
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

RE: FY 2020-21 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4419

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

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

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

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

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

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

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

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY 2020-21 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

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

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

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

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to $200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Scott Haggerty, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting
of the Commission held in San Francisco,
California and at other remote locations,
on June 24, 2020.

Date: June 24, 2020
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

STA Regional Coordination Program Summary
FY 2020-21

Estimate New Revenue for FY 2020-21[1]		**$ 12,096,930**
Carryover Balance[2]		$ 14,148,244
Remaining Commitments from previous programs		$ (3,800,000)
Additional Programming in FY 2019-20 after Fund Estimate		$ (675,000)
Project Name	**Claimant**	**Amount**
Clipper®	MTC	$ 5,800,000
Clipper®	GGBHTD	$ 10,000
Means-based Fare Pilot Program[3]	MTC	$ 8,000,000
Transit Hub Signage	AC Transit	$ 281,000
Transit Hub Signage	MTC	$ 25,000
511 Transit	MTC	$ 120,000
Regional Paratransit Program	CCCTA	$ 75,000
Intelligent Transportation System Architecture	MTC	$ 100,000
Transit Project Support	MTC	$ 350,000
Coordinated Plan	MTC	$ 200,000
Financial Reports	MTC	$ 25,000
Transit Projects Contingency	MTC	$ 200,000
	Total	**$ 15,186,000**
	Estimated Funds Remaining	$ 6,584,174

Notes:

1. This amount is based on the Governor's May revised budget and is $8 M less than estimated in the Feburary FY 2020-21 Fund Estimate, Resolution No. 4402.

2. The carryover amount is based on information from the February FY 2020-21 Fund Estimate and includes a -$515,000 adjustment to the the FY2019-20 estimated revenue based on the Governor's May 2020 Revised budget.

3. After funds are programmed to the Means-based Fare Pilot Program, they are transferred to a separate account. That account is estimated to have a total of $27,041,723 after this transfer.

STA Regional Coordination Program: Project Descriptions
FY 2020-21

The State Transit Assistance (STA) Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY 2020-21 STA Regional Coordination Program is approximately $15.2 million and generally focuses on operating Clipper® ($6 million), with $1.4 million programmed to implement other MTC regional transit projects such as 511 Transit, and Regional Wayfinding consistent with the Commission's Plan Bay Area and other regional planning documents. Of the total program, $8 million is for the Means-based Transit Fare Pilot Project. Use of the STA funds by MTC is further subject to MTC's budget and project approval processes. More detail about the specific projects and the amount of STA funds programmed to each follows.

Clipper®
Programmed to MTC: $5,800,000
Programmed to GGBHTD: $ 10,000
Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® may be used on most transit systems in the San Francisco Bay Area. MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In FY 2020-21, $5.8 million of STA will support the estimated $36 million total operating budget. GGBHTD is programmed $10,000 for their assistance in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program to reallocate in future years.

Regional Means-based Fare Discount Pilot Program
Programmed to MTC: $8,000,000
In accordance with MTC Resolution 4321, Revised, approximately $8 million per year is programmed for the administrative costs as well as to help offset transit fare revenue loss of the Means-based Fare Program. Unspent funds are transferred to a separate account and held in reserve to be used toward future costs of the program.

Transit Hub Signage
Programmed to AC Transit: $281,000
Programmed to MTC: $ 25,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs. MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region. The agreement with AC Transit documents the scope of work

in exchange for the direct allocation of STA funds. The agreement extends through FY 2021-22 and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to Commission programming and allocation actions.

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

511 Transit
Programmed to MTC: $120,000
STA funds will be used to supplement the funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners.

Regional Paratransit Program
Programmed to CCCTA: $75,000
STA funds will support the 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

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

The lead agency will provide progress reports summarizing work performed.

Intelligent Transportation System (ITS) Architecture
Programmed to MTC: $100,000
The Bay Area ITS Architecture is a blueprint for integrating and coordinating various technologies, known as ITS. The purpose of the architecture is to accurately represent the region's existing and future use of information, technology, and automated systems to improve the safety and efficiency for travelers and agencies providing transportation services across all modes. MTC plans to update the ITS Architecture and STA funds will help support that effort.

Transit Project Support
Programmed to MTC: $350,000
Funds will be used to support transit projects including the Transit Recovery Blue Ribbon Task Force, the Fare Integration Study or other transit-related efforts.

Coordinated Plan
Programmed to MTC: $200,000
The (Coordinated Public Transit-Human Services Transportation Plan) Coordinated Plan is a federal requirement. The plan aims to improve coordination among transit agencies and other transportation providers to better meet the needs of seniors, people with disabilities, and low-income residents. The Coordinated Plan identifies transportation gaps faced by transportation-disadvantaged populations, establishes priorities for funding decisions, and focuses on a broad range of mobility services to improve coordination among public transit agencies and human services transportation providers. The most recent plan was adopted in 2018 and the plan should be updated every four years.

Financial Reports
Programmed to MTC: $25,000
The migration of financial information to an updated version of the software and new user interface provides the opportunity to create and send reports that transit partners have been requesting. This funding will help support development of these reports.

Transit Project Contingency
Programmed to MTC: $200,000
These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional transit projects such as Clipper®, 511 Transit, Regional Transit Mapping, and transit planning. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.

Regional Transit Mapping
Programmed to MTC: $0
The Regional Transit Mapping and Wayfinding project is an effort to develop signage standards and prototypes to make it easier for travelers to navigate and explore the Bay Area using public transit. Staff continues to work on options to advance the project and expects to present those ideas to the Commission in early 2021. The project has carryover programming built-up of $840,000 from the last three years since it has also received RM2 marketing funds. Should these funds not be needed, they will be returned to the regional program.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0758	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	4/30/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution No. 4426. An allocation of FY 2020-21 Transportation Development Act (TDA) Planning and Administration funds to MTC and the nine counties.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2j - 20-0758 ResoNo 4426 TDA Allocation.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4426. An allocation of FY 2020-21 Transportation Development Act (TDA) Planning and Administration funds to MTC and the nine counties.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2j 20-0758**

MTC Resolution No. 4426

Subject: Allocation of FY 2020-21 Transportation Development Act (TDA) funds to County Controllers for TDA administration and to MTC for TDA administration and planning.

Background: TDA funds are derived from a ¼ cent sales tax and staff is currently projecting that these revenues will be down 25% next year as a result of the COVID-19 pandemic. These funds are an important source of funding for the MTC operating budget.

Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and all nine Bay Area counties for the administration of the Transportation Development Act. PUC Section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes. As allowed by statute, it is MTC policy that one-half of one percent of the TDA funds generated be allocated to both the Counties and to MTC for administration of the Act, and that three percent of the funds generated be allocated to MTC for planning purposes.

Based on the current adopted FY 2020-21 Fund Estimate and the projected drop in revenue, the estimated allocation to the county auditors is approximately $2.2 million and the amount to MTC is approximately $11.5 million.

Issues: None

Recommendation: Refer MTC Resolution No. 4426 to the Commission for approval.

Attachments: MTC Resolution No. 4426

Therese W. McMillan

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4426

This resolution approves an allocation of FY 2020-21 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2020.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2020-21.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4426

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2020-21; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2020-21; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2020-21, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2020-21, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2020-21.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Scott Haggerty, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California and at other
remote locations, on June 24, 2020.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0736	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	4/28/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	Transit Performance Initiative - Investment Program: Semi-Annual Report				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2k - 20-0736 TPI Investment Update.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Transit Performance Initiative - Investment Program: Semi-Annual Report

Presenter:
Anne Spevack

Recommended Action:
Information

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 2k - 20-0736**

Transit Performance Initiative – Investment Program Semi-Annual Update

Subject: Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program

Background: The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, $95.7 million has been programmed to 34 projects, and 14 of these have been completed or are substantially completed.

The first four rounds of the TPI program were funded by federal Cycle 2 STP/CMAQ funds. In May 2016, the Commission committed one-third of the region's annual population-based Low Carbon Transit Operations Program (LCTOP) funds to augment the TPI program, subject to the region's Cap and Trade Framework in MTC Resolution No. 4130, Revised. The FY2017-18 and FY2018-19 LCTOP funds were programmed to AC Transit, SFMTA, and VTA projects to fulfill minimum set asides identified in the Cap and Trade Framework.

MTC held an open call for projects for the FY2019-20 LCTOP TPI funds. Awards were made at the March 25, 2020 Commission meeting. TPI projects awarded this year will begin reporting during the next semi-annual report period.

The COVID-19 crisis has caused delays on some projects due to communication difficulties and suspended construction activities, but a majority of projects have been able to continue with minimal disruptions. The situation continues to evolve and operators are still determining the full extent of impacts due to the crisis.

This program update covers the period from December 2019 through April 2020. Please refer to attachments A and B for further information.

Issues: None

Recommendation: Receive the TPI Investment Program Semi-Annual Report as an information item

Attachments: Attachment A: Summary of TPI Investment Program Projects by Round
Attachment B: TPI Investment Program Project Updates Presentation Slides

Therese W. McMillan

Summary of Transit Performance Initiative - Investment Program Projects by Round
($ in millions)

1st Round (Approved May 2012)

Agency	Project	TPI Award ($ millions)
AC Transit	Line 51 Corridor Delay Reduction & Sustainability Project ***Complete***	$10.5
San Francisco Municipal Transportation Authority (SFMTA)	Mission Customer First ***Substantially Complete***	$7.0
	N-Judah Customer First ***Substantially Complete***	$3.8
	Bus Stop Consolidation and Roadway Modification (9-San Bruno)* ***Complete***	$4.1
Santa Clara Valley Transportation Authority (SCVTA)	Light Rail Transit Signal Priority Improvements	$1.6
	Stevens Creek — Limited 323 Transit Signal Priority ***Complete***	$0.7
Total		$27.7

*Scope determined Sept. 2014. Project is reporting with Round 2 projects

2nd Round (Approved September 2014)

Agency	Project	TPI Award ($ millions)
Various – Small Operators	Clipper Phase 3 Implementation ***Complete***	$8.0
SCVTA	Mountain View Double Track Improvements – Phase 1 ***Complete***	$8.0
City of Dublin/ Livermore Amador Valley Transit Authority (LAVTA)	Dublin Boulevard Transit Performance Initiative ***Complete***	$1.0
AC Transit	South Alameda County Major Corridors Travel Time Improvement ***Complete***	$5.0
SFMTA*	Colored Lanes on MTA Rapid Network	$1.0
	Geary BRT Phase 1	$4.0
Total		$27.0

*In January 2017, MTC approved reprogramming $4 million from the SFMTA Round 2 Colored Lanes and Muni Forward projects to Geary BRT Phase 1, which was also awarded TPI Round 3 funds.

3rd Round (Approved January 2017)

Agency	Project	TPI Amount ($ millions)
Various	Bay Bridge Forward	$10.0
SFMTA	Geary BRT Phase 1	$5.6
SamTrans	Traffic Signal Priority on El Camino Real	$3.5
BART	Train Seat Modification Project ***Complete***	$1.5
AC Transit*	San Pablo and Telegraph Rapid Bus Upgrades Project	$5.0
SCVTA	Santa Clara Light Rail Crossovers and Switches**	$0.5
Total		$26.1

*AC Transit received a total of $5M in combined federal STP/CMAQ funds and state Cap and Trade LCTOP funds.
**In January 2019, MTC approved reprogramming $0.5 million from the SCVTA Round 3 Pocket Track Light Rail Interlocking Project to the SCVTA Light Rail Crossovers and Switches project

4th Round - North Bay (Approved July 2017)

County	Project	TPI Amount ($ millions)
Marin	Novato Downtown SMART Station	$0.5
Sonoma	Santa Rosa CityBus New Transit System Optimization	$0.4
Napa	NVTA Imola Ave and SR-29 Express Bus Improvements	$0.4
Solano	SolanoExpress Fairgrounds Drive/SR-37 Bus Stop ***Complete***	$1.0
Total		$2.3

Summary of Transit Performance Initiative - Investment Program Projects by Round
($ in millions)

Low Carbon Transit Operations Program FY 2017-18 (Approved March 2018)

Agency	Project	TPI Amount ($ millions)
SFMTA	Mission Bay Loop ***Substantially Complete***	$1.4
SCVTA	North First Street Light Rail Speed and Safety Improvements Project - Phase 1	$0.9
AC Transit	San Leandro BART -- Transit Access Improvements	$0.6
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project ***Complete***	$0.2
Total		$3.1

Low Carbon Transit Operations Program FY 2018-19 (Approved April 2019)

Agency	Project	TPI Amount ($ millions)
SFMTA	West Portal Optimization and Crossover Activation	$2.2
SCVTA	2021 Zero Emission Bus Procurement*	$1.3
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	$1.2
Total		$4.7

*This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA is expected to commit a like amount of a local funds to a TPI project. Staff will follow up on this commitment through semi-annual TPI updates to the Commission.

Low Carbon Transit Operations Program FY 2019-20 (Approved March 2020)

Agency	Project	TPI Amount ($ millions)
NVTA	Imola Park and Ride and Express Bus Stop Improvements	$1.1
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity	$0.3
SFMTA	27 Bryant Tenderloin Transit Reliability Project	$3.3
Total		$4.7

TPI Program Grand Total	**$95.7**

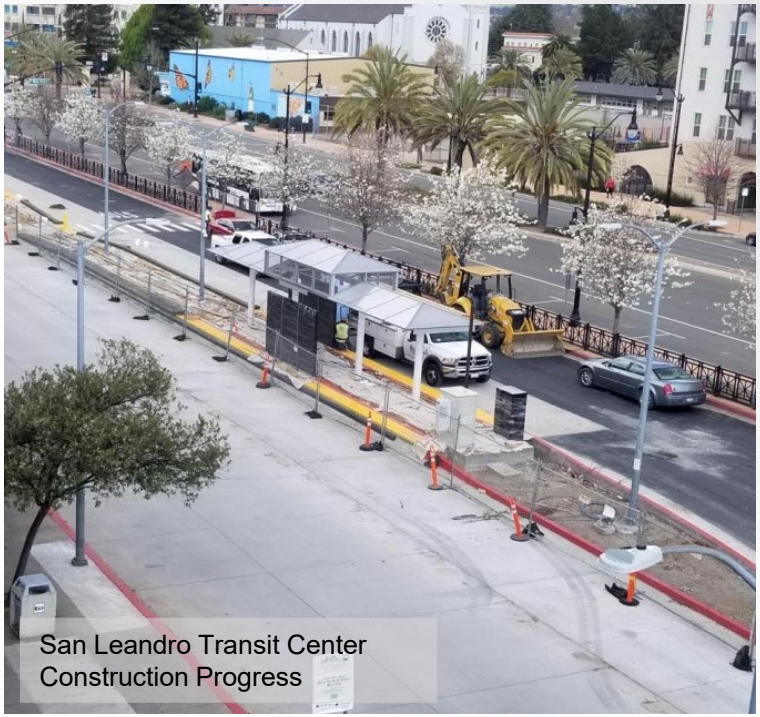
Agenda Item 2k – Attachment B
Programming & Allocations Committee
June 10, 2020

Transit Performance Initiative – Investment Program Project Updates

N-Judah Colored Lanes

TPI Investment Program Summary

- $96 million distributed since 2012 (federal STP/CMAQ funds and Cap and Trade LCTOP program).
- 3 projects (totaling $5 million) added to program in March 2020 via LCTOP, will start reporting next round
- 14 projects have been completed or substantially completed.
- Remaining Round 1 & 2 projects in construction, other projects either in design or under construction.
- Some projects suspended due to COVID-19 shelter-in-place effects, others continuing with minimal delays.


San Leandro Transit Center
Construction Progress

TPI Investment Projects

SFMTA	**TPI Award** ($ millions)
Mission Customer First ***Substantially Complete***	$5.4
N-Judah Customer First ***Substantially Complete***	$2.4
Bus Stop Consolidation and Roadway Modification (9-San Bruno) ***Complete***	$4.1
Colored Lanes on MTA Rapid Network	$4.0
Geary BRT Phase 1	$9.6
Mission Bay Loop ***Substantially Complete***	$1.4
West Portal Optimization and Crossover Activation	$2.2
27-Bryant Tenderloin Transit Reliability Project	$3.3
Total SFMTA	**$32.5**

TPI Investment Projects – cont'd

AC Transit	TPI Award ($ millions)
Line 51 Corridor Delay Reduction & Sustainability Project ***Complete***	$10.5
South Alameda County Major Corridors Travel Time Improvement ***Complete***	$5.2
San Pablo and Telegraph Rapid Bus Upgrades Project	$5.0
San Leandro BART -- Transit Access Improvements	$0.6
Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	$1.2
Subtotal AC Transit Awards	**$22.5**
Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP)	$10.0
Total AC Transit	**$32.5**
VTA	**TPI Award** ($ millions)
Light Rail Transit Signal Priority Improvements	$1.6
Stevens Creek — Limited 323 Transit Signal Priority ***Complete***	$0.7
Mountain View Double Track Improvements – Phase 1 ***Complete***	$8.0
Santa Clara Light Rail Crossovers and Switches	$0.5
North First Street Light Rail Speed and Safety Improvements Project - Phase 1	$0.9
2021 Zero Emission Bus Procurement* (To be substituted with alternate project)	$1.3
Total VTA	**$13.0**

*This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA is expected to commit a like amount of a local funds to a TPI project. Staff will follow up on this commitment through semi-annual TPI updates to the Commission.

TPI Investment Projects – cont'd

Other Operators/Projects	TPI Award ($ millions)
LAVTA/Dublin — Dublin Boulevard Transit Performance Initiative ***Complete***	$1.0
SamTrans — Traffic Signal Priority on El Camino Real	$3.5
BART — Train Seat Modification Project ***Complete***	$1.5
Novato — Downtown SMART Station	$0.5
Santa Rosa CityBus — New Transit System Optimization	$0.4
NVTA — Imola Ave and SR-29 Express Bus Improvements	$1.5
SolanoExpress — Fairgrounds Drive/SR-37 Bus Stop ***Complete***	$1.0
Clipper — Phase 3 Implementation ***Complete***	$8.0
Tri-Delta Transit — Wi-Fi for Bus and Paratransit Rider Connectivity	$0.3
Total Other	**$17.7**

1st Round Project Updates

14-Mission

- Installation of info panels complete
- Stop branding installation delayed due to COVID-19, but expected by the end of 2020
- Bus branding design issues remain, assigning new project manager to resolve and implement

N-Judah

- TSP, lane colorization, camera elements complete
- Stop branding installation delayed due to COVID-19, but expected by the end of 2020

14-Mission Next Muni sign

Light Rail TSP

- Equipment has been manufactured and shipped
- Pilot intersection installation and testing has been successfully completed in Sunnyvale
- Agreements with Cities of Santa Clara and San José for local implementation of TSP delayed.
  - Santa Clara agreement is under review
  - San José agreement has been held up over technology issue, but VTA has recently resolved this issue, clearing the way for the agreement to be completed

2nd Round Project Updates

Geary Rapid Project Phase 1

- Initial implementation resulted in 1-2 minutes of peak hour transit travel time savings
- All four construction contracts underway; recently began installing pedestrian bulb-outs
- Construction continuing during shelter-in-place
- Transit lane colorization to occur after repaving

Colored Lanes on Rapid Network

- Fremont St, Clay St, and additional lanes near Transbay Terminal completed
- Colored lane installation suspended during shelter in place, planned schedule dependent on resuming construction during the summer:
  - Fourth St anticipated to be complete in Fall 2020
  - Stockton (additional scope added in 2019) expected to be complete by end of 2020
- SFMTA is planning to request a scope modification to use significant unspent balance for Mission Street bus lane colorization

Geary Pedestrian Bulb-out Installation

Colored Lane on Fremont St.

3rd Round Project Updates

samTrans

El Camino Real TSP

- Pilot installations on buses and at intersections were successful
- Installations started, but on hold during shelter-in-place
- Prior to shelter-in-place, project was ahead of schedule and under budget

Light Rail Crossovers and Switches Project

- Construction contract awarded May 2019
- Construction is underway and has continued during shelter-in-place

Bay Bridge Forward

- **West Grand TSP** – 65% design is complete; initial construction is expected to be completed by the end of 2020, with full build-out planned by June 2021.
- **Double-Decker Bus Wash –** Design of the project is complete and the construction contract has been awarded. Project completion is planned by the end of 2020.

AC Transit San Pablo/Telegraph

- Both corridors currently in design
- **Telegraph Avenue:** Outreach is shifting to online channels, likely delayed 3 months. Construction management contract expected to be awarded in Fall 2020.
- **San Pablo Avenue:** Completed 65% design and construction management expected to be awarded in May. Construction contract is expected to be advertised in Summer 2020.
- Not yet clear if budget will be affected by COVID-19 – dependent on whether construction on the project would be deemed essential

4th Round (North Bay) Project Updates

THE CITY OF NOVATO CALIFORNIA

Novato Downtown SMART Station

Phase 2 (signaling, systems, station amenities)

- Construction substantially complete, commuter train service commenced in January 2020

Phase 3 (former Depot site improvements)

- Agreement with developer/operator in-progress
- Construction planned for summer 2020, but schedule significantly impacted by COVID-19
- City is seeking additional funding to complete improvements

Novato SMART Station Construction Progress

Novato SMART Station Bike Parking

4th Round (North Bay) Project Updates

Santa Rosa CityBus New Transit System Optimization

- 4G installation and electrical work for kiosks completed
- Design work for full installation of hubs underway
- Procurement for mobile ticketing, real time signage, and transit hubs underway
- Delay in procuring mobile ticketing component exacerbated by COVID-19
- All elements expected complete by end of 2020

NVTA Imola Ave and SR-29 Express Bus Improvements

- Design, engineering, and environmental contract awarded April 2019 and expected to be complete in summer 2020
- Construction expected to break ground in June 2020
- Additional award of FY20 LCTOP funds will help cover the construction costs of the expanded scope added since the original award, which includes bus lanes, new signals, and reconstruction of the park-and-ride lot

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

San Leandro BART Transit Access Improvements

- Construction expected to be complete within 3 months
- Transit center includes a bus island equipped for 4 BRT buses and designed for 5-min BRT headways

Dumbarton IDEA

- 65% design is completed
- Design review by stakeholder agencies has been disrupted by COVID-19
- Planning to award construction management contract in May 2020 and advertise for construction contract during Summer 2020

San Leandro Transit Center Paving

North First Street Light Rail Speed and Safety Improvements

- Design ongoing, progress slowed by difficulty completing agreements

TBD project to substitute for Zero Emission Bus Purchase 2021

- Staff is working with VTA to identify project for commitment of local funds in place of ZEB project, which is not eligible for TPI

Mission Bay Loop

- Construction is nearly complete
- Completion date delayed to end of 2020

West Portal Optimization and Crossover Activation

- Construction initiated
- Expected complete in mid-2021

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	20-0737	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	4/28/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	Regional Measure 2 (RM2) Capital Program: Semi-Annual Update				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 2l - 20-0737 RM2 Capital Update.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Regional Measure 2 (RM2) Capital Program: Semi-Annual Update

Presenter:
Anne Spevack

Recommended Action:
Information

Metropolitan Transportation Commission

Programming and Allocations Committee

June 10, 2020 **Agenda Item 2l - 20-0737**

Regional Measure 2 (RM2) Capital Program: Semi-Annual Update

Subject: Semi-annual update on the Regional Measure 2 Capital Program

Background:

RM2 Capital Program

RM2 was passed by the voters in March 2004 and the Commission began allocating funds in July 2004. The attached staff presentation is the latest semi-annual report for the RM2 capital program.

Allocation/Expenditure Status

The RM2 Capital Program has a programmed amount of approximately $1.6 billion, with an additional $74 million from unneeded financing cost coverage programmed to projects by the Commission in December 2016. As of May 2020, MTC has approved just under $1.6 billion in capital allocations, of which over $1.4 billion has been expended.

Project Status

The majority of projects are completed or are on track and under construction. Highlights of this report include the construction completion and start of revenue service on the SMART Larkspur Extension, completion of the first of two new ferries for the new WETA service to Richmond, continued delivery of new BART cars, and construction progress on AC Transit East Bay Bus Rapid Transit, Caltrain Electrification, and the Bay Bridge Forward suite of improvements.

The COVID-19 crisis has slowed or suspended construction activities for many of the remaining RM2 projects, though some projects have been able to continue with minimal disruptions. The situation continues to evolve and project sponsors are still determining the full extent of impacts due to the crisis.

Staff continues to work with sponsors to move projects with remaining unallocated funds toward construction. Overall, staff continues to monitor projects to ensure continued progress.

Issues: None

Recommendation: Information

Attachments: Presentation Slides

Therese W. McMillan

Regional Measure 2 Capital Program Update

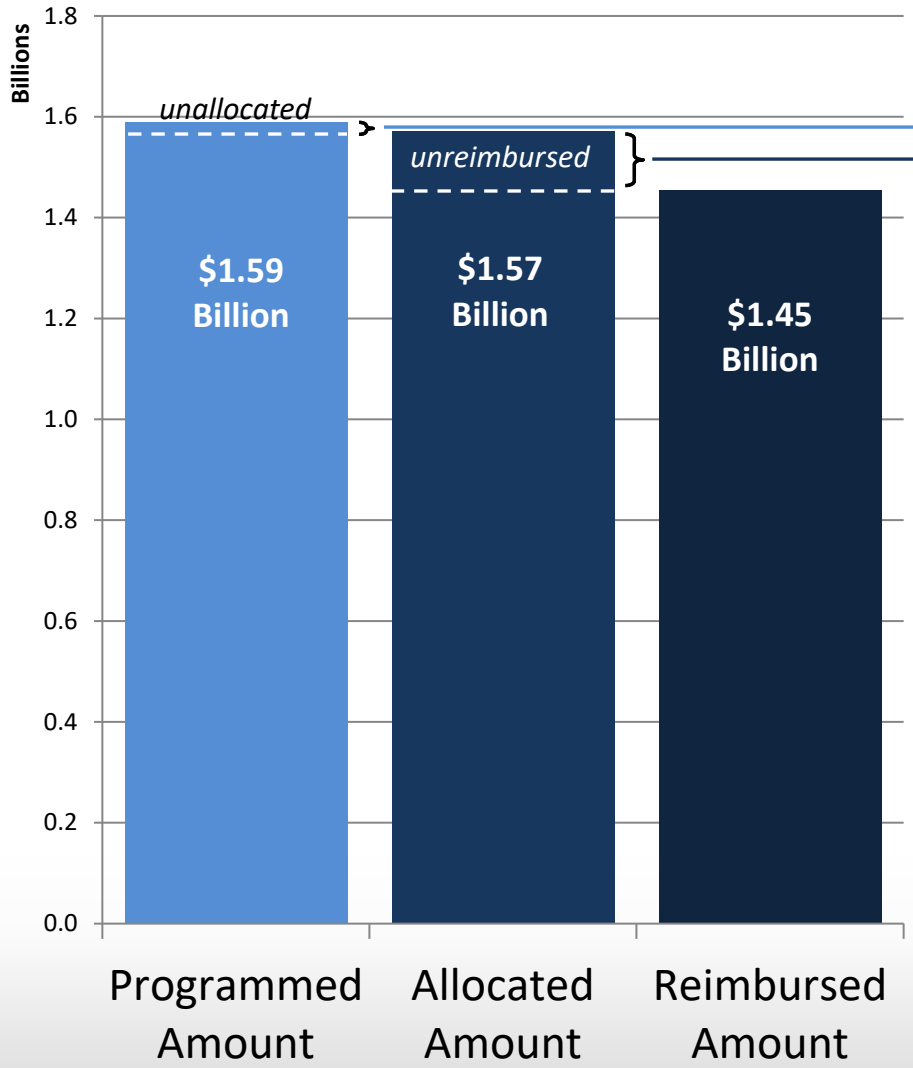
Construction progress at San Leandro Station, the East Bay BRT Southern Terminus

METROPOLITAN TRANSPORTATION COMMISSION

Programming and Allocations Committee

June 10, 2020

Capital Program Summary



The remaining $19 million not yet <u>allocated</u> includes the following projects:

- Bay Bridge Forward* ($6M)
- I-580 Transit Improvements ($5M)
- Express Bus South (Dumbarton) ($5M)
- BART/Muni Connection ($1.5M)

The $116 million not yet <u>reimbursed</u> includes these projects entering, under, or completing construction:

- BART Cars* ($40M)
- Clipper Next Generation ($13M)
- North South Greenway - Marin ($12M)
- AC Transit BRT ($7M)
- Dublin/Pleasanton Parking Garage ($7M)
- Bay Bridge Forward* ($7M)
- Regional Express Lanes ($5M)
- Richmond Parkway P&R ($3M)
- I-680 HOV Lane Connector ($3M)
- BART Extension to Warm Springs ($2M)
- Ferry Vessels incl. Richmond ($2M)
- Safe Routes to Transit projects ($2M)

*Project funding added to RM2 program in December 2016

Program Assessment

- 99% of program allocated; 92% reimbursed
- Majority of projects are completed or “On Track” and “Under Construction”
- The impact of the COVID-19 crisis on ongoing projects is not yet certain, and varies from project to project.
- MTC will continue to monitor projects to assess and minimize risks, including project delays and funding shortfalls, and to provide opportunities for meaningful scope changes.

Caltrain Electrification

- Electrification construction continues with foundation and poles
- Foundation installations occurring slower than forecasted
- Manufacturing of EMU car shells is continuing, 19 are on site for final assembly at the Salt Lake City facility
- Expected revenue service date: 2022
- Key coordination activities with CA High Speed Rail Authority continue

Electric train testing

Preparing tunnels for electrification

AC Transit East Bay BRT

- Segment A (42nd Ave to San Leandro Transit Center) construction is complete except for electronics and finishings installation prior to start of service
- Construction on Segment B (20th St & Broadway to 42nd Avenue) is nearly complete
- All 27 BRT buses delivered
- All stations are being tested for bus docking alignment, and operator training has begun
- Service opening date delayed to Summer 2020

Windscreens installed at 73rd Ave Station

Harrison St Station

SMART

Larkspur Extension

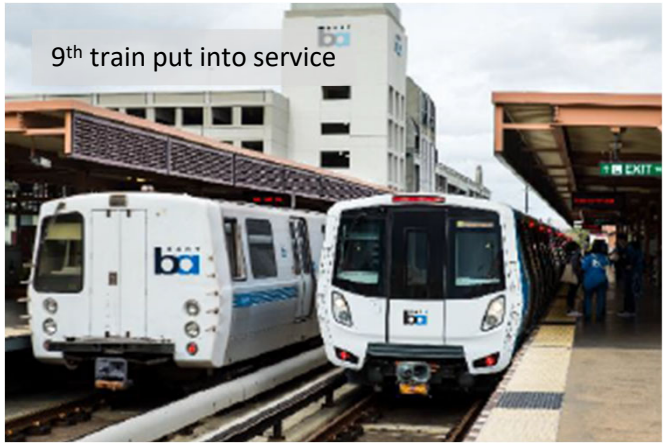
- Construction and testing completed
- Opened for revenue service in December 2019
- Full closeout is expected in the first half of 2020

Larkspur Station

Train at Larkspur Station

BART Cars

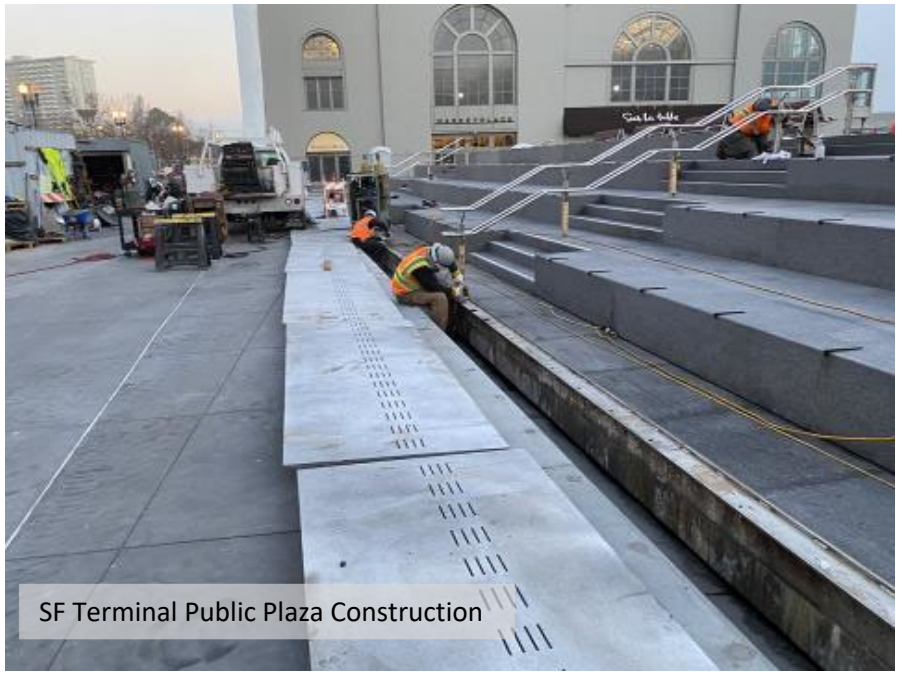
- $40 million in RM2 and $220 million in BART Exchange Account funds allocated in April 2020 to support continued assembly of cars during COVID-19
- 169 new cars received and 96 in service as of March 2020
- Car delivery continuing; approximately 10 cars/month until all 775 cars delivered under current contract with Bombardier
- Bombardier opened an assembly site in Pittsburg to assemble new rail cars locally


9th train put into service

Digital signs showing number of doors

Ferry Projects

New WETA Vessel


SF Terminal Public Plaza Construction

- **Richmond Ferry:** service began in January 2019
- Six daily Richmond-SF round trips
- First vessel entered revenue service in August 2019, the second is currently in testing

- **SF Terminal expansion**: Two new gates now open (F & G)
- Reinstallation of Gate E gangway nearly complete
- Remaining construction and planned ribbon cutting have been postponed due to COVID-19

Marin North-South Greenway Gap Closure

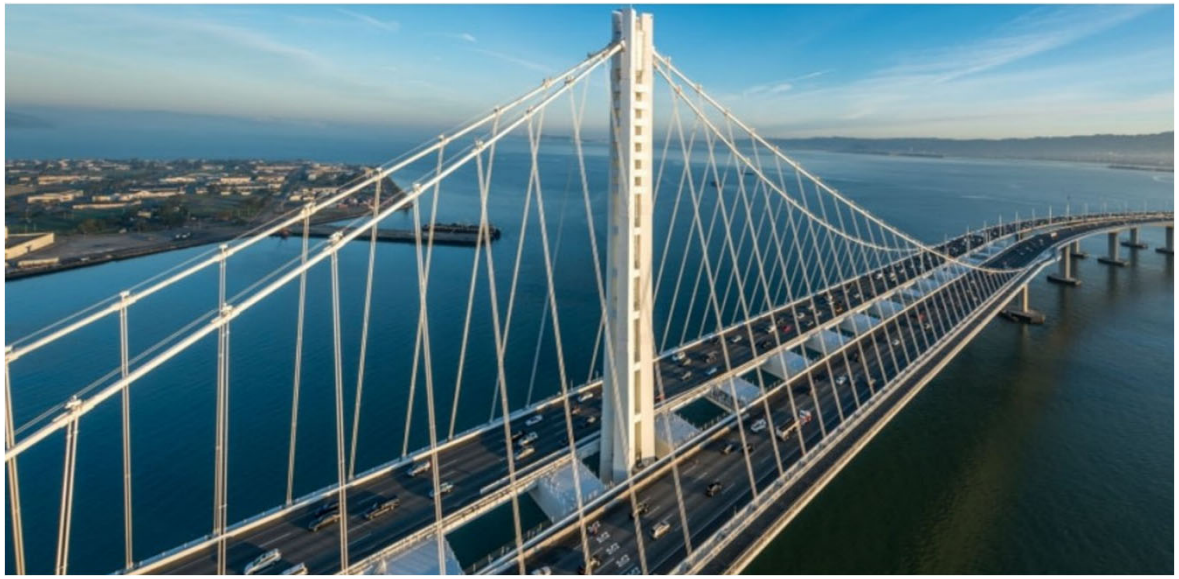
- **Northern Segment**
  - Final design nearing completion
  - Will be ready to seek construction bids in Spring 2020
  - Implementation divided between Caltrans ROW and Larkspur ROW
- **Southern Segment**
  - ROW acquisition in progress
  - Other work temporarily suspended pending right of way conflict resolution and northern segment construction bid results
  - Construction not fully funded

I-80/I-680/SR-12 Interchange – Solano County

- Initial Construction Package (WB 80 – WB 12 Connector): Open for use, closeout in progress

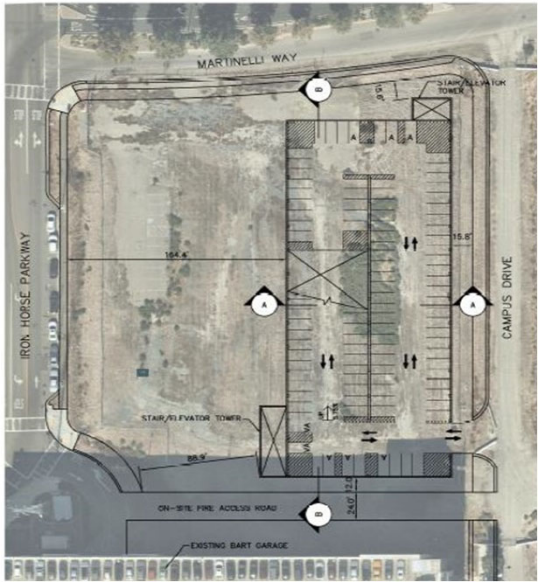
- Continued work on PS&E and ROW for subsequent construction packages
  - Package 2a: EB12 – EB 80 Connector (see below)
  - Package 2b: Red Top Road Interchange
  - Package 3: I-80/I-680 Interchange
- Package 2a Details
  - Received $53M in SB1 Trade Corridor funds in 2018
  - Expected completion in 2022
  - Construction cost increase: STA proposes transferring STIP funds to cover cost increase

Bay Bridge Forward



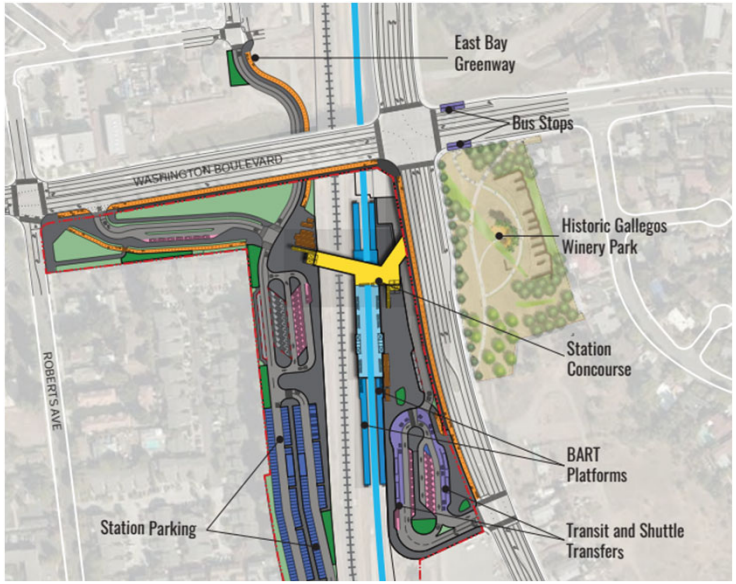
- TDM platform installation for **Flexible On-Demand Transit Pilot** is complete, currently identifying options for pilot transit service
- **Commuter Parking Initiative** new parking lots expected to open in 2020 (Oakland, Albany)
- **HOV enforcement** and **Vehicle Occupancy Detection Pilots** completed in 2018, phase 2 facing legislative challenges to implementation
- **Sterling St HOV Hours Pilot** Project has been merged with the Integrated Bridge Corridor
- Consultant has been secured for planning and project development services for the **Integrated Bridge Corridor** Project to optimize traffic management systems at bridge approaches
- Finalizing conceptual design for Phase 2 of the **West Grand HOV/Bus Only Lane**, which will extend the shoulder HOV/bus lane on the West Grand on-ramp to the frontage road

Dublin/Pleasanton Parking Garage



- New 537 space parking garage at Dublin/Pleasanton BART Station
- Environmental documentation completed and construction funding secured in 2019
- Construction scheduled to start late Sept 2020

Irvington BART Station



- Infill BART station between Fremont and Warm Springs stations
- In 2019, BART board adopted revised, scaled back station plan
- Design currently underway
- Construction expected to start in 2022, pending a full funding plan

RM2 Program - Look Forward

- Several remaining projects targeted to open in 2020 or early 2021
- Working with sponsors who have unallocated funds and/or outstanding balances
- Tracking New Starts/Small Starts projects closely
- Coordinating with other major programs and related projects, particularly SB1
- Monitoring Covid-19 impacts on projects and the region's transit systems

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	20-0806	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Committee Approval
File created:	5/6/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	Proposed Expenditure of the MTC Share of Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - CARES Act Funding Recommended expenditure plan for regional share of Federal CARES Act funding.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 3a - 20-0806 MTC CARES Act Funding.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Proposed Expenditure of the MTC Share of Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - CARES Act Funding

Recommended expenditure plan for regional share of Federal CARES Act funding.

Presenter:
Theresa Romell

Recommended Action:
Committee Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 3a - 20-0806**

Proposed Expenditure of MTC Share of CARES Act Funding

Subject: Staff will provide an overview of the proposed expenditure of the $7.8 million MTC Regional Transit Program Share of Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - CARES Act funding.

Background: At its April 22nd meeting, the Commission approved the distribution of approximately $781 million dollar in CARES Act funding to support Bay Area transit operations in response to the COVID-19 pandemic. This distribution was the first programming action taken for the $1.3 billion in CARES Act funding that has been directed to the Bay Area through supplemental apportionments of Federal Transit Administration (FTA) formula programs. The next programming action to distribute remaining CARES Act funds is tentatively scheduled to be considered at the July 2020 Programming and Allocation Committee (PAC) meeting.

One percent of funds from the initial $781 million distribution was reserved for MTC Regional Transit Programs and expenses related to support of transit recovery efforts.

Expenditure Principles

In similar fashion to the principles developed to guide the distribution of CARES Act funding for Bay Area transit operators, staff have developed principles to guide the expenditure of CARES Act funds by MTC. These principles are contained in full in **Attachment A**, and in summary include:

1. Use funds to directly support public transit operations and the public transit customer;
2. Use funds for projects and initiatives that support public transit recovery with a focus on equity and financial sustainability; and
3. Use funds to address COVID-19 related revenue shortfalls; and

Proposed Expenditure

Staff proposes to use the CARES Act funds to support five projects and initiatives. The expenditure plan can be found in detail in **Attachment B**. A summary of proposed expenditures is below:

1. Address the revenue shortfall caused by COVID-19 by replacing lost funding for Clipper Operations;
2. Provide for the upgrade of data systems used for implementation and operation of the Regional Transit Connection discount card for persons with disabilities;
3. Support the preservation and on-going operation of Vanpool services;

4. Fully preserve the planned operator subsidy for the Clipper Start Means-based Fare Discount Pilot program; and
5. Support transit recovery planning and public outreach efforts.

Issues: The next distribution of federal CARES Act funding is scheduled for July. Should MTC receive a subsequent share of CARES Act funding for regional projects and initiatives, staff will provide an amended expenditure plan to the Committee for consideration.

Recommendation: Committee approval of the MTC CARES Act Expenditure Plan.

Attachments: Attachment A –Principles for Expenditure of MTC CARES Act funds
Attachment B – MTC CARES Act Funding Expenditure Plan

Therese W. McMillan

Proposed Principles for Expenditure of MTC Share of CARES Act (H.R. 748) Supplemental Federal Transit Funds

Principles	Proposed Action
1. Use funds for operating expenditures that provide or directly support the customer and public transit services.	In addition to direct public transport by transit operators, CARES Act funds should be used to support the suite of customer-facing public transit services that MTC provides to the Bay Area including, but not limited to: • Clipper • 511/Mobility Management Services • Regional Transit Discount Card (RTC) Administration • Vanpool • Means-Based Program
2. Use funds for operating projects or initiatives that will facilitate and support transit recovery with a focus on equity and financial sustainability.	Support efforts to re-envision, reorganize, or transform the Bay Area's transit system – via greater coordination, fare integration, operations streamlining/efficiencies. Ensure that transit recovery efforts include a renewed emphasis on equity and consideration for the transit dependent.
3. Use CARES Act funds to address revenue shortfalls caused by the impacts of COVID-19.	Consistent with the intent of the CARES Act, where possible, use CARES Act funds to backfill lost revenues and eliminate the need to tap into funding reserved for future-year anticipated program needs.

Proposed Expenditure of MTC Share of CARES Act (H.R. 748)

Supplemental Federal Transit Funds

The following matrix proposes expenditure categories and funding amounts for the $7,808,416 in CARES Act funding directed to MTC.

	Expenditure Category	**Description**	**Funding Amount**
1.	Clipper Operations	Support the implementation and operation of the Region's fare payment card. CARES Act funds are needed to replace significant revenue reductions to State Transit Assistance (STA) and Regional Measure 2 funding that support the Clipper operating budget.	$4,200,000
2.	Regional Transit Connection (RTC) Card	An RTC Discount ID Card is made available to persons with qualifying disabilities and is used as proof of eligibility to receive discount fares on fixed-route public transit in the Bay Area. CARES Act funding will support the upgrade of data systems used to implement the program and the transfer of RTC operations to MTC.	$1,000,000
3.	Vanpool	CARES Act funds would provide a replacement subsidy to Commute by Enterprise to support the continued operation of 130 Vanpool vehicles that have been idled due to the COVID-19 pandemic and Shelter in Place Order. Without this funding, vehicles may be permanently taken out of service and the expense to restart operations would be prohibitive. Vanpool service is viewed to be an important part of economic and mobility recovery in the wake of the pandemic.	$ 400,000
4.	Means-based Pilot Operator Subsidy	$8 million in STA funding had been planned to be set-aside to support the 18-month Clipper Start Means-based Transit Fare Pilot, scheduled to begin in July 2020. Due to the estimated 40 percent reduction in STA funding for FY 2020-21, CARES Act funding is proposed to keep the set aside-for the pilot whole and continue the provision of operator subsidies for reduced fares at the originally planned level. For administrative ease of use, staff proposes to exchange CARES Act funds for STA Regional Coordination funds previously intended for Clipper operations, and re-direct an equal amount of those STA funds to the Means-based program.	$1,700,000
5.	Transit Recovery Planning	CARES Act funding is proposed to support efforts related to public transit recovery necessitated by the COVID-19 crisis. Activities may include planning, surveying, public outreach, public information, and other efforts to support the work of the Blue Ribbon Transit Recovery Task Force.	$ 508,416
		Total:	**$7,808,416**

Agenda Item 3a
Programming & Allocations Committee
June 10, 2020

Proposed Expenditure of MTC Regional Transit Programs Share of CARES Act Funding

Background on CARES Act Funding

- On April 22nd, Commission approved the distribution of $781 million out of $1.3 billion total in CARES Act funding for Bay Area Transit operations
- The next programming action to distribute remaining CARES Act funding is targeted for the July Programming and Allocations Committee meeting
- One percent of funds from the first distribution of CARES Act funding ($7.8 million) was reserved for MTC Regional Transit Programs and expenses related to transit recovery

Expenditure Principles for MTC Share of CARES Act Funding

Staff have developed principles to guide expenditure of CARES Act funds by MTC

1. Use funds for operating expenditures that provide or directly support the customer and public transit services
2. Use funds for operating projects or initiatives that facilitate and support transit recovery with a focus on equity and financial sustainability.
3. Use CARES Act funds to address revenue shortfalls caused by the impacts of COVID-19

Proposed Expenditure Plan for MTC Share of CARES Act Funds

Proposed categories and funding amounts for CARES Act funding directed to MTC

Expenditure Category	Description	Amount (In Millions)
Clipper Operations	Support the implementation and operation of the Region's fare payment card in light of revenue losses caused by COVID-19	$4.2
Regional Transit Connection Card	Support the upgrade of data systems for implementation of the discount program and transfer of administration to MTC	$1.0
Vanpool	Support continued operation of 130 Vanpool vehicles idled due to COVID-19 and Shelter in Place	$0.4
Means-Based Pilot	CARES Act funds will be used to keep the planned operator subsidy for the Means-Based Fare Pilot whole, despite reductions in revenue used to support the program	$1.7
Recovery Planning	CARES Act funding is proposed to support efforts related to public transit recovery necessitated by the COVID-19 crisis	$0.5
Total		**$7.8**

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	20-0642	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	4/10/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution Nos. 4378, Revised 4379, Revised, and 4428. Amendments to the Regional Measure 2 (RM2) Operating and Marketing Programs. i. Amends the FY 2019-20 RM2 Operating and Marketing Program and rescinds funds from Clipper; and ii. Adopts the FY 2020-21 RM2 Operating and Marketing Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 3b - 20-0642 - ResoNos 4378-4379-4428 RM2 Ops and Mktg Program Amendments.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution Nos. 4378, Revised 4379, Revised, and 4428. Amendments to the Regional Measure 2 (RM2) Operating and Marketing Programs.

i. Amends the FY 2019-20 RM2 Operating and Marketing Program and rescinds funds from Clipper; and
ii. Adopts the FY 2020-21 RM2 Operating and Marketing Program.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 3b - 20-0642**

MTC Resolution No. 4378, Revised 4379, Revised, and 4428

Subject: Amendments to the Regional Measure 2 (RM2) Operating and Marketing Programs:

i. Amends the FY 2019-20 RM2 Operating and Marketing Program and rescinds funds from Clipper
ii. Adopts the FY 2020-21 RM2 Operating and Marketing Program

Background: The Regional Measure 2 (RM2) Operating Program annually receives a maximum of 38 percent of the revenue generated from the $1 RM2 toll. With the prolonged shelter in place orders implemented due to the COVID-19 pandemic, traffic volumes have been significantly reduced. Toll bridge crossings have declined by approximately 50 percent on average and decreased toll revenue results in an inability to fully fund the RM2 Operating projects programmed for FY 2019-20, and an expectation of lower funding available for the FY 2020-21 Program.

FY 2019-20 RM2 Operating and Marketing Program Amendments
With revenue expected to decline 15 percent in FY 2019-20 from what was originally estimated for the current fiscal year, approximately $7 million in funding reductions are anticipated to the $49 million FY 2019-20 RM2 Operating Program. Staff proposes to make rescissions proportionately across all projects to keep the Operating Program within the mandated annual 38 percent expenditure limit [SHC Section 30915(d)]. The projected rescissions are shown in Attachment 1. Actual rescissions may be higher or lower than these estimates. MTC will officially approve rescissions by Executive Director's Delegation of Authority for all projects at the end of July or beginning of August after FY 2019-20 revenues have been confirmed. Operators have been informed to expect these rescissions.

To lessen the impact of the revenue reduction to the FY 2019-20 RM2 Operating Program, staff proposes to rescind $2 million in RM2 operating funds programmed to Clipper and provide RM2 Marketing Program funds to the project instead. RM2 Marketing funds are not subject to the same revenue limitation as the operating program. $1.8 million is proposed to be programmed to Clipper from the RM2 Marketing program rather than the full $2 million originally programmed, so that Clipper bears a proportionate share of expected revenue loss. RM2 Marketing funds are available because the Bay Area Commute Challenge Pilot program (also known as SHIFT), originally programmed to receive $2 million in RM2 Marketing funds this fiscal year, has been postponed.

Finally, the remaining $515,000 in FY 2019-20 RM2 marketing funds is proposed to be programmed to the Transbay Joint Powers Authority (TJPA) for marketing expenses related to the Salesforce Transit Center. TJPA did not receive Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - CARES Act Funding, but is also experiencing significant revenue loss.

Programming of marketing funds to TJPA will help provide them some financial relief and support for projects such as the wayfinding gap analysis.

FY 2020-21 RM2 Operating Program

Toll revenue in FY 2020-21 is expected to be 25-30 percent lower compared to FY 2018-19 receipts due to continued reduction in toll crossings stemming from the COVID-19 effects on the economy and travel behavior. To keep within the 38 percent operating expenditure limit, the FY 2020-21 RM2 operating program will be reduced by approximately $14 million, or 30 percent, as compared to the amount originally budgeted for FY 2019-20, resulting in total program funding of $34 million. As was done with the FY 2019-20 program, all projects will receive a 30 percent reduction in programming.

FY 2020-21 RM2 Marketing Assistance Program

The RM2 Marketing Assistance Program includes $4.5 million for marketing and public information of RM2 projects including:

- $2.6 million will be used by Clipper for customer service at San Francisco and Oakland locations and other customer education, communication, and outreach activities.
- $1.4 million for miscellaneous coordination efforts including fare integration, regional transit mapping and wayfinding, and 511 Real Time Transit.
- $500,000 of marketing support for AC Transit for RM2-funded service. Like last year, these funds will free up funds for AC Transit to use in support of school bus service should in-person education resume in the next school year.

Funding for the RM2 Operating and Marketing Program is included in the proposed FY2020-21 BATA budget and is subject to its approval. Allocation of the FY 2020-21 RM2 Operating funds programmed in this item are proposed in Item 3c.

Issues:

1. Staff will monitor bridge toll revenue during the upcoming fiscal year and adjust the FY 2020-21 RM2 Operating Program as needed to stay within the 38% limit. RM2 Operating funds are often advanced to operators, but advanced payment of funds will be suspended for FY 2020-21. Staff will consider requests for advances on a case-by-case basis. In addition, reimbursement of eligible costs may be limited to no more than 25% of the allocated amount per fiscal quarter.

2. In recognition of the difficulty that operators will face in meeting farebox recovery and productivity performance standards associated with RM2 Operating funding, staff proposes to waive these performance requirements from FY 2018-19 through FY 2020-21. Staff will evaluate the appropriateness of re-instating performance standards in FY 2021-22.

Recommendation: Refer MTC Resolution Nos. 4378, Revised, 4379, Revised, and 4428 to the Commission for approval.

Attachments: Attachment 1, Estimated FY 2019-20 RM2 Operating Rescissions
MTC Resolution No. 4378, Revised
- Attachment A, FY 2019-20 RM2 Operating and Marketing Program of Projects

MTC Resolution No. 4379, Revised
- Attachment A, List of FY 2019-20 RM2 Operating Allocations

MTC Resolution No. 4428
- Attachment A, FY 2020-21 RM2 Operating and Marketing Program of Projects

Therese W. McMillan

Attachment 1

RM-2 Operating Assistance Program -- Estimated FY 2019-20 Rescissions

15% Revenue loss results in approximately 11% rescission for all projects

Project #	Project Name	Sponsor	Route	FY20 Current Program	FY20 Estimated Rescission*
1	Richmond Bridge	Golden Gate Transit	Route 40	2,473,725	(265,925)
			Total	**2,473,725**	**(265,925)**
2	Napa VINE Service	NVTA	Route 29	426,400	(45,838)
			Total	**426,400**	**(45,838)**
3	Express Bus North	SolTrans	Yellow Line	762,567	(81,976)
		SolTrans	Red Line	809,741	(87,047)
		ECCTA	Route 300	531,835	(57,172)
		FAST	Blue Line	463,967	(49,876)
		FAST	Green Express	636,600	(68,435)
		Golden Gate Transit	Route 72x	101,264	(10,886)
		Golden Gate Transit	Route 101	195,339	(20,999)
		WestCat	Route JPX	249,294	(26,799)
			Total	**3,750,608**	**(403,190)**
4	Express Bus South	AC Transit	Route F	890,865	(95,768)
		AC Transit	Route LA	146,761	(15,777)
		AC Transit	Route NL/BA	2,678,379	(287,926)
		AC Transit	Route NX1	91,779	(9,866)
		AC Transit	Route NX2	88,191	(9,481)
		AC Transit	Route O	779,077	(83,751)
		AC Transit	Route P	385,034	(41,391)
		AC Transit	Corridor	311,238	(33,458)
		AC Transit	Route W	56,580	(6,082)
		CCCTA	Route 96X	145,339	(15,624)
		WestCat	Hercules LYNX/JX	919,550	(98,852)
		LAVTA	Rapid	580,836	(62,440)
			Total	**7,073,629**	**(760,415)**
5	Dumbarton Bus	AC Transit	Routes DB	1,482,828	(159,404)
		AC Transit	Route DB1	1,534,148	(164,921)
			Total	**3,016,976**	**(324,325)**
6	Ferry Service	WETA	Alameda Harbor Bay	1,448,800	(155,746)
		WETA	Alameda/Oakland	4,536,300	(487,652)
		WETA	Vallejo	7,107,800	(764,089)
		WETA	South San Francisco	2,207,100	(237,263)
		WETA	Bay Bridge Forward	1,200,000	(129,000)
			Total	**16,500,000**	**(1,773,750)**
7	Owl Service	AC Transit	Route 800	842,771	(90,598)
		AC Transit	Route 801	667,852	(71,794)
		MUNI	Route 14	187,501	(20,156)
		SamTrans	Route 397	305,876	(32,882)
			Total	**2,004,000**	**(215,430)**
8	MUNI Metro 3rd Street	SF MUNI	3rd Street extension	**2,500,000**	**(268,750)**
9	AC Transit BRT	AC Transit	Route 1/Rapid	**3,000,000**	**(322,500)**
11	WETA planning	WETA	Planning and operations	**3,000,000**	**(322,500)**
12	Clipper	MTC	Operations	**2,000,000**	**(2,000,000)**
13	Transbay Transit Center	TJPA	Terminal Operations	**3,000,000**	**(322,500)**
			Grand Total	**48,745,338**	**(7,025,124)**

*Note: Actual rescissions will be made once FY 2019-20 revenues have been confirmed.

Date:	May 22, 2019	
W.I.:	1255	
Referred by:	PAC	
Revised:	06/26/19-C	11/20/19-ED
	03/25/20-ED	06/24/20-C

ABSTRACT

Resolution No. 4378, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2019-20.

This resolution was revised on June 26, 2019 to adopt the RM2 Operating Program for FY2019-20.

This resolution was revised on November 20, 2019 by Executive Director's Administrative Authority to program RM2 marketing funds to TJPA.

Attachment A of this resolution was revised on March 25, 2020 by Executive Director's Administrative Authority to program RM2 marketing funds to MTC for the Fare Integration Project and rescind from the Regional Map and Wayfinding project.

Attachment A of this resolution was revised on June 24, 2020 to rescind programming for Clipper operating.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 8, 2019, June 12, 2019, and June 10, 2020.

Date: May 22, 2019
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2019-20 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4378

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased 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 identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2019-20, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to $200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

Date: May 22, 2019
W.I.: 1255
Referred by: PAC
Revised: 06/26/19-C 03/25/20-ED
06/24/20-C

Attachment A
MTC Resolution No. 4378

FY 2019-20 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project Name	Sponsor	Route	Programmed (notes 1,2)
Richmond Bridge Express	Golden Gate Transit	Route 40	2,473,725
		Total	**2,473,725**
Napa VINE Service	NVTA	Route 29	426,400
		Total	**426,400**
Express Bus North	SolTrans	Yellow Line	762,567
	SolTrans	Red Line	809,741
	ECCTA	Route 300	531,835
	FAST	Blue Line	463,967
	FAST	Green Express	636,600
	Golden Gate Transit	Route 72x	101,264
	Golden Gate Transit	Route 101	195,339
	WestCat	Route JPX	249,294
		Total	**3,750,608**
Express Bus South	AC Transit	Route F	890,865
	AC Transit	Route LA	146,761
	AC Transit	Route NL/BA	2,678,379
	AC Transit	Route NX1	91,779
	AC Transit	Route NX2	88,191
	AC Transit	Route O	779,077
	AC Transit	Route P	385,034
	AC Transit	Corridor	311,238
	AC Transit	Route W	56,580
	CCCTA	Route 96X	145,339
	WestCat	Hercules LYNX/JX	919,550
	LAVTA	Rapid	580,836
		Total	**7,073,629**
Dumbarton Bus	AC Transit	Routes DB	1,482,828
	AC Transit	Route DB1	1,534,148
		Total	**3,016,976**
Ferry Service	WETA	Alameda Harbor Bay	1,448,800
	WETA	Alameda/Oakland	4,536,300
	WETA	Vallejo	7,107,800
	WETA	South San Francisco	2,207,100
	WETA	Bay Bridge Forward	1,200,000
		Total	**16,500,000**
Owl Service	AC Transit	Route 800	842,771
	AC Transit	Route 801	667,852
	MUNI	Route 14	187,501
	SamTrans	Route 397	305,876
		Total	**2,004,000**
MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	**2,500,000**
AC Transit Rapid Bus	AC Transit	Route 1/Rapid	**3,000,000**
WETA planning	WETA	Planning and operations	**3,000,000**
~~Clipper~~	~~MTC~~	~~Operations~~	~~**2,000,000**~~
Transbay Transit Center	TJPA	Terminal Operations	**3,000,000**
		Grand Total	~~**48,745,338**~~
			46,745,338

RM2 Marketing Assistance Program (note 2 and 3)

Project Name	Operator		Programmed
Clipper®	MTC	~~$~~	~~3,000,000~~
		$	4,785,000
~~Bay Area Commute Challenge Pilot~~	~~MTC~~	~~$~~	~~2,000,000~~
Regional Map and Wayfinding	MTC	$	580,000
511 Real Time Transit	MTC	$	110,000
The Hub Regional Resource Center	MTC	$	200,000
AC Transit Services	AC Transit	$	500,000
Bike to Work, Trails, and Transit Week Awareness	MTC	$	50,000
Wayfinding Analysis and Design	TJPA	$	50,000
Fare Integration Project	MTC	$	150,000
~~New or Expanded Transit Services~~	~~TBD~~	~~$~~	~~300,000~~
Salesforce Transit Center	TJPA	$	515,000
	Grand Total	**$**	**6,940,000**

1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
2. Amounts shown are subject to approval of the FY 2019-20 BATA Budget.
3. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).

Date: June 26, 2019
W.I.: 1255
Referred by: PAC
Revised: 07/24/19-C
09/25/19-C
06/27/20-C

<u>ABSTRACT</u>

Resolution No. 4379, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2019-20.

This resolution allocates funds to MTC, Transbay Joint Powers Authority, and Water Emergency Transportation Authority (WETA).

This resolution revised Attachment A on July 24, 2019 to allocate funds to AC Transit and San Francisco Municipal Transportation Agency (SFMTA).

This resolution revised Attachment A on September 25, 2019 to allocate funds to Golden Gate Bridge, Highway, and Transportation District.

This resolution revised Attachment A on June 24, 2020 to rescind funds from MTC for Clipper.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, July 10, 2019, September 4, 2019, and June 10, 2020.

Date: June 26, 2019
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4379

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 programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

Date: June 26, 2019
W.I.: 1255
Referred by: PAC
Revised: 07/24/19-C
09/25/19-C
06/24/20-C

Attachment A
MTC Resolution No. 4379

FY 2019-20 ALLOCATION OF REGIONAL MEASURE 2 FUNDS FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2019-20 RM2 Operating Program (MTC Resolution 4378). All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636) except for WETA's South San Francisco Ferry service which was given seven years (until FY 2018-19) to meet RM2 standards when MTC Resolution No. 4228 was adopted on June 22, 2016. Its performance in FY2018-19 will be evaluated in FY2019-20, RM2 performance metrics will be suspended for FY 2019-20 due to shelter in place orders and travel changes as a result of COVID-19.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement
WETA	Planning and Administration	3,000,000	01	06/26/19	11	n.a.
WETA	Ferry Operations	16,500,000	02	06/26/19	6	40% Peak service, 30% All Day Service
TJPA	Transbay Transit Center	3,000,000	03	06/26/19	13	n.a.
MTC	Clipper	2,000,000	04	06/26/19	12	n.a.
AC Transit	Express Bus Service	5,427,904	05	07/24/19	4	30% Peak, 20% All Day
AC Transit	Dumbarton Bus	3,016,976	06	07/24/19	5	20% All Day
AC Transit	Owl Bus Service	1,510,623	07	07/24/19	7	10%
AC Transit	Enhanced/Rapid Bus Service	3,000,000	08	07/24/19	9	n.a.
SFMTA	Metro 3rd Street Extension	2,500,000	9	07/24/19	8	n.a.
GGBHTD	Route 40	2,473,725	10	09/25/19	1	20% All Day
MTC	Clipper	(2,000,000)	04	05/27/20	12	n.a.
	Total	**40,429,228**				

Date: June 24, 2020
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4428

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2020-21.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 10, 2020.

Date: June 24, 2020
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2020-21 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4428

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased 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 identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2020-21, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to $200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California and at other
remote locations on June 24, 2020.

Date: June 24, 2020
W.I.: 1255
Referred by: PAC

Attachment A
MTC Resolution No. 4428

FY 2020-21 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project Name	Sponsor	Route		Programmed (notes 1,2)
Richmond Bridge Express	Golden Gate Transit	Route 40	$	1,743,976
		Total		**1,743,976**
Napa VINE Service	NVTA	Route 29	$	300,612
		Total		**300,612**
Express Bus North	SolTrans	Yellow Line	$	537,610
	SolTrans	Red Line	$	570,867
	ECCTA	Route 300	$	374,944
	FAST	Blue Line	$	327,097
	FAST	Green Express	$	448,803
	Golden Gate Transit	Route 72x	$	71,391
	Golden Gate Transit	Route 101	$	137,714
	WestCat	Route JPX	$	175,752
		Total		**2,644,178**
Express Bus South	AC Transit	Route F	$	628,060
	AC Transit	Route LA	$	103,467
	AC Transit	Route NL/BA	$	1,888,257
	AC Transit	Route NX1	$	64,704
	AC Transit	Route NX2	$	62,175
	AC Transit	Route O	$	549,249
	AC Transit	Route P	$	271,449
	AC Transit	Route U - Dumbarton	$	219,423
	AC Transit	Route W	$	39,889
	CCCTA	Route 96X	$	102,464
	WestCat	Hercules LYNX/JX	$	648,283
	LAVTA	Rapid	$	409,489
		Total		**4,986,908**
Dumbarton Bus	AC Transit	Routes DB	$	1,045,393
	AC Transit	Route DB1	$	1,081,575
		Total		**2,126,968**
Ferry Service	WETA	Alameda Harbor Bay	$	1,021,404
	WETA	Alameda/Oakland	$	3,198,092
	WETA	Vallejo	$	5,010,999
	WETA	South San Francisco	$	1,556,006
	WETA	Bay Bridge Forward	$	846,000
		Total		**11,632,500**
Owl Service	AC Transit	Route 800	$	594,154
	AC Transit	Route 801	$	470,836
	MUNI	Route 14	$	132,188
	SamTrans	Route 397	$	215,643
		Total		**1,412,820**
MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	**$**	**1,762,500**
AC Transit Rapid Bus	AC Transit	Route 1/Rapid	**$**	**2,115,000**
WETA planning	WETA	Planning and operations	**$**	**2,115,000**
Clipper	MTC	Operations	**$**	**1,410,000**
Transbay Transit Center	TJPA	Terminal Operations	**$**	**2,115,000**
		Grand Total	**$**	**34,365,463**

FY 2020-21 RM2 Marketing Assistance Program (note 2 and 3)

Project Name	Operator		Programmed
Clipper®	MTC	$	2,600,000
Regional Map and Wayfinding	MTC	$	500,000
511 Real Time Transit	MTC	$	340,000
The Hub Regional Resource	MTC	$	251,000
Fare Integration Project	MTC	$	300,000
AC Transit Services	AC Transit	$	500,000
		Grand Total $	**4,491,000**

Notes:
1. The amounts listed reflect the RM2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpassed the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY20105-16 for eligible projects. In FY2020-21, the FY2019-20 original programming amounts were reduced proportionaly based on reduced revenue estimate due to COVID-19. The RM2 operating program is limited to 38% of annual receipts by statute. Programming amounts will be adjusted, as necessary, to stay within available revenue.
2. Amounts shown are subject to approval of the FY2020-21 BATA Budget and funding availability.
3. Marketing assistance program are funded with RM2 toll revenue receipts pursuant to Streets and HIghways Code(SHC) 30914(f) and are outside of the 38% limit on operating funding as described in SHC

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0760	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	4/30/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432. Allocation of $279 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 3c - 20-0760 - ResoNos 4427-4429-4430-4431-4432.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432.

Allocation of $279 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

June 12, 2019 **Agenda Item 3c 20-0760**

MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432

Subject: Allocation of $279 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to four transit operators, MTC, and the Transbay Joint Powers Authority (TJPA) to support transit operations and capital projects in the region.

Background: This month's proposed actions begin the annual allocation process of these funds for FY2020-21. The six entities requesting TDA, STA, RM2, and AB1107 allocations this month that exceed the $1 million delegated authority limit are identified in the table below. Allocation requests that are less than $1 million are approved separately through the Executive Director's Delegated Authority process. These funds comprise a significant share of the revenue for agencies' operating budgets.

The ongoing COVID-19 pandemic and the associated Shelter in Place (SIP) order are expected to have a continuing negative impact on revenue levels for transit operating funds in FY2020-21. To account for the likely reduction in revenues, the following adjustments have been made to the allocated amounts proposed:

- Allocations of TDA funds—derived from a ¼ cent sales tax—have been adjusted downward as needed to be within 75 percent of the amount shown available for allocation in the adopted MTC Fund Estimate (Resolution 4402).
- Allocations of STA funds—derived from a sales tax on diesel fuel— have been adjusted to reflect new revenue estimates contained in the Governor's May Budget Revision. The May Revise assumes a forty percent decrease in STA revenue as compared to the state's January budget estimate.
- RM2 Operating funds—derived from 38 percent of the $1 RM2 bridge toll—are expected to decline 25-30 percent compared to FY 2018-19. The allocation amounts are based on the programming levels identified in MTC Resolution 4428 (Item 3bii). The RM2 statute also identified a separate set-aside for operation of the Transbay Terminal which is statutorily exempt from any expected bridge toll revenue reductions.

Allocation Amounts by Operator and Fund Source *$ in million*

Transit Operator/ Claimant	TDA Resolution No. 4430	STA Resolution No. 4431	RM2 Operating Resolution No. 4429	Terminal RM2 Resolution No. 4427	AB 1107 Resolution No. 4432	Total
AC Transit	$ 57.3	$ 14.4	$ 9.1	N/A	$ 35.1	**$ 115.9**
CCCTA	$ 21.5	$ -	$ -	N/A	N/A	**$ 21.5**
MTC	N/A	$ 11.8	$ 1.5	N/A	N/A	**$ 13.3**
TJPA	N/A	N/A	$ 2.1	$ 5.4	N/A	**$ 7.5**
VTA	$ 86.0	$ 21.4	N/A	N/A	N/A	**$ 107.4**
WETA	N/A	$ -	$13.7	N/A	N/A	**$ 13.7**
Total	**$ 164.8**	**$ 47.6**	**$ 26.4**	**$ 5.4**	**$ 35.1**	**$ 279.3**

Information regarding the status of operations and budgets for the above claimants is provided in Attachment A. In general, operators are still working to understand what the impacts of revenue and ridership losses related to COVID-19 and the related Shelter in Place order will be on their FY 2020-21 budgets. CARES Act funding programmed for transit operations and regional programs will help to mitigate some of these impacts, but significant unknowns exist.

Issues: Allocation of RM2 Operating funds is contingent upon Commission approval of the FY 2020-21 Bay Area Toll Authority Budget and the FY 2020-21 RM2 Operating Program, MTC Resolution No. 4428 in Agenda Item 3bii.

STA funds for Clipper are contingent upon approval of funding in Item 2i. The Clipper Operating Budget was approved by the Clipper Executive Board in May. The Clipper operating budget is also included in the MTC Agency Budget that is being presented this month to the Administration Committee.

Allocation of STA Lifeline funds to VTA is contingent upon approval of Item 2e.

Recommendation: Refer MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432 to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432

Therese W. McMillan

Attachment A – Overview of Funding Recipients

$ Amounts are in millions

Agency	CARES Funding	FY19-20 Expected Deficit *(w/out CARES)*	Current Average Weekday Ridership % Decrease	Total Proposed TDA/ STA/ RM2/ AB 1107 FY20-21 Allocation[1]	Status of Operations/Service	Budget Information
AC Transit	$80.4	$46	-75%	$121.1	- AC Transit is operating a modified Sunday schedule, 65% of normal weekday service. Most Transbay routes, weekday only routes, and school service routes are suspended. - AC Transit plans to increase service as needed and in August increase to 80% service including Bus Rapid Transit with ten-minute headways. - AC Transit is going through a planning process to make a permanent 20% service reduction to respond to reduced revenue.	- AC Transit adopted a continuing appropriation for three months based on FY2019-20 monthly costs and will adopt the FY2020-21 budget in September to allow for better information about revenues and expenditures. -The 20% service cut would result in about $54.6 M in savings, but those savings are not expected to begin until March 2021. - Fares accounted for 13% of the budget and AC Transit is exploring ways to safely start collecting fares including installing barriers for operators, mobile payment, and rear-door Clipper card reader.
County Connection	$7.1	$5.3	-80-85%	$29.7	- Service continues to be adjusted based on demand and operator availability. As of 5/11/20, eleven of thirteen local routes, and three of eight express routes are operating regular weekday service. - Service is prioritized based on ridership and meeting essential needs.	- Based on their pre-COVID-19 operating budget for FY 20-21 and estimated revenue decline, CCCTA will have a $9.8 M budget deficit. CARES funding and TDA reserves will make-up the difference. - CCCTA plans to revise its budget in June and during FY20-21.
Clipper	$5.9	$2.4	95%	$5.8	- 13 out of 22 operators that allow Clipper payment are currently operating fare free or not enforcing fares. As a result of free	- Under the terms of the Clipper Memorandum of Understanding (MOU), MTC pays a larger share of fixed and

[1] The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly. In addition, allocations of STA County Block Grant funds will be late Fall 2020.

Attachment A – Overview of Funding Recipients

Agency	CARES Funding	FY19-20 Expected Deficit *(w/out CARES)*	Current Average Weekday Ridership % Decrease	Total Proposed TDA/ STA/ RM2/ AB 1107 FY20-21 Allocation[1]	Status of Operations/Service	Budget Information
					fares and drastic declines in ridership, Clipper usage (tags) is down about 95%. - Clipper plans to release a mobile fare payment option in late 2020.	regional costs than transit operators do so drastic declines in usage results in minimal cost-savings to MTC. - STA and RM2 funds comprise 70% of the revenue for MTC's share of Clipper's operating costs.
TJPA[2]	N/A	N/A	N/A		- The Salesforce Transit Center has remained open to allow for essential travel. - The rooftop park space is anticipated to function as a passive use environment. Activities and programming will not resume before 2021.	- TJPA's proposed budget of $22.1 M for FY 2020-21 is $8.8 M (or 28%) less compared to the current year's budget of $30.8 M, excluding debt service. Shifting staff to capital projects and reducing security and janitorial services are some of the ways they are reducing operating costs. - The FY 2020-21 operating budget includes $3.2 M to replenish the operating reserve. Transfer of funds to the reserve is contingent upon sufficient revenue to cover operating expenses as well as AC Transit and SFMTA support. The reserve has $300,000 available to start the year since $2.5 M in reserves will be used to fund the FY 2019-20 operating budget.
WETA	$12.5	$3.6	-98%	$13.3	- WETA is operating limited weekday service on two routes (Vallejo-SF, Alameda/Oakland-SF) and suspended service on its other three routes. WETA is envisioning restoring service in roughly four	- In May, WETA adopted a budget based on its pre-COVID estimated service levels. The budget also included the full amount of RM2 operating which MTC staff advised would be 30% lower. It also

[1] The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly. In addition, allocations of STA County Block Grant funds will be late Fall 2020.
[2] Allocations to TJPA is subject to adoption of authorizing resolution at its June Board Meetings on June 11, 2020.

Attachment A – Overview of Funding Recipients

Agency	CARES Funding	FY19-20 Expected Deficit *(w/out CARES)*	Current Average Weekday Ridership % Decrease	Total Proposed TDA/ STA/ RM2/ AB 1107 FY20-21 Allocation[1]	Status of Operations/Service	Budget Information
					stages starting with increasing service on the two routes in operation. The second stage will begin to introduce limited service at most terminals on weekdays, among other changes. - The Seaplane Lagoon Terminal in Alameda is scheduled to open in August 2020. The impact of COVID-19 on this opening is still unknown. Reduced service and ridership may delay use of this new terminal since it is not possible to serve Oakland and the new terminal on the same trip due to the location of the new terminal.	anticipates an additional $8 million in CARES funds. These two sources result in WETA beginning the year with at least a $14 million revenue shortfall. - WETA plans to update its budget quarterly to respond to the impact of COVID-19 on service and additional information about revenue.
VTA	$73	$34.3	-80%	$108.9	- VTA is operating reduced schedule and coverage, focusing on routes serving essential destinations. Light rail trains are operating every 30 min. - Weekend service on light rail will resume in June. - VTA's BART extension to Silicon Valley is planned to open June 13, 2020. VTA is providing funding to BART for operation of the extension.	- VTA adopted a two-year budget in June 2019. FY2020-21 is the second year of the budget and expenses are being adjusted to reflect the impact of COVID-19. - VTA has a preliminary estimated deficit of $155 M for FY2020-21.

[1] The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly. In addition, allocations of STA County Block Grant funds will be late Fall 2020.

Date: June 24, 2020
W.I.: 1254
Referred By: PAC

ABSTRACT

Resolution No. 4427

This resolution approves the FY2020-21 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Temporary Transbay Terminal as well as the permanent Transbay Transit Center, pursuant to California Streets and Highways Code 30914(b).

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2020.

Date: June 24, 2020
W.I.: 1254
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Temporary Transbay Terminal and Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4427

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

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

WHEREAS, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars ($3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6th, 2010, now be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 and at other remote locations on June 24, 2020.

Date: June 24, 2020
W.I.: 1254
Referred By: PAC

ALLOCATION OF BRIDGE TOLLS
PURSUANT TO STREETS AND HIGHWAY CODE 30914(b)

Project Title: **Transbay Terminal Facilities Operations and Maintenance**
Sponsor: **Transbay Joint Powers Authority**

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the permanent Transbay Transit Center.
2. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
3. Periodic updates regarding the wayfinding planning and implementation shall be provided.
4. Payment for operating expenses shall not be requested more than once monthly.
5. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.

Allocation No.	Approval Date	Amount	Reimbursement Period
21442701	6/24/20	$5,384,027	FY 2020-21

Date: June 24, 2020
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4429

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2020-21.

This resolution allocates funds to AC Transit, MTC, Transbay Joint Powers Authority, and Water Emergency Transportation Authority (WETA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020.

Date: June 24, 2020
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4429

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 programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California and at other remote locations,
on June 24, 2020.

Date: June 24, 2020
W.I.: 1255
Referred by: PAC

Attachment A
MTC Resolution No. 4429
Page 1 of 1

FY 2020-21 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2020-21 RM2 Operating Program (MTC Resolution 4428).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. For FY 2020-21, operating advances are suspended, but will be considered on a case-by-case basis.
5. RM2 performance requirements will be suspended through FY 2020-21 due to shelter in place orders and travel changes resulting from COVID-19.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
WETA	Planning and Administration	$ 2,115,000	01	06/24/20	11
WETA	Ferry Operations	$ 11,632,500	02	06/24/20	6
TJPA	Transbay Transit Center	$ 2,115,000	03	06/24/20	13
MTC	Clipper	$ 1,450,000	04	06/24/20	12
AC Transit	Express Bus Service	$ 3,826,672	05	06/24/20	4
AC Transit	Dumbarton Bus	$ 2,126,968	06	06/24/20	5
AC Transit	Owl Bus Service	$ 1,064,989	07	06/24/20	7
AC Transit	Enhanced/Rapid Bus Service	$ 2,115,000	08	06/24/20	9
	Total	**$ 26,446,129**			

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4430

This resolution approves the allocation of fiscal year 2020-21 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

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

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4430

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

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

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

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2020-21 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2020-21 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2020-21 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, and at other
remote locations, on June 24, 2020.

Date: June 24, 2020
Referred by: PAC

Attachment A
MTC Resolution No. 4430

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2020-21

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5801 - 99233.7, 99275 Community Transit Service - Operations					
VTA	Paratransit Operations	4,300,949	01	06/24/20	Santa Clara County
AC Transit	Paratransit Operations	2,941,847	02	06/24/20	Alameda County
	Subtotal	**7,242,796**			
5802 - 99260A Transit - Operations					
VTA	Transit Operations	81,718,041	03	06/24/20	VTA
CCCTA	Transit Operations	21,522,389	04	06/24/20	CCCTA
AC Transit	Transit Operations	39,194,685	05	06/24/20	AC Transit Alameda D1
AC Transit	Transit Operations	10,401,518	06	06/24/20	AC Transit Alameda D2
AC Transit	Transit Operations	4,764,837	07	06/24/20	AC Transit Contra Costa
	Subtotal	**157,601,470**			
	TOTAL	**164,844,266**			

ALLOCATION OF FISCAL YEAR 2020-21
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

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

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6633.l, or § 6634; and

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

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

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

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

Transportation Development Act Article 8 Transit Funds

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

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

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6634.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

ABSTRACT
Resolution No. 4431

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2020-21.

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

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4431

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2020-21 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2020-21 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2020-21 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California and at other
remote locations, on June 24, 2020.

Date: June 24, 2020
Referred by: PAC

Attachment A
MTC Resolution No. 4431

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS DURING FISCAL YEAR 2020-21

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5821 - 6730B Capital - Population-based Lifeline					
VTA	Cycle 4: ADA Transition Plan	3,596,543	01	06/24/20	Santa Clara County
	Subtotal	**3,596,543**			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	13,808,720	02	06/24/20	VTA
AC Transit	Transit Operations	14,412,123	03	06/24/20	AC Transit
	Subtotal	**28,220,843**			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	5,800,000	04	06/24/20	MTC
MTC	Means-based Fare Pilot Subsidy	3,300,000	05	06/24/20	Means-based
MTC	Means-based Fare Pilot Admin	2,700,000	06	06/24/20	Means-based
	Subtotal	**11,800,000**			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	3,977,636	07	06/24/20	Santa Clara County
	Subtotal	**3,977,636**			
	TOTAL	**47,595,022**			

ALLOCATION OF FISCAL YEAR 2020-21 STATE TRANSIT ASSISTANCE FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

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

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. l209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 24, 2020
WI: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4432

This resolution approves the allocation of fiscal year 2020-21 AB 1107 half-cent sales tax funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2020.

Date: June 24, 2020
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 "AB 1107" Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4432

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, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as "AB 1107" funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency ("SFMTA") and to the Alameda-Contra Costa Transit District ("AC Transit"), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2020-21 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 220-21 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2020-21 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

_____
Scott Haggerty, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California and at other
remote locations, on June 24, 2020.

Date: June 24, 2020
Referred by: PAC

Attachment A
MTC Resolution No. 4432
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2020-21

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 18-19	FY 20-21			
AC Transit	Transit Operations	58.9%	39.3%	50% of deposits to MTC's AB 1107 account.	1	06/24/20

Date: June 24, 2020
Referred by: PAC

Attachment B
Resolution No. 4432
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2020-21
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

	AC Transit	***SFMTA***
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	*YES*	*YES*
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	*YES*	*YES*
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2018-19 and included in the proposed FY 2020-21 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	*YES*	*YES*

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0813	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	5/11/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	MTC Resolution No. 3914, Revised. Allocation of $46.8 million in AB 1171 Bridge Toll funds to the Tri-Valley - San Joaquin Valley Regional Rail Authority for completion of 30% design, federal environmental review documents, preparation of reports for Caltrans PA&ED, and support of various operations and technical reports/studies on the Valley Link project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 3d - 20-0813 ResoNo 3914 Valley Link Allocation.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 3914, Revised.

Allocation of $46.8 million in AB 1171 Bridge Toll funds to the Tri-Valley - San Joaquin Valley Regional Rail Authority for completion of 30% design, federal environmental review documents, preparation of reports for Caltrans PA&ED, and support of various operations and technical reports/studies on the Valley Link project.

Presenter:
Craig Bosman

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 3d - 20-0813**

MTC Resolution No. 3914, Revised

Subject: Allocation of $46.8 million in Assembly Bill 1171 (AB1171) Bridge Toll funds to the Tri-Valley – San Joaquin Valley Regional Rail Authority for completion of 30% design, federal environmental review documents, preparation of reports for Caltrans' Project Approval and Environmental Document (PA&ED) phase, and support of various operations and technical reports/studies on the Valley Link project.

Background: In September 2018, the Commission allocated $10.1 million to the Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRA) for California Environmental Quality Act (CEQA) documentation and preliminary engineering on the Valley Link rail project, from the $95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In the subsequent time, TVSJVRRA adopted its statutorily required Feasibility Report in October 2019, and has identified a preferred alternative, begun environmental review, and completed 15% preliminary design plans. To date, TVSJVRRA has invoiced MTC for approximately $4 million of this allocation.

Subsequently, the Commission allocated $3 million in AB1171 Bridge Toll funds in March 2020 for updates to the preliminary engineering plans to adjust for new assumptions regarding increased ridership, service plan changes, and corresponding revisions to the track schematics and layout, along with continued oversight and management of the prime contractor performing the pre-development tasks and activities, and funding for project partners for support activities (e.g., review of preliminary design plans and environmental documents) during this phase. To date, TVSJVRRA has not invoiced MTC for reimbursement under this allocation.

Last month, the TVSJVRRA Board approved a new request of $46.8 million in AB1171 Bridge Toll funds for a broad scope range including:

- Completion of 30% design
- Completion of federal environmental review documents (NEPA)
- Preparation of technical reports associated with Caltrans PA&ED
- Geotechnical surveys, reports, and design plans for grade separations
- Agreements with stakeholders including utility companies and railroad owners
- Design of Overhead Catenary System for option of electrified section of rail route
- Project financial planning
- Operational studies
- Development of specifications and performance requirements for rail vehicles
- Preparation of comprehensive service plans
- Coordination with railroad and other regulatory agencies
- Activities associated with the above, including oversight and management, legal reviews, government relations and community outreach, coordination with project partners, project management and cost controls, and review of project design plans and documents by project partners.

The anticipated timeline for the deliverable portions of this scope is mid-2022.

Issues: There are several issues related to uncertainty for the project. This recommended allocation is at-risk with the idea that advancing the project with bridge toll funds will position it for competitive and/or other discretionary funds in the future.

1. Funding partnership: The following table lists the "high likelihood capital funding sources" identified in the Valley Link Feasibility Report (October 2019), which are those sources previously identified for the proposed BART to Livermore extension, or generally programmed to transit access improvements in the Tri-Valley.

Entity	Fund source	Corridor/Project Commitment	Total Amount ($ millions)	Allocated to Valley Link Project to Date	Remaining Unallocated
MTC	AB1171 Bridge Toll Funds	Tri-Valley Transit Access Improvements to/from BART*	83	13	70
MTC	RM1 90% Rail Reserves	Tri-Valley Access Improvements to BART	16	1	15
MTC	Regional Measure 3	Tri-Valley Transit Access Improvements**	100	-	100
Alameda CTC	Measure BB	BART to Livermore***	400	-	400
City of Livermore	Impact Fees	BART to Livermore	40	-	40
Total			629	14	615

*$95 million programmed to corridor; $83M remaining after $12M in previous BART to Livermore allocations.
**Regional Measure 3 is currently under litigation and collected funds are being held in an escrow account.
***Alameda CTC is poised to adopt an amendment to its Measure BB Transportation Expenditure Plan that would redirect these funds to Valley Link.

This proposed allocation would continue the trend of MTC providing all major funding for Valley Link project development, environmental studies, and preliminary design. However, progress is being made toward other partner contributions, with Alameda County Transportation Commission (Alameda CTC) starting the process to redirect $400 million in Measure BB funds to the project, and discussions in San Joaquin county about future funding measures. A 200-acre plot of land in Tracy, which is a potential operations and maintenance facility site, has also been proposed as a contribution. MTC's sole funding of this phase through regional funds long programmed to transit improvements in this corridor represents a commitment to moving this project forward; however, future phases will require substantial participation from funding partners.

TVSJVRRA's estimated total project capital cost is approximately $2.3 billion, with approximately $1.7 billion in funding sources still to be determined (assuming approval of the Measure BB amendment), and potential funding sources largely relying on discretionary state and federal funds and potentially forthcoming regional transportation measures.

2. Management structure: The March 2020 allocation staff report noted that proceeding in a phased allocation request allows work to continue while shaping up the management structure, confirming contract costs, and identifying partner contributions. While progress has been made on these fronts, in particular with the hiring of a project manager through an agreement with BART, the project's long-term management and operations structure has not been adopted.

3. Interregional Project Funding and Coordination: In December 2019, the Commission adopted MTC Resolution No. 4399, the Interregional Project Funding and Coordination Policy for the San Francisco Bay Area. That policy will hold interregional projects with a total cost of $100 million or more using MTC discretionary funds to certain conditions prior to the programming or allocation of MTC discretionary funds. While this proposed allocation would not fall under that policy, it is consistent with several key provisions under the policy for projects in the environmental phase, and work is underway toward other key provisions:

- Consistency with regional plans: the San Joaquin Council of Governments (SJCOG) has added the project into its Regional Transportation Plan (RTP); the project has been submitted for consideration for Plan Bay Area 2050 and analysis is currently underway.
- Full funding plan for environmental phase: this allocation, combined with previous MTC allocations, would fully fund this phase
- Participation in project development: MTC is a member of the project's Executive Steering Committee.

Other key provisions of the Interregional Project Funding and Coordination Policy would need to be met as a condition of any subsequent MTC allocations to the project, such as:

- An interagency agreement with SJCOG, stating such RTP consistency, consistency with applicable regional policies, and identification of MTC's role in development and management of Valley Link
- Cost sharing among agencies
- Cost savings and cost overrun responsibility
- Identification of lead agency, agency roles, responsibilities, and governance; agreement on design standards; expectations of future competitive funding program coordination (final design/right of way allocations)
- Fully-funded project or usable segment; fully-funded operating costs for first five years; future project funding needs, including ongoing operating and maintenance costs (construction/operations allocations)

4. COVID-19 impacts on transit: As with all other major transit capital projects in "Pipeline Development", the unprecedented impacts of the COVID-19 pandemic on the region's transit system create additional uncertainty and challenges for the Valley Link project. These include both funding – the viability of new funding measures and the solvency of existing funding programs at the state and federal levels, both for capital and operating funding – and questions relating to changing work and commuting patterns, while anticipating a continued demand for transit solutions in this corridor. Impacts to project budget, schedule, and design could follow; this proposed allocation will allow the project to move forward while assessing these issues.

Recommendation: Refer MTC Resolution No. 3914, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3914, Revised (including Attachments A and B)

Therese W. McMillan

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

ABSTRACT

Resolution No. 3914, Revised

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

This resolution includes the following attachments:

Attachment A – Allocations of AB 1171 Bridge Toll funds
Attachment B – Simplified Allocation Tracker of AB 1171 Bridge Toll funds (added 6/24/2020)

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

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

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

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

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

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

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

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

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

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

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

This resolution was revised on September 28, 2011 to allocate $27.1 million to CCTA towards construction and construction management activities for the integration of eBART median structures into Caltrans/CCTA SR 4 contract segments and to accommodate eBART in the SR4 median.

This resolution was revised on November 16, 2011 to allocate $6.5 million to VTA towards construction and construction management activities for the Mission/Warren/Truck-Rail Facility.

This resolution was revised on March 28, 2012 to rescind $3,817,000 from allocation #17 for the I-80 Eastbound Cordelia Truck Scales Relocation project; and allocate $14,280,000 for the I-80/680/12 Interchange Initial Construction Package 1 project towards right-of-way acquisition.

This resolution was revised on June 27, 2012 to allocate $73.7 million to the Transbay Joint Powers Authority to certify upcoming construction contracts, finalize the Transbay Transit Center design, fund remaining Construction Management/General Contractor (CM/GC) services on the project, and fund pre-bid construction management for the "steel cast nodes" elements of glass exterior shell.

This resolution was revised on June 27, 2012 to allocate $9.41 million to BART for eBART for the completion of Final Design and Construction Management (CM) and Design Service during Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and re-alignment construction at the Slatten Ranch Rd. This resolution is also being revised to rescind $13.5 million in savings from prior allocations on this project.

This resolution was revised on July 25, 2012 to allocate $8.5 million to the Solano Transportation Authority for the completion of the environmental document and preliminary engineering of the I-80/680/12 Interchange project, and to amend the scope of allocation #14 to

include eligible expenses from all three phases of the interchange project, effective as of the original date of allocation.

This resolution was revised on November 28, 2012 to allocate $5.98 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project.

This resolution was revised on January 23, 2013 to allocate $5.8 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project; $8.6 million to BART towards the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project; and $0.75 million to the SMART project towards design for the re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. The Commission also approved program commitments of: 1) $4.4 million, subject to future allocation, towards the re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) $0.5 million to BART for the eBART project.

This resolution was revised on June 26, 2013 to allocate $822,008 to the Solano Transportation Authority for the final design of the I-80/680/12 Interchange project.

This resolution was revised on July 24, 2013 to extend the timeframe for a condition on a prior allocation of $8.6 million in AB1171 funds, towards the completion of environmental documentation for proposed BART to Livermore project.

This resolution was revised on September 25, 2013 to allocate $5.5 million in AB 1171 funds for the final design of packages 2 and 3, and $29.5 million for the construction of package 1 of the I-80/680/12 Interchange project in Solano County.

This resolution was revised on October 23, 2013 to allocate $0.1 million in AB 1171 funds for the right-of-way phase of package 1 of the I-80/680/12 Interchange project in Solano Count.

This resolution was revised on December 18, 2013 to allocate $9.533 million in AB 1171 funds to BART for the construction of eBART trackwork, system, and facility finishes, construction management, and design services during construction; and $9.4 million in AB 1171 funds to the

SMART project for re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area and construction of a station at the Sonoma County Airport.

This resolution was revised on February 26, 2014 to allocate $1,124,327 in AB 1171 funds to the Transbay Joint Powers Authority for Construction Manager/General Contractor pre-construction services for the Transbay Transit Center building and related structures.

This resolution was revised on March 26, 2014 to rescind $1 million in AB 1171 funds from the I-80/680/12 Interchange project in Solano County (allocation number 30) and allocate $1 million in AB 1171 funds to the I-80 Freeway Performance Initiative work element of the I-80/680/12 Interchange project in Solano County, which benefits the I-80/680/12 Interchange area.

This resolution was revised on October 22, 2014 to allocate $9 million in AB 1171 funds to the City of Fairfield for construction of the Fairfield/Vacaville Intermodal Train Station.

This resolution was revised on December 17, 2014 to allocate $500,000 in AB 1171 funds to BART for the eBART project.

This resolution was revised on January 27, 2016 to rescind $2,189,000 in AB 1171 funds from the construction phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 30) and allocate $2,189,000 in AB 1171 funds to the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) project, both of which are located in Solano County.

This resolution was revised on May 25, 2016 to rescind $1,142,000 in AB 1171 funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 20) and allocate $1,142,000 in AB 1171 funds to the final design phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80/680 Interchange) project, both of which are located in Solano County.

This resolution was revised on September 28, 2016 to allocate $1,632,000 in AB 1171 funds to BART for additional scope for the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project.

This resolution was revised on November 16, 2016 to rescind $125,206 from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 project (allocation #25), rescind $251,607 from the final design phase of the I-80/680/12 Interchange Initial Construction Packages #2 and #3 project (allocation #39), and allocate $376,813 to the right-of-way phase for the I-80/680/12 Interchange Initial Construction Packages #2 and #3 project (allocation #41).

This resolution was revised on June 28, 2017 to rescind $331,157 from Allocation #21 and $497,685 from Allocation #34 to the Transbay Transit Center project, and allocate $2,028,515 for construction on the Transbay Transit Center project.

This resolution was revised on September 26, 2018 to allocate $10,120,000 in AB1171 funds to the Tri-Valley—San Joaquin Valley Regional Rail Authority for CEQA documentation and preliminary engineering on the Valley Link rail project.

This resolution was revised on January 23, 2019 to rescind savings of $142,200 from Allocation #16 and $10,692 from Allocation #18 to the e-BART project, and allocate $152,892 to BART for construction on the e-BART Parking Lot Expansion at Antioch Station project.

This resolution was revised on July 24, 2019 to rescind savings of $264,010 from Allocation #21 to the Transbay Transit Center project and allocate $264,010 to TJPA for construction on the Transbay Transit Center project.

This resolution was revised on March 25, 2020 to allocate $3,000,000 in AB1171 funds to the Tri-Valley—San Joaquin Valley Regional Rail Authority for updated 15% design plans, project partner cooperative agreements, and project management on the Valley Link rail project.

This resolution was revised on June 24, 2020 to allocate $46,791,000 to the Tri-Valley—San Joaquin Valley Regional Rail Authority to complete 30% design plans, complete federal environmental review documents, prepare reports for Caltrans PA&ED, and support various operations and technical reports/studies; to rescind $602,454 from the right-of-way and construction phases of the I-80/680/12 Interchange Initial Construction Package #1 project (allocations #25, 30, and 31), rescind $577,974 from the final design phase of the I-80/680/12 Interchange Initial Construction Package #2 and #3 project (allocations #39 and 41), allocate

$1,180,428 to the right-of-way phase for the I-80/680/12 Interchange Initial Construction Package #2A project (allocation #47); and to add Attachment B, Simplified Allocation Tracker of AB 1171 Bridge Toll Funds.

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, September 14, 2016, November 9, 2016, June 14, 2017, September 12, 2018, January 9, 2019, July 10, 2019, March 11, 2020, and June 10, 2020.

Date: June 24, 2009
W.I.: 1255
Referred By: PAC

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3914

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

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

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on June 24, 2009.

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

ALLOCATION OF AB 1171 Bridge Toll Funds
Allocation Authorization: S&H § 31010(b)

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	2008-09	San Francisco County Transportation Authority (SFCTA)	Doyle Drive project	$80,000,000	06/24/2009	Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and SFCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: SFCTA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.
02	2009-10	Bay Area Rapid Transit District (BART)	e-BART	$13,890,000	12/16/2009	Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
03	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	$10,700,000	02/24/10	Scope of Work: This allocation will fund the final design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center. The scope includes final design work, various consulting services, coordination with public agencies, and permits and fees. TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement. TJPA shall submit to MTC an "Implementing Agency Resolution of Project Compliance" which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds. This allocation is also conditioned on the approval of the IPR package by the TJPA board.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
04	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	$5,226,000	02/24/10	Scope of Work: This allocation will fund the Program Management/Program Controls (PMPC) services for the project. The PMPC provides assistance with the design, oversight, and management of the entire project. TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement. TJPA shall submit to MTC an "Implementing Agency Resolution of Project Compliance" which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	2009-10	CCTA	e-BART	$11,000,000	03/24/10	Scope of Work: This allocation will fund $11,000,000 for ROW Activities and associated utility coordination and construction between Somersville Rd and SR160. This is a contribution towards BART and CCTA's agreed upon right-of-way cost for median. Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	2009-10	CCTA	e-BART	$2,000,000	03/24/10	Scope of Work: This allocation will fund $2,000,000 for construction activities associated with eBART costs in the median between Loveridge Road and SR160. Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	2009-10	BART	e-BART	$11,000,000	06/23/10	Scope of Work: This allocation is towards the completion of the final design for the eBART project. The specific elements of this allocation include final design for the Hillcrest station, parking lot and maintenance facility, trackworks & systems, vehicle procurement, and various Caltrans & Utility agreements. Allocation is conditioned on the approval of the Initial Project Report (IPR) package by the BART board and concurrence by the CCTA board. BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised. BART shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that BART will comply with the provisions of MTC Resolution No. 3636 for the drawdown of AB 1171 funds.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	$134,074,000	06/23/10	Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: C*onstruction Management Oversight*, *Existing Terminal & Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits & Fees, PMPC, Utility Relocation, Buttress Shoring Wall & Excavation and Construction Management General Contractor services.* The allocation of funds is conditioned on the following: a) Approval of the Initial Project Report (IPR) package by the TJPA board. b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project. The demolition and construction allocation of roughly $112 million is conditioned on: a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1. (cont. next page)

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08 (cont.)						b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised. *The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for $400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.
09	2010-11	BART	BART Warm Springs Extension	$5,000,000	07/28/10 Conditions Revised 7/27/11	Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following: a) Approval of the Initial Project Report (IPR) package by the BART board. b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following: • The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals $437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately $10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of $890 million, it is higher than the currently identified and available funding. • Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total $421 million. • Roughly $16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011. • BART and the funding partners have agreed to proceed with the project using the available funding. • Principles for addressing construction costs up to the $10 million difference between approved project cost and available funding include, in priority order: (cont. next page)
						1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011; 2. Apply any savings from the LTSS construction contract or soft costs; and 3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively). • Should unexpected changes to the LTSS funding plan or costs occur beyond the $10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						c) All the funding partners maintaining their funding commitment for the estimated $890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below. d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.

10	2010-11	ACCMA (Co-sponsor - BART)	BART to Livermore ROW Preservation	$1,250,000	07/28/10	Scope of Work: This allocation is to fund the purchase of right-of-way in the vicinity of I-580 and El Charro Rd to retain land for future transit use. The allocation of funds is conditioned on the following: I- Execution of a funding agreement between MTC and ACCMA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: ACCMA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised. BART and ACCMA concur with an additional AB 1171 allocation, not to exceed $500,000, to MTC for an independent Opportunity/Risk Assessment Study administered by MTC related to the $95 million in AB 1171 funds committed to the project in Resolution 3434. Establishment of a Land Trust (or similar mechanism) including, but not limited to the following terms: a) property shall be held for the benefit of a BART Extension to Livermore or other transit project in corridor consistent with Resolution 3434 – Tri-Valley Transit Access Improvements to/from BART (PROJECT); and b) if PROJECT does not commence construction within ten years, property in the Land trust shall be sold for fair market value and proceeds distributed equally to funding partners, based on funding participation.
11	2010-11	MTC	Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project	$250,000	07/28/10	Scope of Work: Develop an Opportunity/Risk Analysis related to future allocations of AB 1171 funds for ROW preservation for transit use in the corridor in the context of the programmatic level Environmental Impact Report certified by the BART Board.

12	2010-11	MTC	Regional Express Lane Network	$2,800,000	07/28/10	Scope of work: The funds requested in this allocation will be used to develop a project initiation document and application to the CTC for authority to implement the Regional Express Lanes Network. Additional planning and project development will be funded with this allocation, including: a) development of concepts of operation, b) exploration of options to enhance project delivery, c) development of an overall program delivery strategy.
13	2010-11	BART	e-BART	$73,600,000	10/27/10	Scope of work: This allocation is to fund the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project. *Conditions:* Allocation is conditioned on the concurrence of the IPR package by the CCTA board. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

14	2010-11	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$7,000,000	12/15/10	Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange. Scope change approved 07/25/12 and effective as of the original allocation approval date of 12/15/10. *Conditions:* Allocation is conditioned on the concurrence of the IPR package by the STA board. STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
13	2010-11	BART	e-BART	($52,000,000)	03/23/11	This rescission of $52 million reduces Allocation #13 to $21.6 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project. The remaining $21.6 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.

16	2010-11	CCTA	e-BART	$19,000,000	03/23/11	Scope of work: This allocation will fund $19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160. *Note:* Allocation was reduced by $142,200 on 1/23/19. New allocation amount is $18,857,800. See page 36. Allocation is conditioned on concurrence by the BART board with the IPR package. Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions: CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	($76,024,000)	05/25/11	This rescission of $76,024,000 reduces Allocation #8 to $58,050,000 for final design and construction of the Transit Center building, including: Construction Management Oversight Demolition of the Transbay Terminal and ramps Transit Center Final Design City Agency Inspection Transit Center Permits and Fees Program Management / Program Controls (PMPC) Utility Relocation Buttress, Shoring Wall and Excavation (BSE) construction Construction Management / General Contractor (CMGC) services The remaining $58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.

17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	$26,400,000	06/22/11	Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County. *Conditions:* Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

18	2011-12	CCTA	e-BART	$27,100,000	09/28/11	Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160. *Note:* Allocation was reduced by $10,692 on 1/23/19. New allocation amount is $27,089,308. See page 36. *Conditions:* Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

19	2011-12	VTA	Mission/Warren/ Truck-Rail Facility	$6,500,000	11/16/11	Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project. *Conditions:* The $6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of $148 million project. If the project cost is less than the $148 million, MTC would rescind or reduce this allocation. Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	($3,817,000)	03/28/12	This rescission of $3,817,000 reduces Allocation #17 to $22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining $22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$14,280,000	03/28/12	Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project. *Note:* Allocation was reduced by $1,142,000 on 05/25/16. New allocation amount is $13,138,000. See page 32. *Conditions:* Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012. STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	$73,700,000	06/27/12	Scope of work: This allocation funds the following: 1) Construction of the Transit Center "below grade structure" - $41.5 M 2) Finalize Transit Center design - $27.4 M 3) Complete remaining CM/GC pre-construction services - $2.8 M 4) Pre-bid construction administration for structural cast steel nodes - $2 M *Conditions:* Allocation and disbursement is contingent upon: a) Approval of the Initial Project Report (IPR) package by the TJPA board; and b) execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein. Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don't invoice more frequently than monthly for each vendor/contractor.

22	2011-12	BART	eBART	$9,410,000	06/27/12	Scope of work: This allocation funds the following: a) Completion of Final Design ($3.4M) and; b) Construction Management (CM) and Design Service During Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and Slatten Ranch Road ($6.01M). *Conditions:* Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
2	2009-10	BART	e-BART	($7,933,300)	06/27/12	This rescission of $7.9 million reduces Allocation #2 to $5.9 million for the construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue for the eBART project. The remaining $5.9 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #2.

13	2010-11	BART	e-BART	($5,600,000)	06/27/12	This rescission of $5.6 million reduces Allocation #13 to $16 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project and CM/DSDC costs associated with this contract. The remaining $16 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.
23	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$8,500,000	07/25/12	Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange. *Conditions:* Allocation is conditioned on the concurrence of the IPR package by the STA board. STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

24	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$5,980,000	11/28/12	Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange project. *Conditions:* STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$5,796,000	1/23/13	Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project. *Note:* Allocation was reduced by $125,206 on 11/16/16. New allocation amount is $5,670,794. See page 33. Allocation was reduced by $481,984 on 6/24/20. New allocation amount is $5,188,810. See page 37. *Conditions:* STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

26	2012-13	BART	BART To Livermore Extension Project	$8,600,000	1/23/13	Scope of Work: This allocation is for the completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative. Conditions: The allocation is conditioned on: a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein. b) BART staff to report a decision on whether to pursue a joint NEPA/CEQA or CEQA-only document, including having a lead Federal agency, by Jan 31, 2014. (date revised on July 24, 2013)
27	2012-13	Sonoma Marin Area Rail Transit (SMART)	SMART Extension	750,000	1/23/13	Scope of work: Re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. (Design costs).* Conditions: The allocation is conditioned on: SMART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB1171 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.

28	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$822,008	6/26/13	Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package. Conditions: The allocation is conditioned on: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
29	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$5,513,000	9/25/13	Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80 Westbound to I-680 Southbound Connector). Conditions: The allocation is conditioned on: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$29,448,000	9/25/13	Scope of work: This allocation funds construction of the I-80/680/12 Interchange Initial Construction Package #1 (I-80 Westbound to SR-12 Westbound Connector). *Note:* Allocation was reduced by $1 million on 03/26/14. New allocation amount is $28,448,000. See page 27. This allocation was reduced by $2,189,000 on 01/27/16. New allocation amount is $26,259,000. See page 31. This allocation was reduced by $116,802 on 6/24/20. New allocation amount is $26,142,198. See page 37. Conditions: Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / funds by the California Transportation Commission. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$77,992	10/23/13	Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project. *Note:* Allocation was reduced by $3,668 on 6/24/20. New allocation amount is $74,324. See page 37. Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
32	2013-14	BART	e-BART	$9,533,000	12/18/13	Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction. *Conditions:* Allocation and disbursement is contingent upon the following: a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.

33	2013-14	SMART	SMART	$9,400,000	12/18/13	Scope of Work: This allocation is for the reconstruction of the SMART track facilities, including associated system work, between Santa Rosa North and the Sonoma County Airport area, and a station at the Sonoma County Airport.** *Conditions:* Allocation and disbursement is contingent upon the following conditions: 1. SCTA approval of $4.35 million in funds for the airport extension. 2. SMART Board approval of the Initial Project Report. 3. Environmental clearance of the station at the Sonoma County Airport. 4. Execution of a funding agreement between MTC and SMART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: SMART agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	$1,124,327	2/26/14	Scope of Work: Construction Manager/General Contractor pre-construction services for Transbay Transit Center building and related structures. TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised. TJPA shall submit to MTC an "Implementing Agency Resolution of Project Compliance" which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds. This allocation is also conditioned on the approval of the IPR package by the TJPA board. Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don't invoice more frequently than monthly for each vendor/contractor.
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($1,000,000)	3/26/14	This rescission of $1 million reduces Allocation #30 to $28,448,000 for the construction of the I-80/680/12 Interchange Initial Construction Package. The remaining $28,448,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.

35	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange – I-80 Freeway Performance Initiative in Solano County	$1,000,000	3/26/14	Scope of work: This allocation funds construction of the I-80 Freeway Performance Initiative work elements in Solano County, related to the I-80/680/12 Interchange project. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
36	2014-15	City of Fairfield	Fairfield/Vacaville Intermodal Train Station	$9,000,000	10/22/14	Scope of work: This allocation funds construction of the Fairfield/Vacaville Intermodal Train Station. Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and City of Fairfield for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: City of Fairfield agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

37	2014-15	BART	e-BART	$500,000	12/17/14	Scope of Work: This allocation is for Construction Management and Design Services During Construction. *Conditions:* Allocation and disbursement is contingent upon the following: a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($2,189,000)	01/27/16	This rescission of $2,189,000 reduces Allocation #30 to $26,259,000 for the construction of the I-80/680/12 Interchange Initial Construction Package. The remaining $26,259,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.

38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$2,189,000	01/27/16	Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange). Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($1,142,000)	05/25/16	This rescission of $1,142,000 reduces Allocation #20 to $13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package. The remaining $13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$1,142,000	05/25/16	Scope of work: This allocation funds the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project. *Note:* Allocation was reduced by $251,607 on 11/16/16. New allocation amount is $890,393. See page 33. This allocation was reduced by $549,925 on 6/24/20. New allocation amount is $340,468. See page 38. STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

40	2016-17	BART	BART To Livermore Extension Project	$1,632,000	09/28/16	Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative. Conditions: The allocation is conditioned on: a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($125,206)	11/16/16	This rescission of $125,206 reduces Allocation #25 to $5,670,794 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package. The remaining $5,670,794 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($251,607)	11/16/16	This rescission of $251,607 reduces Allocation #39 to $890,393 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3. The remaining $890,393 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.

41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$376,813	11/16/16	Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project. *Note:* Allocation was reduced by $28,049 on 6/24/20. New allocation amount is $348,764. See page 38. STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	($331,157)	6/28/17	This rescission of $331,157 reduces Allocation #21 to $73,368,843. The remaining $73,368,843 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #25.
34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	($497,685)	6/28/17	This rescission of $497,695 reduces Allocation #34 to $626,642. The remaining $626,642 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.
42	2016-17	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	$2,028,515	6/28/17	Scope of work: This allocation funds construction of the Transbay Transit Center Building and Related Structures. TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

43	2018-19	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRA)	Valley Link	$10,120,000	9/26/18	Scope of work: This allocation funds CEQA documentation and preliminary engineering on the Valley Link project. TVSJVRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised. *Conditions:* Allocation and disbursement is contingent upon the following conditions: 1. Formation of an executive steering committee with quarterly briefings, to include at a minimum representatives from MTC, Caltrans/CalSTA, ACE, San Joaquin COG, BART, and ACTC. 2. The executive steering committee shall be briefed on the following elements of the feasibility report and EIR: a. progress of CEQA/PE b. need for NEPA and potential timing thereof c. organizational structure and preferred project delivery entity d. funding plan e. interface with other regional transportation infrastructure and services 3. Approval of a local support resolution by the TVSJVRRA board of directors.
16	2010-11	CCTA	e-BART	($142,200)	1/23/19	This rescission of $142,200 reduces Allocation #16 to $18,857,800. The remaining $18,857,800 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #16.

18	2011-12	CCTA	e-BART	($10,692)	1/23/19	This rescission of $10,692 reduces Allocation #18 to $27,089,308. The remaining $27,089,308 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.
44	2018-19	BART	e-BART Parking Lot Expansion at Antioch Station	$152,892	1/23/19	Scope of Work: This allocation is for construction on the e-BART Parking Lot Expansion at Antioch Station project and related improvements. *Conditions:* Allocation and disbursement is contingent upon BART: (1) completing the project described in its Initial Project Report (2) complying with all provisions of MTC Resolution No. 3636, Revised. AB 1171 funds received under this allocation are subject to MTC Resolution No. 3636, Revised.
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	($264,009.68)	7/24/19	This rescission of $264,009.68 reduces Allocation #21 to $73,104,833. The remaining $73,104,833 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #21.
45	2019-20	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/Downtown Caltrain Extension	$264,009.68	7/24/19	Scope of Work: This allocation funds construction close-out activities, including construction management oversight services, the construction manager/general contractor construction services, and staff support cost. TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.

46	2019-20	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRA)	Valley Link	$3,000,000	3/25/20	Scope of work: This allocation funds updated 15% preliminary engineering plans, project partner cooperative agreements, and project management on the Valley Link project. TVSJVRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($481,984)	6/24/20	This rescission of $481,984 reduces Allocation #25 to $5,188,810 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package. The remaining $5,188,810 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($116,802)	6/24/20	This rescission of $116,802 reduces Allocation #30 to $26,142,198 for the construction phase of the I-80/680/12 Interchange Initial Construction Package. The remaining $26,142,198 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.
31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($3,668)	6/24/20	This rescission of $3,668 reduces Allocation #31 to $74,324 for the right-of-way phase of the I-80/680/12 Interchange project. The remaining $74,324 allocation in AB 1171 funds is subject to the conditions listed under Allocation #31.

39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($549,925)	6/24/20	This rescission of $549,925 reduces Allocation #39 to $340,468 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3. The remaining $340,468 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.
41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	($28,049)	6/24/20	This rescission of $28,049 reduces Allocation #41 to $348,764 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3. The remaining $348,764 allocation in AB 1171 funds is subject to the conditions listed under Allocation #41.
47	2019-20	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	$1,180,428	6/24/20	Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package 2A (SR-12 east to I-80 east connector) project. STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.

48	2019-20	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRA)	Valley Link	$46,791,000	6/24/20	Scope of work: This allocation funds completion of 30% design; completion of federal environmental review documents (NEPA); preparation of technical reports associated with Caltrans PA&ED; geotechnical surveys, reports, and design plans for grade separations; agreements with stakeholders including utility companies and railroad owners; design of Overhead Catenary System for option of electrified section of rail route; project financial planning; operational studies; development of specifications and performance requirements for rail vehicles; preparation of comprehensive service plans; coordination with railroad and other regulatory agencies; and associated activities, including oversight and management, legal reviews, government relations and community outreach, coordination with project partners, project management and cost controls, and review of project design plans and documents by project partners. TVSJVRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.
Total Allocated				$546,592,700		

* On January 23, 2013, MTC approved program commitments of: 1) $4.4 million (subject to future allocation action) towards the reconstruction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) $0.5 million to BART for the eBART project.

** The December 18, 2013 allocation (#32) to SMART includes the $4.4 million indicated in the footnote above.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval
1	2008-09	SFCTA	Doyle Drive	80,000,000	6/24/2009
2	2009-10	BART	e-BART	13,890,000	12/16/2009
2	2009-10	BART	e-BART	(7,933,300)	6/27/2012
2	*subtotal*			*5,956,700*	
3	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	10,700,000	2/24/2010
4	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	5,226,000	2/24/2010
5	2009-10	CCTA	e-BART	11,000,000	3/24/2010
6	2009-10	CCTA	e-BART	2,000,000	3/24/2010
7	2009-10	BART	e-BART	11,000,000	6/23/2010
8	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	134,074,000	6/23/2010
8	2010-11	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	(76,024,000)	5/25/2011
8	*subtotal*			*58,050,000*	
9	2010-11	BART	BART Warm Springs Extension	5,000,000	7/28/2010
10	2010-11	ACCMA	BART to Livermore ROW Preservation	1,250,000	7/28/2010
11	2010-11	MTC	Opportunity/Risk Analysis for BART to Livermore ROW Preservation	250,000	7/28/2010
12	2010-11	MTC	Regional Express Lane Network	2,800,000	7/28/2010
13	2010-11	BART	e-BART	73,600,000	10/27/2010
13	2010-11	BART	e-BART	(52,000,000)	3/23/2011
13	2010-11	BART	e-BART	(5,600,000)	6/27/2012
13	*subtotal*			*16,000,000*	
14	2010-11	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	7,000,000	12/15/2010
16	2010-11	CCTA	e-BART	19,000,000	3/23/2011
16	2010-11	CCTA	e-BART	(142,200)	1/23/2019
16	*subtotal*			*18,857,800*	
17	2010-11	STA	I-80 Eastbound Cordelia Truck Scales Relocation	26,400,000	6/22/2011
17	2010-11	STA	I-80 Eastbound Cordelia Truck Scales Relocation	(3,817,000)	3/28/2012
17	*subtotal*			22,583,000	
18	2011-12	CCTA	e-BART	27,100,000	9/28/2011
18	2011-12	CCTA	e-BART	(10,692)	1/23/2019
18	*subtotal*			*27,089,308*	
19	2011-12	VTA	Mission/Warren/Truck-Rail Facility	6,500,000	11/16/2011
20	2011-12	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	14,280,000	3/28/2012
20	2011-12	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(1,142,000)	5/25/2016
20	*subtotal*			*13,138,000*	
21	2011-12	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	73,700,000	6/27/2012
21	2011-12	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	(331,157)	6/28/2017
21	2011-12	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	(264,010)	7/24/2019
21	*subtotal*			*73,104,833*	
22	2011-12	BART	e-BART	9,410,000	6/27/2012
23	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	8,500,000	7/25/2012
24	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	5,980,000	11/28/2012
25	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	5,796,000	1/23/2013
25	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(125,206)	11/16/2016
25	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(481,984)	6/24/2020
25	*subtotal*			*5,188,810*	
26	2012-13	BART	BART to Livermore Extension Project	8,600,000	1/23/2013
27	2012-13	SMART	SMART	750,000	1/23/2013
28	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	822,008	6/26/2013
29	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	5,513,000	9/25/2013
30	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	29,448,000	9/25/2013
30	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(1,000,000)	3/26/2014
30	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(2,189,000)	1/27/2016
30	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(116,802)	6/24/2020
30	*subtotal*			*26,142,198*	

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval
31	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	77,992	10/23/2013
31	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(3,668)	6/24/2020
31	*subtotal*			74,324	
32	2013-14	BART	e-BART	9,533,000	12/18/2013
33	2013-14	SMART	SMART	9,400,000	12/18/2013
34	2013-14	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	1,124,327	2/26/2014
34	2013-14	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	(497,685)	6/28/2017
34	*subtotal*			*626,642*	
35	2013-14	STA	I-80/680/12 Interchange Freeway Performance Initiative in Solano County	1,000,000	3/26/2014
36	2014-15	Fairfield	Fairfield/Vacaville Train Station	9,000,000	10/22/2014
37	2014-15	BART	e-BART	500,000	12/17/2014
38	2015-16	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	2,189,000	1/27/2016
39	2015-16	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	1,142,000	5/25/2016
39	2015-16	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(251,607)	11/16/2016
39	2015-16	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(549,925)	6/24/2020
39	*subtotal*			*340,468*	
40	2016-17	BART	BART to Livermore Extension Project	1,632,000	9/28/2016
41	2016-17	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	376,813	11/16/2016
41	2016-17	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(28,049)	6/24/2020
41	*subtotal*			348,764	
42	2016-17	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	2,028,515	6/28/2017
43	2018-19	TVSJVRRA	Valley Link	10,120,000	9/26/2018
44	2018-19	BART	e-BART Parking Lot Expansion at Antioch Station	152,892	1/23/2019
45	2019-20	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	264,010	7/24/2019
46	2019-20	TVSJVRRA	Valley Link	3,000,000	3/25/2020
47	2019-20	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	1,180,428	6/24/2020
48	2019-20	TVSJVRRA	Valley Link	46,791,000	6/24/2020
			Total	**546,592,700**	

Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	20-0774	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	5/4/2020			**In control:**	Programming and Allocations Committee
On agenda:	6/10/2020			**Final action:**	
Title:	California Transportation Commission (CTC) Meeting Update Update on the May 13, 2020 CTC Meeting				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Agenda Item 4a - 20-0744 CTC Update.pdf				

Date	Ver.	Action By	Action	Result

Subject:
California Transportation Commission (CTC) Meeting Update

Update on the May 13, 2020 CTC Meeting

Presenter:
Kenneth Kao

Recommended Action:
Information

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2020 **Agenda Item 4a 20-0744**

California Transportation Commission (CTC) Update

Subject: Update on the May 13, 2020 California Transportation Commission meeting.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has two (2) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (President and CEO, Silicon Valley Leadership Group).

May CTC Meeting (May 13, Held Online)

The CTC discussed the following issues of significance to the region.

Statewide Programs. The CTC approved the following items:

- 2020 State Highway Operation and Protection Program (SHOPP). The CTC adopted the 2020 SHOPP, which is dedicated to the maintenance and rehabilitation of state highway assets. The 2020 SHOPP includes over 900 projects totaling $20 billion over four years and is closely tied to the recently-adopted State Transportation Asset Management Plan. Of note, the 2020 SHOPP proposed a new reservation of $100 million for complete streets elements, such as adding accommodations for bicyclists and pedestrians on existing SHOPP projects. To maintain financial constraint, CTC approved $42 million of the $100 million complete streets reservation. Caltrans will return in June with proposed SHOPP project deletions to allow programming the remaining $58 million complete streets reservation. MTC staff continues to support inclusion of complete streets, resiliency, and green-infrastructure type projects in the SHOPP.

COVID-19 Related Items. The CTC approved the following:

- Interim Timely Use of Funds Policy. The CTC approved an interim Timely Use of Funds (TUF) Policy that recognizes the extraordinary circumstances the state faces. The interim policy provides additional time to meet TUF obligations and will give sponsors more flexibility in project delivery during this uncertain time. The interim TUF policy affect programs like Senate Bill 1 (SB1) competitive programs, Active Transportation Program, Proposition 1B Local Bridge Seismic Retrofit Program, and State Transportation Improvement Program where allowed by law. The interim policy will expire in December 2020.
- State Revenue Impact from COVID-19. The CTC received a presentation from San Jose State University Professor Agrawal on the potential impacts to state transportation revenues due to COVID-19. Shelter in place orders have greatly reduced tax and user fee revenues, including sales taxes, gasoline taxes, transit fares, and tolls. MTC has analyzed potential revenue reductions due to COVID-19, and MTC predicts a loss of $4 billion in total Bay Area transportation revenue over the next 12 months. Some of this is offset by the most recent federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, but cities, counties, transit agencies, and toll authorities continue to face significant revenue

declines. Staff continues to advocate for a federal funding backstop as we move towards recovery.

Allocations, Extensions, and Amendments. The CTC approved the following:
Allocations. For the following allocations, CTC provided a 12-month deadline to award a contract (from the standard 6 months) due to project delivery uncertainty caused by the COVID-19 pandemic.

- Funding allocations for two Active Transportation Program (ATP) projects in Oakland (Alameda County) and Sunnyvale (Santa Clara County);
- Funding allocations for two State Transportation Improvement Program (STIP) projects in Alameda and Napa Counties; and
- Funding allocation for two Transit and Intercity Rail Capital Program (TIRCP) project for Capitol Corridor.

Extensions.

- Project allocation extensions for STIP projects in Contra Costa, San Mateo, and Santa Clara Counties;
- Contract award extension for one BATA-sponsored Local Partnership Program (LPP) project;
- Project completion extension for one ATP project in San Mateo County; and
- Project expenditure extension for one ATP project in Oakland (Alameda County).

Amendments.

- LPP Formula program amendment to add one new transit project nominated by the San Mateo County Transit District.

MTC staff will continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

The next CTC meeting is will be held online as a one-day meeting on June 24th.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.

Therese W. McMillan